

COLGATE 26 CLASS ASSOCIATION

Tips and "How To" information

This page is to pass along any tips and information by fellow owners.

\$10 - \$50 Gin (pole)

Here's a really cheap way to make a gin pole. Two of us in Marblehead are using it or variations of it. You only need 2 people to operate it.

The gin pole started life as my winter storage bow mast support to hold the mast horizontally, about 4' above the deck. Now it doubles as a gin pole or maybe a better term is Gin Board.

Materials

4'-6' 2x6 or 2x8

2 "U" bolts (to bolt it to the horizontal piece on the pulpit)

Old (or not so old) halyard or sheet

2 halyard sheaves (#DH 858) from Dwyer for \$20 each OR 2 "U" bolts and 2 blocks (example the large spinnaker blocks)

Gin Pole setup

Cut 2x6 to about 4', it may bend too much if it is longer. Or double it (2 2x8) and go 6' which is better leverage when the mast gets in the 8'- 12' range up off the end of the boat, you loose leverage with 4' gin pole length and need to manually assist the mast in this 8'-12' range.

Slot cut at lower end to fit over the bracket were the head stay attaches

Place Gin Pole over headstay bracket. (after you have removed the headstay...)

Mark and drill for the U bolts.

Use electrical tape on the "U" of the U bolt so they don't scratch the pulpit or use a short piece of split plastic hose over the pulpit cross piece.

May wish to notch the top slightly to keep the halyard in the center OR buy 2 halyard sheaves and cut a slot in the pole at the top and about 12" up from the bottom, just below the pulpit cross bar, for the sheaves OR attached 2 blocks to 2 more "U" bolts placed at the top and about 12" from the bottom of the pole instead of the sheaves. If you use the sheaves, place the sheaves with the roller forward. If you use the U-Bolts and blocks, they go aft.

Instructions for dropping

Tape the vang swivel near the mast bottom to the side otherwise you may put dents in the cabin top.

Attach the aft mast support to the motor mount, if so desired*.

Cleat the jib halyard to the starboard cleat and tension it.

Remove the headstay from the bracket.

Attach the Gin pole to the pulpit using the 2 "U" Bolts, the slot/bracket combination keeps the pole from moving forward.

The old halyard/sheet is used to extend the length of the spinnaker or topping lift halyard, using the topping lift may get you a better leverage angle and less side to side movement.

Attach the old halyard/sheet to the spinnaker/topping halyard; keep the knot above the gin pole

\$10 version - No blocks or sheaves - Run the halyard over the top and in front of the gin pole and then under the pulpit cross piece (Uses the round, cross piece as a built in block). Not recommended to run against the bolts as shown in pictures.

\$12 version - U-Bolts with blocks - Run the halyard through the top block and down through the bottom block

\$50 version - Sheaves - Run the halyard over the top sheave and down through the bottom sheave

Then run halyard to back to the port winch

Other end of the spinnaker/topping halyard, the end coming out of the mast, is to run through the clutch and to the starboard winch to adjust the knot height. Tension.

3 wraps on the port winch are plenty (4 was too many, in fact 2 would probably be enough) to drop the mast.

Uncleat the jib halyard, otherwise the mast won't drop very far.

Don't forget to loosen the shrouds!

One person steadies and centers the mast as it comes down, the other tails/drops the mast with halyard on winch.

This worked extremely and surprising well.

*Aft Mast Crutch - I also used the mast crutch attached the motor mount which keeps the angle and balance right to get the mast out of the step bracket without crunching the wiring and hitting the bolt at the bottom of the bracket and keeps the balance right after the mast comes out of the bracket.

Improvements

Add angle supports for crutch to steady it so it doesn't flex and over stress the motor mount when you are sliding the mast on it. Could be as simple as a nylon strap attached about 5' up the crutch and attached to the bottom of a rear stanchion. Ted added a small boat trailer roller to the top of the mast crutch to assist in sliding the mast.

Colgate 26 Engine Locker Dimensions

43" long
16" wide (forward)
14.5" wide (aft)
8" high (outboard)
9" high (inboard)

There is a 1.5" thick strengthening beam glassed to the bottom of the locker lid. It is 7" in from the inboard edge (this means under the beam there is less than 7.5" height in the locker) (even the 3.5 HP engine must be correctly placed for the locker to close)

At the forward end there is a cutout box that takes some of the top of the engine. The opening is:
2.5" deep
8.5" long
6.5" high
It starts 2.5" aft of the forward end of the locker

Mast Wiring

There might be some confusion for the new owners when putting on the mast wiring connector. The wiring diagram shows different colors than what might be in the mast cable and the 3rd paragraph talks about another set of wire colors, so possible double confusion. Here's the translation (using the diagram at the top of the page):

Diagram

Mast
Black
Green
Blue w/white stripe
White
Blue w/brown stripe
Red

Blocks and stuff pictures

For those putting a boat together, these might help. Close ups of the blocks

Turnbuckle locking

Idea 1: We use a 1 inch wide piece of Velcro strapping through the turnbuckle body. The flats on the upper part that thread into the turnbuckle body are kept from turning by a .125 thick stainless plate with .25 slots machined in them. This bridges the two turnbuckles. It's taped on with some rigging tape. -Dave Barnegat Bay, NJ

Idea 2: Tie the two together with a piece of line

Idea 3: Tie the two together with a cable tie

Compass on the mast Tip 1 (using a modified Tack Tick bracket):

Several of us have been pondering how to be able to mount and see a compass, like a Tick Tack Racemaster, on the mast. There are too many lines in the way. I stole this idea from another yacht club member from his X-Yacht racer to create an offset to mount the compass to either the right or the left of the mast instead directly aft of it. Remove the snap-in plastic mounting bracket from the aluminum mast bracket (that comes extra from Tick Tack) and then cut a piece of 5" x 16" plywood and drill holes in the plywood to center the plywood to the aluminum mast bracket and drill holes on the left to mount the compass plastic bracket. Use the plastic bracket as a template to mark the mounting holes. Drill two 1/2" screw driver access holes so you can mount the whole mess to the mast, again use the plastic bracket as a template. Eventually I'm going to mount my knotmeter on the right otherwise you would only need a 12" long piece. This keeps the gauges out of the way of the lines and viewable from just about anywhere in the cockpit or rail. The plywood will then be used as a template to make the real offset out of aluminum or Lexan.

submitted by Roy Briscoe

Compass Alternate Tip 2 (mounted "directly" on the mast): A tacktick micro compass can be mounted directly to the aft face of the mast by using the included plastic mounting plate. I used an aluminum dowel that fit in the mast groove. You then drill and tap it for two SS countersunk machine screws that go through the plastic mounting plate into the aluminum dowel. I also used a couple of layers of fiberglass behind the plastic plate for strength and to create depth for the countersunk screw heads. This mounts the compass against the mast, forward of the reef and downhaul lines. I tied those on centerline with a couple of velcro strips to keep them out of the view.

Pretty sure someone sells a pre-fabbed drilled and tapped bracket. I told the Ticktack guys about it and they were pretty interested.

...and yes, I'll post a photo next time I go out!

Jay

[Rig Tuning Notes](#)

Marblehead Fleet #1 recently sponsored a rig tuning talk given by Etchell's sailor and and Doyle sailmaker Jud Smith at the Eastern Yacht Club that was open to the public. Jud had many good things to say about the Colgate 26, and he should know after spending 3 days as the tactician and main sheet trimmer on the winning Colgate at the Florida NOODS. Jack Cochrane put together the talk and Jack and Roy Briscoe donated their boats for demos. Several of their Thursday night competitors were there learning the secrets. (You might need to be a Yahoo Groups member to see the notes)

Tiller Extension

The extension that comes with the boat is fully functional and works fine, but for racing or single handing you are probably going to want one that is adjustable and a fatter grip. The Marblehead fleet are all using the "Battle Stick". Having the adjustable stick also makes single handing easier, puts you close to the winches.

Other suggestions are the Forespar Twistlock and the Spinlock asymmetrical variation with the looped handle.

Line Lengths

Main Halyard 78'
Jib Halyard 64'
Spinnaker Hal 69'
Topping Lift 41'
Mainsheet 70'
Jib Sheet 36'
Spinnaker Sheet 60'
Traveler Control 16'
Tweakers 13'
Backstay Adj 46'
Cunningham 9'
Reef Line 30'
Reef Line 36'
Foreguy 18'
Reef Ties 4'
Cunningham line 20'

Rigging tension

Using the Loos Professional gauge, model PT-2 (3/16"), set the shrouds to approximately these settings.

Outers = 15-18 (18 = 500 lbs)

Inners = 12-15* or roughly 3-4 lower than the Outers

* Some of the racers are setting the inners to something less than 0 for the medium to light wind conditions so middle of the mast will fall off about an 1" going up wind for better sail shape and yes, the leeward inner will be quite loose.

The Professional gauge was used because it is more difficult to lose over the side and doesn't cost all that much more to purchase than their standard one. It clips onto the shroud and stays clipped while making the adjustments.

submitted by the Marblehead fleet

Raising the mast

Place the mast in the deck mast bracket and on an aft mast support (see below about a suggestion).

Attach the back stays and shrouds with the turnbuckles set as loose as possible and make sure the backstays aren't tangled

The outer shroud attaches to the more aft of the two connectors.

Tie off the spinnaker halyard to the bow pulpit or forward cleat. The top rail of bow pulpit might be a better point because it is higher than the cleat and will give you slightly more leverage.

The Headstay/Roller furling turnbuckle should be set so about 1/2" of threads are showing inside the turnbuckle. This is a good starting point for the mast rake also you might want to use the aft hole.

With some bodies to steady the mast, start raising the mast with the spinnaker halyard on the winch.

submitted by the Marblehead fleet

Aft mast support suggestion which can double as the mast support for trailering (Need to get picture)

This is instructions for building a support to assist in mast raising and lowering. The gin pole will look like a slightly lopsided "T" or upside down "L" when it is put together. Start with a 14' 2x6 and a few 1/4" x 5" and 1/4" x 3 1/2" bolts. Cut it at about 8 feet*. Make 3 more cuts, two 2' foot lengths and one 1' length. What we will do is sandwich the motor mount between the 8' section and one of the 2' sections using the 1' section as a spacer above the motor mount. The other 2 foot section will be bolted at a right angle to the top of the 8' section. The motor mount is offset from center, so you may want to bolt the 2' section so it's center is in the center of the boat when the gin pole is up. You may also want to cut out about an 1" x 12" or so piece from the upper edge of this 2' section so there is a cradle for the mast to rest on and add carpeting in the notch.

* This also makes a nice mast support for trailering when lashed across the solid life lines. If you plan on using this, you might want to cut the length at 8' 3" rather than 8'.

**Add as another added bonus this also can be used to assist in building a rear support to raise the mast up higher for the tarp for winter storage. You will need either a 10' or 12' 2x4 cut in half and screw these to the horizontal gin pole using 2 "L" brackets above and below the gin pole for each 2x4 creating a "A" frame. The open end of the "A" frame rests on the cockpit floor behind the rudder post. The closed end holds the mast. You can bolt the closed ends together with a short piece of 2x6 (left over from the gin pole construction, waste not, want not...) and extended it above the 2x4 ends enough to notch it for the mast. Again I'd add carpet to the notch.

Gin Pole suggestion submitted by Robert Wire, Hull #100 and modified slightly by the webmaster after trying it and extending its use.

Lifting bridle

Suggested lengths of lines, attachment points and hardware to keep the boat level during the hoist.

[Lifting Bridle instructions and pictures](http://www.colgate26.org/lift.htm) at <http://www.colgate26.org/lift.htm>

Submitted by Jack Cochrane from Marblehead, MA

Holeless Drink Holders

Parts are an 1 1/2" x 2" Velcro sticky-backed strip and a rubber cup/can/bottle holder. I was concerned the sticky-back Velcro wouldn't be strong enough hold a 12 ounce beverage but it is. And if you don't like where you put the cup holder, you just peel off the Velcro, clean the adhesive off the boat with Goof-off or Acetone, cut a new Velcro strip and stick it somewhere else.

This also allows you to remove the cup holders for the winter if you want.

submitted by the webmaster, idea from the Barefoot Children crew because the skipper didn't want to drill holes in the new boat and the crew complained of cruel and unusual working conditions.

Putting the new boat together - Suggestions

The boat goes together fairly easy, the most time consuming project is figuring out what part goes where. Once you have prep'd the parts, it should take about 2 days of continuous work to get the boat together, if you are working alone. The only problem, if you want to call it that, is of trying to get 2 days of steady work because of the interruptions from fellow sailors and power boaters asking about the boat. I would "lose" 2-3 hours each day to give tours and the power boaters kept asking two questions, 1) Did I get a discount because the transom was missing or 2) when was the rest of the boat coming, again because of the open transom.

If you have more people and they know what they are doing, it will take much less time. Four of us helped put Fall Line together. The boat arrived late Saturday afternoon from Florida and was in a race at 2:00 Sunday afternoon.

Here are a few suggestions that might help:

Bag 0 Parts

Grab a few of your favorite beverage, some paper lunch bags, a marking pen and the owner's manual and divide up the parts into separate bags for the various areas of the boat. You might want to make copies of the diagram and the parts list so you can check/cross things off as you figure out where they go.

We will be adding links to photos of the various parts of the boat shortly that should help in locating the parts.

Topping lift and Spinnaker Halyard These are the same color, white. If you change one of them to another color, your foredeck person will appreciate it.

Those 4 small black rubber things They are plugs for the shrouds to hold them in place in the mast when there is no tension on the shrouds.

Traveler sheet Take the end cap off, slide the loop in the line over the sheave, put the end cap back on and then thread the line through traveler and back to the end and up through the blocks above the cockpit seat. Doesn't seem to really matter which set of blocks you use.

Roller Furling block My recommendation is to mount the block about an 1" up from the base of the stanchion and at about a 45 degree angle towards the stern. This seems to be enough allow clearance for the anchor locker to open. If you try it at 90 degrees, you can't get the hatch open.

Have suggestions?

If you have some suggestions, send us the information. [Contact Us](#) at Carmen@colgate26.com