

# MAST RUNNING LINES LED TO COCKPIT

Rick Lucas: *Ping*



Ping's previous owner (her 3rd) said that the first owner had bought the boat with an eye toward a lot of short-handed cruising from the Chesapeake to Bermuda and the Caribbean. To facilitate that, he installed a comprehensive set of blocks, organizers and clutches so that all lines could be managed without leaving the cockpit. With the companionway offset to starboard, there's copious space to port for all manner of clutches and winches to control them. The starboard side also has room for a couple there too. There are currently seven lines running from the mast:

- Halyards: main, jib and spinnaker
- Main sheet
- Boom vang

- First and second reef points

There's still two open spaces in the turning blocks and organizers for more, but I cannot figure out what might have gone there.

## Line Routing

All of the lines from the mast go through a cluster of turning blocks that encircle the back half of the mast. The main sheet leaves the forward bail on the boom and traverses a turning block aft of the saloon hatch. From there, all lines splay either starboard or port to the deck organizers mounted upon teak blocks. Ahead of the dodger, the lines are threaded through a row of eyes mounted atop pieces of teak, keeping them at the right height to create a straight run under or through the traveler base and into the clutches behind the dodger.



To port of the companionway, crew can control the traveler, main sheet, boom vang, jib and spinnaker halyards. Two single-speed winches make taming the lines simple, although with roller furling and no spinnaker to set, the outboard winch is a bit superfluous.

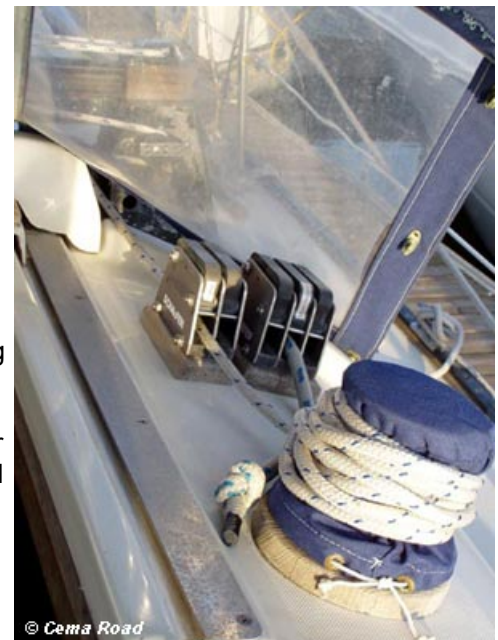


To starboard of the companionway are an equal number of clutches (5) and a single winch. Only three lines are run there; main halyard and the two jiffy reefing lines. The single-speed winch is essential for getting the main up tight and is helpful in pulling in a reef. The way the lines are

currently run, it is still necessary to go to the mast to attach the reef point tack to the hook on the boom near the gooseneck. At some point, I want to run lines the reef lines up to the reef point tack cringles, then down to the turning blocks to eliminate the need to leave the cockpit in lumpy seas.

As with the traveler project, I'd recommend this modification highly unless you have crew that likes to lie atop the coach roof where these lines would run. If you're contemplating this modification, I'd suggest laying out all the hardware in advance and using string or light line to verify the correct mounting points before you start drilling holes.

**Things I'd do differently:** Nothing really important. I am contemplating the replacement of the boom vang with a solid unit from Garhauer. I'd also like to turn the saloon hatch around so that it doesn't bang against the vang when it's open. I'd also put one self-tailing winch on the list for the main sheet. A second self-tailer would be good for the main halyard



and reef points, but it's hardly necessary.