

## RIGGING AND UNRIGGING "TRAMP"

### Rigging and Launching

Fit and tighten BUNGS (one to transom, the other to skeg)

Do not load gear into boat. It makes extending hulls and raising mast too difficult.

Undo tie downs, remove number plate, make sure rudder and motor are lifted, and that centre board is UP.

Back down ramp. Usually it is not necessary to submerge tyres of trailer.

Attach line to bow, remove hook from retrieving wire, and push boat off trailer. It is usually not necessary to tilt the trailer.

Bring boat into sand.

Extend hulls, being careful with trampoline slides. Bolt down hulls. In quiet waters four bolts suffice. Otherwise use eight. (Some bolts are captive in beam ends, others are not).

Roll mast out astern until forked foot of mast can engage horizontal bolt on cockpit floor.

Make sure that shrouds are clear and hooked into mast (the lowers have a bad habit of coming out of the socket).

Walk mast up whilst someone pulls on forestay which has been temporarily lengthened by a stout line. Fix gate at cockpit coaming so that mast is held whilst forestay is tightened. Shackle on forestay and tighten with rigging screw.

The main has been fitted with slugs. Haul sail to mast head, insert stop and then drop sail, lashing it loosely to boom with shock cord. Attach vang and main sheet.

The jib has been fitted with a simple but very useful down haul, which attaches to the head of the sail and is clipped into the piston hanks. It then comes back to the cockpit coaming and can be used to stack the jib on the forestay, ready to be hauled up by its halyard. I have used a handy billy for a jib sheet; it runs on a rope slide to the front of the cockpit coaming. The jib so rigged is almost self tacking, although it is used - backed - to pull the boat through the eye of the wind when going about. Alternatively, conventional sheets can be used. They are in the jib's sail bag

Then load gear, including fuel tank.

The motor likes to be well primed with the bulb on the fuel

line, and the choke should be used initially.

#### Unrigging

I kept the main on the boom. There is a small crank (in the tool box) which fits onto the outer extremity of the boom and helps to wind the sail on to the boom. The sail sits flat if the luff rope is allowed to move towards stern end of the boom.

This is of course the reverse of the above, but a word about the trailer.

Before moving to the ramp, attach the jumpers to the retrieving battery, with their other ends (1) to the trailer chassis and (2) to the copper terminal near the winch. The retrieving system is based on a starter motor and polarity is irrelevant: it will only run one way.

On arrival at the ramp, wheels close to but not in water. Put the winch in neutral and run the wire to the eye bolt on bow of the boat, and bring the boat's bow into the v-rollers on stern of trailer. Take the load on the wire. Tilt the trailer. Put winch in gear. Press the operating switch and the trailer will come up. Just watch that it remains central to the rollers.

Attach tie downs in a quiet place, remove bungs, attach number plate.

P.S. If C.B. is hard to get down, use a hand-billy which doubles as a boom vang.  
The down haul is the rope with block attached.