

Check List for SB20 Prior To Any Big Event

1. Main halyard - check knot at top, do extra turn in figure of eight and shorten every time you drop the mast as it frays at top quite quickly
2. Spinnaker halyard block - check running ok - also check shackle is tight - use shackle key to tighten (have known a couple to come undone)
3. Spinnaker halyard elastic - check knot at top and bottom and for fraying
4. Gnav cascade - check shackles and splice, and replace / carry spare if slider car wearing thin in tenon
5. Outhaul - ensure you have knots in both ends so you don't lose it up boom, it's a bore to re-thread
6. Tackline - check for wear around knot, can get quite thin – check for burrs on pole outer exit grommet which could wear through tackline under load
7. Shackles on jib cunningham blocks – make sure they are tight – could come undone
8. Spray the bowsprit with McLube and the trench it runs along
9. Check the 3 spinlock clutches on mast - the jib and spinnaker ones can get worn when loading up the mast when rigging (depending on which one you use) – check ALL bolts on mast fittings – they can come loose and disappear unannounced, and some have odd screwdriver inserts - check the sheave bolts are still tight (esp Jib halyard)travelling seems to loosen them
10. Jib tracks - check bolts are tight (I know one boat that ripped one off deck) including nuts on U-bolts inside cars – glue these
11. Electrics - good quality connections - clean connections of any corrosion between unit and mast bracket with sandpaper/knife
12. Check bowsprit outhaul line isn't twisted
13. Always secure jib sheet shackle with screwdriver, carry spare - check clew plate for wear – new plates purchasable from SportsBoatworld for a few bob, with rivet set – easy to replace
14. Check dead end knots on jib sheet
15. Main sheet ratchet block, tighten shackle
16. Mainsheet traveller - lubricate track (Mc Lube one drop), check traveller car for wear, check knots backstay - check knots, check cleat – check small bolts holding pulley wheels on car – It is possible to buy new ball bearings for car (and they are easy to replace) but does require a lot of faff getting the track off (not a 5-minute pre-event job).

17. Check backstay line for wear around the top batten, as can catch on the main if backstay on, and not enough kicker
18. Rudder gudgeons, tighten bolts with 10mm ring/ box spanner, do this with pin in place to ensure alignment is maintained– use Nylock, or double nuts – change from M5 to M6 if they are M5 bolts
19. Tighten tiller bolt – check for cracks in join with rudder blade
20. Tape tiller extension UJ – check rubber not dozing – replace if dozing
21. Check spinnaker sheets for wear
22. Tape up anything that could rip sails etc especially where kite goes up/down tie elastic between the 2 lowers in front of mast?
23. Spinnaker bag, check stitching and re-sew where needed – check for dozing in restraining cord – check ping pong ball bolt isn't damaged or bent – replace before it breaks
24. Check all sails from corner to corner, and then across the body - Check all batten pockets, especially top batten fixing, get in really tight and sew in if you wish - likewise all jib battens – carry a spare length of batten to push in the Velcro insertion, eg. 30 cm batten to poke it in with
25. Set your rigging and make sure that the bottle screws are tied off/secured– replace split rings periodically, and always tape up – tape up all moving parts of standing rigging
26. Travelling – tape kite blocks to granny rails – stow mast base bolt safely – put all bottlescrews into mast base bag, or if not, tape them up – bases can work loose and fall out in transit – do not leave engine in hold – put in car, or preferably on top of cover tied securely in boat on trailer – it's a long way to go with petrol fumes in your car
27. Check keel host block, shackle and rope are in good condition – suggest minimum of 5mm vectran for keel hoist