

There is one pain in the neck adjustment you probably won't have to make. If the performance of your boat leads you to believe changing the rake of the mast is necessary, there is an adjuster at the top of the jib stay that will let you do this. Shortening the jib stay decreases weather helm and vice-versa. Of course this means lowering the mast. The good news is that once all the one time adjustments are made you never have to do them again.

CONNECTING AND OPERATING THE POP TOP

To proceed in more comfort you may want to raise your pop top now. Whether your boat comes factory pre-rigged or not, the pop top will not be connected to the mast. The one cardinal rule you must remember is that **THE POP TOP MUST BE DISCONNECTED FROM ITS MAST SLIDER BEFORE THE MAST IS RAISED OR LOWERED.** Confucius says you can not pivot around two points simultaneously. If you forget, you will damage the pop top or the mast, or both; not beyond repair of the boat, but perhaps beyond repair of a captain's esteem.

On the aft side of the mast, below the boom, is this pop top slider - with a bracket attached to it. Pull back on the spring pin that is on the starboard part of this slider and the slider will lower on the mast until its bracket is in plane with the small fitting on the front sloping edge of the pop top. Using the small amount of play that is in the pop top, align all holes so that you can insert the supplied clevis pin or bolt. The pop top is now connected.

The pop top must be operated in the proper sequence: Unlock the sliding hatch. Slide it as far forward as it will go. This allows you to remove the hinged companionway and to step into the cabin to undo the interior locking line. (In earlier models you must release a lower arm(s) pin(s) before being able to raise the aft end of the pop top.) Place both hands on the stainless steel horizontal bar in front of you (this is the upper pop top inverted "U" section) and raise this bar until it snaps into its up position. If you hear one locking click, (both pins locking simultaneously) take an "A". If you hear one click quickly followed by a second click, that is a passable "B". If there is a delay between the sounds of the upper pop top arm clicking into the lower arms it means you have raised the top unevenly (side to side) and this may result in failures all around. You can test the up position by pulling down on the cross bar to be certain that it will not come back down.

With the aft end of the pop top raised and secure, walk further into the cabin. Place one hand on the raised crossbar and the other under the front end of the pop top. With the cross bar hand pushing slightly aft, raise the front end of the top with the other hand until the snap pin on the pop top slider engages its hole in the mast. Again test for security by trying to pull the front end of the top back down (you can also feel to see that the pin has gone fully into its hole.) These steps are only guides and you may develop your own style that better suits your own physical attributes.

Lowering the pop top must also be done in the proper sequence. Support the front end of the pop top with one hand and pull out the pop top/mast slider pin. Spread both hands to lower the front of the pop top down the mast slot. Step aft and place one hand on the cross bar and release one lower arm snap-pin with the free hand, allowing the top to lower slightly. Then switch hands and pull the opposite snap-pin. Then, with both hands spread on the cross bar, lower the top evenly. And proceed with the normal closing up of the cabin:

Insert the door. Pivot up its top half. Move the sliding hatch aft. Push in the sliding hatch lock. Go home. Boats are notoriously easy to break into and therefore, in most marinas, seldom are. Check out the history of your port. (In new boats the cabin fully secures by hooking on the interior locking line. In earlier models the lower arms automatically lock in the down position but, unlike new boats, must also be unlocked before the aft end of the pop top can be raised. So, to make raising faster and easier, automatic locking has been replaced by an interior locking hook and line. See?)

SETTING THE GENOA (and SALLY MAIN) FURLING LINES

On factory pre-rigged boats, the Sally main furling line is already installed through the boom. The jib furling line is already attached, coiled and taped at the bottom of the furling tube. Your job is to untape and uncoil it and feed it thru the fairlead on the bow deck, then through the starboard fairleads on the front and mid edge of the cabin top and then to the furling cam cleat on the starboard aft cabin top edge. Take the slack out of this line and secure it in its cleat.

SETTING THE JIB SHEETS

An extra big jib sail is called a genoa because its origin had something to do with Genoa, Italy. "Main" for the sail that goes up the mast makes sense. The name we gave to our main, "Sally Sail" means "bursting forth, witty, imaginative, off the beaten track". All appropriate. But "sheets" for the ropes that position the sails? I suppose that came about because sails looked like sheets before we named them genoa, spinnaker and Sally. The Rhodes has a jib sheet, about 65', and a main sheet, about 35', both in beautiful colors of your choice in a 3/8" braided style.

If your boat has not arrived with its genoa jib sheet already attached, take this 65' coil of line from your parts, uncoil it, put the two ends side by side and work your way along the doubled line to locate its mid point. Insert the mid point of the folded-in-half line thru the large exposed grommet of the furled genoa sail so that you have a loop of line on one side of the grommet and two equal legs of line on the other side of the grommet. Insert the two ends of the line thru the loop and pull them to close the loop. You now have two equal lengths of 3/8" line firmly attached to your jib. Coil this line (for ease of handling) and wrap the two legs about six clockwise turns around the sail in anticipation of the looseness of the initial furling of the sail on its tube.

Release the jib furling line from its cabin top cleat so the jib tube is free to rotate. Pull the jib sheets to undo the six turns you just took on the tube. This action will rotate the tube causing the furling line to partially wrap around its drum. With the jib sheets no longer around the sail, but none of the sail yet unfurled, again lock the furling line in its cleat. Untwist the two jib sheets so that you have a port and starboard sheet and run them outside the upper shrouds, through genoa cars on the genoa tracks and clockwise around respective winches and into their clam cleats. Excess jib sheet can always be tucked into the coaming compartment below the winch, because neatness counts.

You can now test the furling operation. Free that genoa sheet that is on the windward side, (the side the wind is coming from). You do not want this line in its clam cleat, around its winch, or under a crew's tush. Uncleat the jib furling line and hold onto it with a very light pressure. Free the leeward jib sheet (the one on the side where the wind is going away from the boat), and start pulling it. The jib sail will begin unfurling, the furling line will begin furling, and the trailer may begin rolling. So if it is a windy day, testing for a storm jib size will suffice.

You can lock the furling tube at any sail area size you want merely by putting the furling line back in its cleat. You will not use this line again until you want to change sail size or put the sail away; in which case you either head into the wind or release the appropriate jib sheet so the sail can swing out into the wind, and then pull in on the furling line. If the line does not respond, look for a fouled furling line or, a sheet still not free from a winch or, a clam cleat or, a coaming box or, a crew's part. When putting the sail away for the day you may want to keep a light pressure on the leeward sheet to insure the sail furls neatly on the tube.

SETTING THE MAIN SHEET

If your boat did not come with its main sheet pre-rigged, do not be alarmed. If our PhD owners can thread this line, anyone can. At the aft end of the boom is a second rotating tang, this one with a bend in it. Affixed to this tang is the boom block with becket. (If the boom block is not on this tang, take it from your supplies and attach it to this bent tang.) In your supplies is the second 3/8" braided line (about 35' long). This is your main sheet and it begins its journey with a bowline (or other knot) at the becket on the boom block. From there it goes down to the fiddle block on the traveler bar and first passes thru the upper sheave of the fiddle block entering from the aft side of the block. (Tip: hold the fiddle block up vertically from its limp position on the traveler bar so you can see things more clearly.) The main sheet then heads upwards to the boom block, passing through its sheave entering from the bow side, then back down to the fiddle block's large and lower sheave entering from the aft side and exiting through the cam cleat affixed to the fiddle block. Take up the slack and you should have three parallel lines between the boom block and the fiddle block. That wasn't that difficult. Nor need it be done again since this assembly can be removed intact from the boom tang.

THE SALLY SAIL MAIN

Pre-rigged boats come with the main sail in the mast and the boom connected to the mast. The end of the main sail furling line comes out of a slot in the bottom of the boom, just aft of the cabin. The outhaul line provides a mechanical advantage by starting at a hole in the boom end casting, then passing under the sheave on the outhaul car (in the boom sail track), then through a block on the clew of the main sail, then back under the same sheave on the outhaul car, then turning down through a block hanging off the topping lift boom tang (on newer boats over a sheave on top end of boom and down through center of boom and coming out bottom of boom) and forming a loop handle. The boom has a series of cleats for locking the furling and outhaul lines, to secure sail size, set sail shape and take up excess line. With the mainsail outhaul line passing through the outhaul car twice, friction permits you to position this car at any position along the boom, for a main sail size to suit your current comfort zone.

Unlike the furling jib, when the main sail is pulled out, the furling line is not held. This makes it possible to go from the stored position to full main in two seconds flat. If only a portion of the main is to be employed, the furling line can be pre-locked with a pre-set length of furling line on a boom cleat and the outhaul car moved to the end of the shortened sail. Putting the sail away is just as quick. The outhaul line is uncleated and left free while the furling line is pulled as rapidly as you wish.

Tip: In light airs the furling main can be set or stored regardless of the boat's approach to the wind. However, in heavy airs, the friction of the sail against the mast slot makes the direction of the boat, in relation to the direction of the wind, less inconsequential. So it is good practice to turn the boat into the wind (as you would have to do with a conventional sail anyway) at such an angle that the boom is slightly off to starboard, so the sail exits or enters the mast slot freely.

The topping lift is integral to the Innermast Furling system and therefore conveniently controlled from the cockpit. If you furled the main and had no topping lift, the boom would fall on your head. So the topping lift should be set to support the boom before you pull the furling line. On the other hand, if you left the boom supported by the topping lift, the mainsheet would not control a full mainsail shape since it would be acting directly against the topping lift. On the other hand, when using a half main sail the topping lift supports the weight of the boom. So when and whether you use the topping lift or, slacken it completely, depends: Full main, slacken it. Furled main, set it for shape wanted. Putting main away, use it to support boom so you don't get a headache.

Now that you know all this, it is all very easy: Uncleat the furling and outhaul lines. Pull out the sail with the outhaul line. Release the topping lift. Want to sail with a shortened main? Move the outhaul car to a more forward position. Pull the furling line for the desired sail area. Adjust the outhaul line for desired sail shape. Set topping lift for best shortened sail shape. Sailing to dock or to put the sail away for the day? Set topping lift line so boom stays horizontal as sail disappears.