

Whisker pole: Notes, Tips and Tricks

The whisker pole is stored on the mast.

Components: Forespar whisker pole, Schafer track, Harken blocks, Harken cleats.

Blue line controls the car that moves up and down on the track.

The solid red line is the topping lift. When it is not in use, it is stored out on the bow, NOT the lifelines, away from the mast which will prevent banging. When sailing, you will need to bring them back to the mast, so they don't interfere with other lines.

NOTE: Another reason to store the halyards forward is to remember that they are there so that they occasionally get moved around and don't get UV/salt baked into one kinked position. For example, Bubbles does not currently have a spinnaker, so it will be important to move that halyard around a bit. Hopefully that will be accomplished by using that line to raise and lower the dingy to/from the foredeck. The Spinnaker halyard can be used as the boat's service halyard due to it's optimal position at the top of the mast, on a swiveling block (pulley).

Pole Topping Lift:

Take the solid red line, Pole Topping Lift, from where it is stowed and clip onto the Whisker Pole. There are TWO ways to do this:

1. Method ONE (Light Air) - Clip the Pole Topping Lift to the Dyneema lifting loop located at the outboard end of the outer, larger tube of the whisker pole
2. Method TWO (Heavy Air) - Using the red Dyneema Whisker Pole Bridle (kept below decks) clip one end of the lifting bridle to the larger tube's lifting loop and the other end to the lifting loop on the smaller diameter pole at the pole jaw. This is recommended when the breeze is getting over 15kts.

NOTE: you can always use the heavier bridle to be safe, it's just another piece you must pull out, that's all.

Method ONE (Light Air) :

1-Furl away the headsail so you have room to get organized and create a safer place to work on the bow of the boat.

2-Clip the Topping Lift line to the Dyneema lifting loop on the larger pole.

3-Take slack out of the red line, it doesn't have to be too tight, and cleat it off.

4-Undo trigger by pulling on white loop (trigger pull), this will disengage the plunger pin, releasing the whisker pole's jaw from the base.

NOTE: There is a trigger mechanism located within the poles jaw that will re-engage the plunger pin, locking the whisker pole back on the mast or onto the sheets.

5-Gently push the whisker pole out and come to the port side of the mast, where the control lines are located.

6- With both cam cleats released, pull the blue line upwards to move the pole down. This will begin the lift of the Whisker Pole, because the topping lift is cleated, it will begin to level out the pole.

7- Stop when the jaw of the Whisker Pole is hovering near or above the jib sheets, typically near the lifelines. Then drop the line into the jaw of the pole to engage the trigger and release the plunger. The sheet will now be trapped in the pole's jaw.

NOTE: The whisker poles jaws should be facing down, towards the deck.

8- Return to the pole control system at the mast and continue to make the pole horizontal by pulling on the blue line up, and the car down.

9- When the pole is horizontal, cleat off the blue line using the two cam cleats on the mast, pull the blue line taught by pulling it upwards through the lower cleat, and downwards through the upper cleat- now the pole is locked into place and can't go up or down.

10- The white and black flecked line on the pole is the pole in/out line. Pull the end closest to the mast and the pole begins to extend, cleat off when the desired range

is met. (Cleave off in the appropriate direction depending on which way you are pulling the white flecked line. There is actually a little jammer in this cleat which helps lock it.

NOTE: It has a range of adjustments based on how big your headsail is. You will note some slack in the white fleck line which is fine.

11- Go to cockpit, release furling line, and unfurl the Jib out to the pole end. Make any adjustments needed so that the sail is projecting out to windward and the pole length matches the sails foot length (approximately). A little belly in the sail will make for better sail shape. Once the desired length of pole extension is achieved it is a good idea to mark the line where it exits the sheave at the inboard end for ease of duplication.

NOTE: You can run with the jib reefed while using the Whisker Pole.

Method TWO (Heavy Air):

The heavy air lifting bridle uses the red line of Dyneema that has two shackles on each end. It is stowed below decks.

1-Attach one shackle to the lifting bridle on the larger tube and the other to the lifting loop on the smaller diameter pole at the pole jaw.

NOTE: What this will offer is support of both of those lifting points.

2-Unclip the red topping lifeline from where it is stowed and clip it anywhere along the self centering lifting bridle.

3-Follow steps 3-7 listed under **Method ONE**.

4-Continue by pulling the blue control line down until the Whisker Pole is BELOW/SHY horizontal/parallel.

NOTE: As you extend the pole, the end will begin to kick up. Adjustment of the red topping lift line may be required to keep the pole horizontal.

5-Follow steps 9-11 under **Method ONE**.

To RETRIEVE:

1-Furl headsail/jib away.

2- Retract the pole if it was extended at all. Uncleat white flecked line and pull the line towards you. Cleat in the appropriate direction so that when the pole goes vertical against the mast, it remains secured.

3- Pull the blue control line down which will begin to raise the pole up.

NOTE: The topping lift was never readjusted this entire time. It was set at the beginning and that was that.

4-Once the pole is vertical and back on deck, pull the white string again to release the plunger and free the jib sheet.

5-Leave the jaw open, lower the metal built in bracket at base of the mast down as much as you can (minding the small block on the port side), and guide the Whisker Pole onto the bracket. When you push it onto the bracket, the plunger trigger should engage and lock it in place.

6- There will be a small gap between the pole and the rubber stopper at the base of the track. Pull down the blue control line down to lift the pole and snug the pole in place. Then pull the blue line up to really tighten things up and lock into place.

7- Uncleat the red topping lift and stow it out of the way.