

# MasterHelper the Number One Mast Raising Device for the Flying Scot®

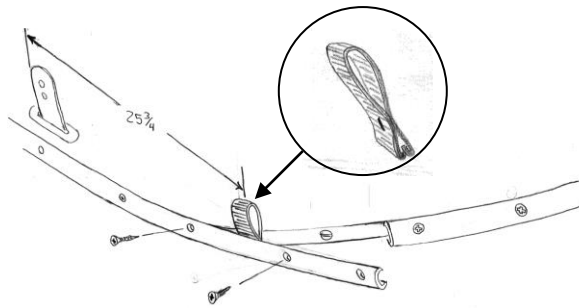
## The kit contains:

- Two nylon loops
- One Side to Side Bridle with two small hooks
- One A-Frame with nylon line.

Please read all directions before attempting to use your MasterHelper.

## Installation:

The Master Helper requires no drilling. The two nylon loops are simply installed between the gunnel molding and the boat. The loops must be installed 25-3/4 inches forward of the side stay measuring from the back edge of the tang. Make a mark with a pencil. Forward of the mark the gunnel molding should be split. Remove the screws that secure the gunnel molding to the boat. Remove enough screws so that the molding can be separated from the boat aft of the pencil mark. Align the center of the nylon loop with the pencil mark with the seam of the loop positioned downward slightly below the bottom edge of the molding. While holding the loop in place reattached the molding using the original screws. **NOTE:** Be careful not to over tighten the screws securing the gunnel molding or they could twist off.



### WARNING

**YOU MUST INSTALL THE TWO NYLON LOOPS BEFORE ATTEMPTING TO RAISE OR LOWER THE MAST. WITHOUT THE SIDE-TO-SIDE BRIDLE THE MAST WILL FALL TO THE SIDE. THIS COULD CAUSE BODILY INJURY OR DAMAGE TO YOUR BOAT.**

## Raising the Mast:

Prepare the boat as usual up to the point where you are ready to step the mast. Mast should be on the hinge pin and side stays should be clear.

### Caution

**The bow of the boat should be into the wind as much as possible when raising or lowering the mast. If the deck is wet the feet of the A-frame may slip. Be extra careful when using the MasterHelper on a wet deck.**

1. Rig the Side-to-Side Bridle (line with two small hooks and a loop in the middle). Clip one hook on each nylon loop (already installed). Pass the loop through the Spinnaker Pole Ring on the mast (use the top ring if your boat is equipped with two). Attach the main halyard to the loop. Wind up the main halyard to make the Side-to-Side Bridle taut. Do not over tighten the main halyard, but make it tight enough so there is no play in the Side-to-Side Bridle.

### WARNING

**THE SIDE-TO-SIDE BRIDLE MUST PASS THROUGH THE SPINNAKER RING. FAILURE TO DO THIS WILL RESULT IN THE MAST FALLING TO THE SIDE.**

2. Attach the forestay to the small rope loops at the top of the A-Frame labeled forestay.

3. With the aft trailer tie down strap still in place and the mast laying in the down position unwind the trailer winch strap so that the hook reaches the top of the winch on the mast (approximately 16" above the bottom of the mast).

### Caution

**If the trailer is tilted aft or your boat slides easily on your trailer use a bowline or other line to temporarily tie the boat to the trailer through the Bow Eye. If the aft trailer tie down strap is in place and snug, the boat is unlikely to slide off the trailer.**

4. Locate the loop on the line attached to the feet of the A-frame. Attach the loop to the Jib tack wire shackle just as you would attach the tack of the jib. Open the A-Frame and position the feet as far aft as possible. With the A-Frame standing upright, attach the trailer winch hook to the free loop at the top of the A-Frame. Forestay should already be attached to the opposite loop.
5. Wind up on the trailer winch to take the slack out of the forestay and trailer winch line. Raise the mast about 5 inches above the aft mast support and stop by switching the ratchet on the winch to the lock position.
6. Check to see that the feet of the A-Frame are as far aft as possible, as far apart as possible, and centered over the mast step.
7. Check to see that the Side-to-Side Bridle is not too loose.
8. Check to see that the side stays are clear and that no other lines or halyards will prevent the mast from raising.
9. Slowly raise the mast by winding up the trailer winch. You should hear a clicking sound from your winch. If not properly set the ratchet.

### WARNING

**CHECK THAT THERE ARE NO OVERHEAD ELECTRICAL WIRES IN THE AREA. WARNING DO NOT STAND BEHIND THE BOAT AS THE MAST IS BEING STEPPED. SERIOUS BODILY INJURY COULD OCCUR IN THE UNLIKELY EVENT THE MAST FALLS.**

10. As the mast rises, the tension in the forestay and trailer winch will reduce as the mast reaches the upright position. When the mast is upright add just enough tension with the trailer winch so that you can connect the jib halyard to the bow-eye. Tighten up on the jib halyard and set the locking cam. **NOTE:** If your mast is loose on the mast hinge pin the mast may rotate to the side. Using your hand or a stick rotate the mast so that it will align with the mast step. The hinge pin can be made tighter if you lightly hammer the lower slot of the mast back together where the pin rests.
11. Release tension from the trailer winch and attach the forestay to it's proper location. With the forestay connected, release the tension in the trailer jib halyard. Reconnect the winch hook to the bow eye and tighten.
12. Remove the A-Frame and Side-to-Side Bridle from the boat and store in a dry area.

## Lowering the Mast:

1. Rig the Side-to-Side Bridle using the Main Halyard and the two nylon loops pre installed. Clip one hook to each nylon loop then pass the center loop up through the spinnaker ring and connect it to the main halyard. Take the slack out of the main halyard.

### WARNING:

**YOU MUST INSTALL THE TWO NYLON LOOPS BEFORE ATTEMPTING TO RAISE OR LOWER THE MAST. WITHOUT THE SIDE-TO-SIDE BRIDLE THE MAST WILL FALL TO THE SIDE. THIS COULD CAUSE BODILY INJURY OR DAMAGE TO YOUR BOAT.**

2. Attach the jib halyard to the bow-eye and disconnect the forestay. Attach forestay to one of the rope loops at the top of the A-Frame marked forestay.
3. With the aft trailer tie down strap in place, unwind the trailer winch approximately 2 feet.

# MasterHelper<sup>®</sup> the Number One Mast Raising Device for the Flying Scot<sup>®</sup>

## Caution

If the trailer is tilted aft or your boat slides easily on your trailer use a bowline or other line to temporarily tie the boat to the trailer through the Bow Eye. If the aft trailer tie down strap is in place and snug, the boat is unlikely to slide off the trailer.

Note: If the deck is wet the feet of the A-frame may slip. Be extra careful when using the MasterHelper on a wet deck.

4. Locate the loop on the line attached to the feet of the A-frame. Attach the loop to the Jib tack wire shackle just as you would attach the tack of the jib. Open the A-Frame and with the A-Frame lying down on the deck, attach the trailer hook to the free loop at the top of the A-Frame. Forestay should already be attached to the opposite loop.
5. Wind up on the trailer winch to take the slack out of the forestay and load off the jib halyard. Disconnect the jib halyard. Check to see that the feet of the A-Frame are as far apart as possible and centered across the deck.
6. Check to see that the Side-to-Side Bridle is not too loose.
7. Using both hands on the trailer winch handle, slowly unwind the trailer winch to lower the mast.

**NOTE:** If the mast is vertical or tilting forward the mast will not lower under its own weight. You may have to push the mast aft or tilt the mast by raising the trailer tongue upward.

As the mast lowers the A-Frame will slide across the deck until the line connected to the jib tack wire causes the feet to stop. This will cause the A-Frame to begin to stand up. If necessary stop and lock the ratchet so the trailer winch will support the mast.

**NOTE:** DO NOT let go of the handle unless you are certain the winch will not unwind by itself and the ratchet is properly switched to hold the tension.

## WARNING

If the line attached to the base of the A-frame is not attached to the jib tack shackle, then the mast will fall possibly causing serious bodily injury or damage to your mast and boat.

## WARNING

**CHECK THAT THERE ARE NO OVERHEAD ELECTRICAL WIRES IN THE AREA.**

## WARNING

IF YOUR TRAILER WINCH IS NOT EQUIPPED WITH A BRAKE THE WEIGHT OF THE MAST COULD CAUSE THE WINCH TO UNWIND BY ITSELF IF YOU LET GO OF THE HANDLE. **USE BOTH HANDS AND LOWER THE MAST SLOWLY.** IF YOU ACCIDENTALLY LOOSE CONTROL OF THE WINCH HANDLE **DO NOT ATTEMPT TO STOP IT. SERIOUS BODILY INJURY COULD OCCUR. DO NOT ATTEMPT TO CATCH THE MAST OR SERIOUS BODILY INJURY COULD OCCUR. DAMAGE TO YOUR MAST AND BOAT WILL BE MINIMAL IF SUCH AN ACCIDENT SHOULD OCCUR. YOUR MAIN CONCERN SHOULD BE FOR YOUR SAFETY AND THE SAFETY OF THE PEOPLE AROUND YOU.**

## WARNING

**DO NOT STAND BEHIND THE BOAT AS THE MAST IS BEING UNSTEPPED. SERIOUS BODILY INJURY COULD OCCUR IN THE UNLIKELY EVENT THE MAST FALLS.**

8. As the mast is lowered, the tension in the forestay and trailer winch will increase. You will begin to feel a larger load in the handle of the winch as mast gets lower. If you need to stop flip the ratchet on the trailer winch into the lock position. Lower the mast until it is resting in the aft mast support or on a life jacket or cushion on the aft deck.
9. Remove the A-Frame and Side-to-Side Bridle and reattach the trailer winch hook to the bow eye and store in a dry location.
10. Finish unrigging the boat as usual.

Thank you for purchasing your MasterHelper and if you ever have any problem please contact the number below.

## Accessories:

Storage bag	The storage bag will protect you MasterHelper for years to come, and has an extra pouch to store your tiller for added protection.
Up haul	3:1 or 4:1 block and tackle with cleat for rising and lowering the mast in place of the trailer winch. Very helpful when raising or lowering the mast when the boat is not on the trailer like at a mooring. Also, for added prevention by keeping the boat from sliding off the trailer while the winch is not attached.
Nylon Loops	Replacements available
Side-to-Side Bridle	Replacement

Please call for price and availability.

Question please call  
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Visit us on the web at  
[www.flyingscotracing.com](http://www.flyingscotracing.com)

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