



Coaches Tips: Maintenance & Breakages

Hi Team,

I hope you all had a good weekend at the first selector event at the weekend. It was certainly breezy to blow all the cobwebs away, and I have to say I thoroughly enjoyed being on the water on Saturday and finally seeing you lot race!

The coaching team around the 470 (Jonny, Neil and Tim) have been having a bit of a chat around some of the breakages that occurred at the weekend and thought it would be good to share a few things with the sailors to a) help prevent races loss due to breakages, b) prolong the life of your kit!

A lot of the breakages at the weekend were to do with rope wearing through, strops, jib heights, outhauls, kite block ropes and a few others! These are all really easy points to check. Check where the outhaul knot sits on the end of the boom, where the strops turn the corners or where they sit on the blocks. Any points where rope turns a corner is a point where it can wear and then break! I used to hate it when Jonny and Neil said this to me, but it is so true! **“If you are questioning it then it needs changing!!”**

The other major breakage we had was Matty and Ella’s mast (RIP). The picture below shows where it snapped which was just above the gooseneck and along the rivet for the D-ring for the pole.



This is an unusual place for a part to go, however the coaches have been having a chat and we think that this failure has probably occurred due to corrosion around the fitting on the mast over time.

With this in mind here are a few tips on pack up as to how we can help prevent corrosion on kit. This is something we would do every time at the end of a 470 event – no questions! You don’t have to take all metal wire off the mast like we did as I know you all put masts up and down far more often

than us. Our masts would often sit there a while without use so making sure there are no metal wires touching the aluminium tube was key for us to prevent corrosion.

- **Wash the mast down at the end of the event**

- Wash all fittings, stick the hose down the inside of the mast where the jib halyards come out, kite fittings, main halyard. Even if you haven't capsized it will still be salty. ○ This is also a good time to do a check on all fittings, kicker, spreaders etc
- Keep forestay, trapeze wires, shrouds outside of the mast bag as much as possible (take shrouds and trapeze wires off if easier)
- Take jib halyard wire off so again, not metal inside the mast to corrode
- **Wash down booms, poles, rudder stocks**
 - Same principal as the masts – once you have them off the boat give them a really good flush through – especially around pole ends, D-ring and mainsheet blocks.

We also down beat our boats and equipment up a bit more than we used to with the pumping rule. Here are our top tips to help make them last longer and not have race ending breakages.

- Check your trapeze wires at the terminals – one wire sticking out means change it!
- Wash your harness down at the end of the day and check the welds on the metal bar. Any cracking probably needs changing!
- Change your jib wire sheave box roller to a metal one – and regularly check that they still spin!



- Beef up your trapeze loops with an extra little bar



- Make sure there are backing plates at your trapeze terminals as well as the shroud terminals. Again check around here for cracking below in the main tube.



One final point is that the mast that broke at the weekend was a Selden Kappa mast. Around 5-6yrs ago there was an issue with these masts bending due to having no back chock on. (Back chock wasn't allowed in the class rules then so **make sure you always have you back chock on no matter what mast your have!**) With this in mind Selden then did a lot of PR around a new alloy so worth checking it has this marking on it. If you have an older one – **don't panic** – they are still fine, you just have to make sure you use back chock and with any older kit make sure you flush it with fresh water and check fittings for corrosion. You also may need to check your insurance policy that they cover the Selden Kappa mast (this is due to the bending a few years ago) as they aren't always covered.



Any questions give us a shout!

Jess and the 420 coaching team!