

Hey all, this is an update on my centerboard pendant failure and repair. As a quick recap, the outer braid of the pendant failed exposing the nylon(?) core. I was able to determine that I apparently had only one block (rather than 4) on the mechanical advantage system for my old-style centerboard. The one block was on the aft of the centerboard. I discovered these problems back in mid July.

I decided to attempt to complete the season without making the repair since, as advised on this forum, I was going to want to paint the centerboard and inside of the trunk while I had it open. It is not convenient for me to pull the boat out since I don't have a suitable tow vehicle. I did not have the option to pull a new pendant through while the boat was in the water since the bitter end was fastened to the centerboard trunk cap. We used the centerboard gingerly and sparingly all season. The nylon core of the pendant without the exterior braid survived the season. We pulled the boat out on October 12.

I made the repair last week. When I opened the cap I found that there were two blocks up in the cap. One had detached from the cap due to wear. The other was still attached but provided no mechanical advantage since the line went from the bitter end at the trunk cap (where a block should have been) directly to this one block. Another block was completely missing from the aft of the centerboard. The last of the 4 blocks was the one that was still attached to the aft of the centerboard. So apparently, at some point, the pendant had more than the 2x mechanical advantage that it provided us this season. We recall that it has always been "heavy". That is, it is likely that the blocks failed before we purchased the boat 5 years ago.

I cleaned and painted the centerboard and trunk with bottom paint and installed 4 new mini blocks and a new pendant. I used 1/4 inch double braid polyester rope for the new pendant. I don't yet know the length (I left my 100 foot piece of rope intact ... I'll cut it after I lower the board next year in the water and trim the line - I'll report the length at that time).

I changed the routing to match what has been reported here on the forum. The bitter end is tied to the aft of the centerboard through an existing hole. The line then runs up to the forward block in the cap, down to the upper block on the centerboard, up to the aft block in the cap, down to the lower block on the centerboard, and finally up through the cap and tube and to the cockpit.

For posterity: It took me about 2 hours to get to the point where the cap was off and I had access to the centerboard. It took me closer to 3 hours to reassemble the cap and the interior of the boat. I did not keep track of the time to clean, sand, paint and make repairs. I was working alone with the boat on a trailer and opted to paint the centerboard while it was in the cabin so that I did not have to risk moving it through the cockpit and down to and up from the ground by myself. My centerboard weighed in at 80 lbs.

Chris on LBI