

Boat-owner's diary

The PBO 'family' share their boat-owning treats, trials and tribulations



A longer toggle? The mind boggles



Ben Meakins seeks a magic fix for a jamming problem with *Polly's* jib halyard after replacing the rigging

We replaced *Polly's* standing rigging last year, and while the mast was off the boat we also replaced the worn sheave for the jib halyard. But since doing so, the halyard has – at seemingly random intervals – become almost immovable. At times, with a leeward mark fast approaching, we've heaved on the halyard to get the damn thing up, and then spent the next beat worrying if it would come down. But each time, without fail, it has cascaded to the deck without any problems, ruling out a halyard twist or split sheave.

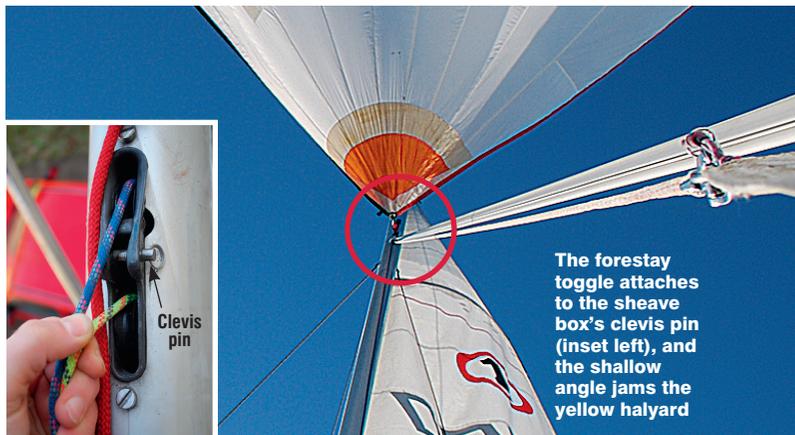
A sharp downwards tug would sometimes make the halyard run more freely. Eventually, I located

the problem. The forestay attaches to a clevis pin in the double-sheave box, just centimetres above the halyard exit. There is limited room here, and if the pull on the halyard is not exactly in line with the forestay it jams in the perfect 'V' formed by the forestay and the sheave box. This 'V' shape also explains why it has no

The halyard has become almost immovable

problems coming down, as the pull simply releases the line from its 'cleat'.

We no longer have the old rigging to compare, but many of the new fittings are beefier than the old ones, and if the toggle is also bigger that might explain why it has only started to jam since we replaced the rigging. The clearance is so minimal that even a few millimetres of sideways



The forestay toggle attaches to the sheave box's clevis pin (inset left), and the shallow angle jams the yellow halyard

movement will jam the halyard. On a moving boat, keeping the line central enough so that it won't jam is fairly tricky.

One solution would be a thinner halyard – but the current one is only 5mm and painful enough on the hands. The current favourite plan is to source a longer toggle, which would put its widest part, where it attaches to the forestay

wire, further away from the mast and give the halyard more room, making it less likely to jam. There's enough spare thread on the bottlescrew at the stemhead to take up the length of a longer toggle. Any better ideas welcome!

■ PBO's features editor, Ben Meakins, and his wife Steph co-own *Polly*, an Impala 28, with friends. They keep her on the Hamble on a river mooring

That's the last of the line



A brisk north-easterly does for *Sacha's* raggedy stern line: Stu Davies is suitably chastened

We leave our boat in the water through the winter so that we can go for 'a nice winter sail' when a cold sunny day presents itself. Well, truthfully, I resent paying for a lift-out and lift-in! Modern

glassfibre boats like mine don't suffer from osmosis, so I don't feel it's necessary to store *Sacha* ashore for the winter.

In Holyhead one has to be mindful of the dreaded north-easterly, so tying up with the mooring lines has to be done properly. Geoff and his men at the marina are very good: they look after our boats and will add extra lines if needed. Just recently, I went to Holyhead to check on *Sacha* and was mortified on arrival to see a broken stern line which had been replaced by 'the orange line of shame'. I had replaced all the mooring lines when we arrived at Holyhead except for this one stern line.

Luckily, the marina staff had been on the ball and *Sacha* was OK.

Needless to say I doubled up the orange line with a new 16mm line, so all should be well for the remainder of the winter. The moral of the story? Throw away those raggedy 10-year-old mooring lines – they just don't hack it!

While at Holyhead I took the opportunity to change the oil and filters and run antifreeze through the raw water system. On *Sacha*, it's an easy job: I close the seacock, undo one wing nut on the Vetus water filter, remove the top and away we go. I can start the engine, nip back

Those 10-year-old mooring lines just don't hack it!

down to the engine room and start pouring an antifreeze mix into the strainer. A litre of antifreeze mix is sufficient to fill the gearbox cooler, intake pipes and raw water pump, with the excess pushing seawater out of the intercooler and the inhibitors in the antifreeze looking after the metals in the intercooler.

For the Volvo Penta MD22 engine, the filters I use are



ABOVE *Sacha's* new primary fuel filter...

RIGHT ...and her new secondary fuel filter



Fleetguard FF5135 for the secondary fuel filter, FF167 for the primary fuel filter and Coopers FT4828A/Z1097 for the oil filter. They are half the price of the Volvo Penta ones and, in my opinion, do just as good a job.

■ Stu Davies has written many practical articles for PBO. He and his wife Laura keep their Bénéteau Océanis 381, *Sacha*, moored in Holyhead



The 'orange line of shame' replacing *Sacha's* broken stern line