

WORKING ON YOUR BOAT by Marta and Grant Day

[From *The Day Sailer*, No. 116, Spring 1990]

WAKE UP, IT'S SPRING TIME!

That means that it is time to start thinking about getting the boat ready for the summer season. We can clean the teak, clean the inside of the hull, check the sails, and order new sails if necessary.

Remember, order your new sails early, the NAC's will be in Marblehead, Mass. August 6-10.

Next, Check the standing rigging, running rigging, rudder, and the centerboard.

What: Check the centerboard? It's too difficult to get out! It's the board that came with the boat! It's not leaking, so why should I mess with it?

You know the old saying "Don't fix it if it ain't broke!"

The reasons for checking your centerboard are found in the following questions.

1. Are you pointing with every one but going faster sideways than you are going to windward?
2. Did you hear a clunking sound last year when the wind was light and the boat was rocking from side to side?
3. Does your centerboard weigh more than the maximum allowed? [25lbs.]
4. Does your centerboard have the maximum dimensions allowed by the class rules?
5. Does your centerboard and rudder have a smooth airfoil shape?

If you answered YES to numbers 1 and 2; and "I don't know!" to numbers 3, 4, 5, then it would be to your advantage to remove your centerboard for a closer inspection.

For those of you that own a Day Sailer I the centerboard is very simple to remove. You will need 2 7/16 in. open end wrenches. There are three bolts that hold the centerboard control lever in position using a positioning plate. First loosen the locking nuts on the inside of the plate. Next, remove the three bolts and the positioning plate. The last step may require a hoist to lift the boat. Have a second person under the centerboard for support, and then gently slide the control lever out of the board. The board should easily fall into the hands of the person under the boat.

If you own a Day Sailer II, consult your owner's manual on how to remove the board. Another question you should ask if you own a DS II is; does the pulley control system allow my centerboard to go to the full down position?

Take your class rulebook, find the section on the centerboard and rudder, then measure your boards and compare them to the rulebook. If your boards are too thick, too small, or cannot be safely shaped into an airfoil shape you should consider purchasing or making a new set of racing boards. Books are available that describe airfoil shapes, and you can construct your own templates and make your own boards. It's not that difficult and a lot of fun!

After you have completed your evaluation, and purchased or constructed new boards, the installation procedure is the reverse of the removal.

Two additional areas of major importance are the standing rigging and running rigging. Check the shrouds for any broken strands. If you find any, replace the shroud immediately or you may be replacing a mast. Check and replace any chafed sheets or line halyards. Check and replace any wire halyards that you discover to have "fish hooks" or broken strands. These routine checks should be made throughout the season. The rest will be easy routine maintenance.