

If spars are black anodized, hose down portions subject to salt water spray after each sail.

C. RIGGING

Clean rigging means clean sails. A quick trip aloft with damp rags takes care of this problem. While aloft, check the entire rig for loose screws, nuts, bolts, cotter pins and chafe which may have resulted from hard sailing. Spreader tips well taped? Periodic inspection of the rig from aloft is your best insurance against rigging and spar failure. Keeping halyards tied away from the mast stops the annoying dockside clanking and saves the mast finish.

Salt water will gradually stiffen dacron line. Hosing with fresh water or soaking in warm soapy water will make the line soft and flexible again. Keep coiled and stowed in a dry spot below.

D. HARDWARE

Many materials are used, all of which clean well with fresh water and a chamois. Winches must be kept clean and well oiled (Lubriplate is excellent unless the manufacturer recommends otherwise) as do all turnbuckles, track slides, sheaves and shackles. The chrome and stainless steel brighten up with the chamois while a good automotive chrome cleaner or mild kitchen abrasive like Comet takes care of the trashed spots.

Keep all gear lubricated and in good working condition. Remember, the less an item is used, a turnbuckle, for example, the more apt it is to freeze-up.

VII. SAILS

The mainsail, with battens removed and out haul slacked, is properly furled on the boom, under a cover. Headsails have been stripped of sheets, properly folded and are bagged below ready to be brought on deck. The dacron and nylon sails can get wet and become caked with salt. When they do hose them off with fresh water and dry thoroughly by hoisting them at the dock on a still, warm day.

Take care of your sails with periodic checks, especially spinnakers, for small tears and chafe. Hoisting and lowering sails, except spinnakers, while head-to-wind is good practice and easier on the sails.