

## BB lo m Fall main service

### Mast:

The cutout sheave for main sail halyard in upper end of mast should run easily. At the same time, it should be checked that the wire has not damaged the sheave which could result in a situation where the halyard get stuck.

Similarly, the sheave for the jib halyard should be checked and lubricated.

The welded fittings for the boom and boom vang (kick) should be controlled for cracks.

It is checked that the guide which sits about 20 cm (8") up in the mast has not been worn out by the halyards. If it is worn out, the halyard might be moved to another sheave in the mast foot.

### Boom:

The two sheaves in each end of the boom should run easily.

The sheaves for the reef wires should be checked.

Remember that there must be a nylon sheave under the intermediate fitting which fits into the mast fitting.

Check the reef wires for wear.

Check if the fitting for the boom vang (kick) has cracks or is loose.

### Rod stays:

Should be handled careful and must not be bended in too small radii.

### Halyards:

Check for wear especially at the splicing between wire and rope.

### Hull inside:

The floor timber ribs should be checked for cracks.

The mast support should be checked for cracks in the gel coat.

Check the fiber glass at the corners of the bulkheads (those at the mast)

Check the small bulkhead under the forehold/bed for cracks especially at the ends.

The bed in the forehold must be bolted securely to the hull side! If the screws/bolts are even slightly loose you should lift the forehold bed, apply some marine bedding and bolt it again securely.

### Hull outside:

The transition (glass fastening) between the lead keel and the glass fiber keel box should be checked. If there are cracks you should tighten the keel bolts and a new glass fastening should be made.

The transition between the glass fiber keel box and hull bottom should be checked for cracks about 20 cm (8") out on the flat bottom.

The front part of the hull should be controlled for cracks on the outside where the forehold bed is inside.

### Fittings:

The rudder should be checked for play. Worn bearings should be removed by knocking them out (from opposite end with a long pole) and exchanged. The rudder pole/rod should be lubricated with thick grease. Note: on newer boats there is at the lower bearing mounted a grease cup.

The mast foot fitting should be checked for cracks in the welding along the upper edge.

The sheaves in the deck organizers on the roof are checked. Ball bearing sheaves are recommended for main sail, jib, spinnaker, and spinnaker pole halyards.

Cam cleats are checked. The pawls (on fiber cam cleats) may be grinded so that the teeth again are sharp.

Sheet and halyard winches are taken apart, cleaned and lubricated.