1370 Forestay and Furler Inspection Procedure

This document explains the process to check the forestay fittings of a Seawind 1370.

NOTE: It is recommended that a professional rigger be engaged to conduct regular rig checks should the below procedure be outside of a skipper's capability or comfort level.

Basic Overview:

The turnbuckle on the forestay is hidden inside the harken jib furler drum assembly unit. In order to visibly inspect the turnbuckle, you will need to firstly drop the furling foils down into the furling drum (to allow enough space) and then hoist the drum and foils up to expose the forestay turnbuckle.





Before you can access the turnbuckle you will need to do the following:

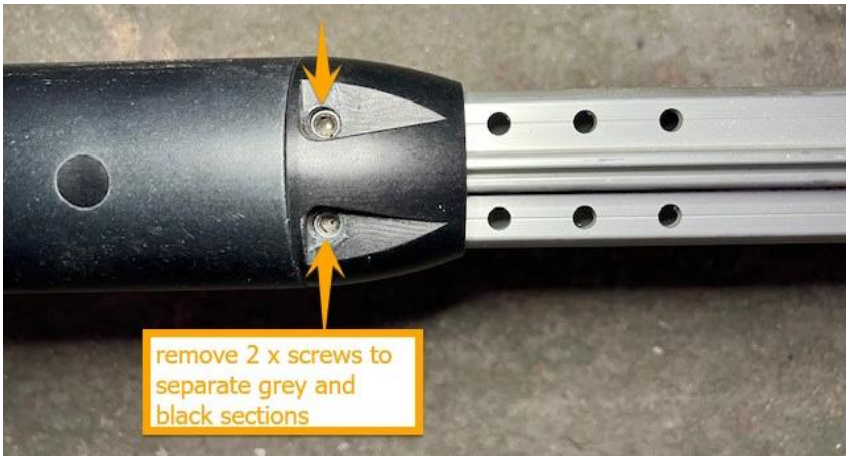
- Connect the 2nd jib halyard to the halyard on the mast (this is likely stowed in the port sail locker)
    - This is the extension piece to allow the halyard to run into the mast (see additional note at end of document).
- Unfurl the jib and then release the halyard clutch.
- Drop and slide the jib bolt rope down through the furler, allowing the jib to lay on the deck.
- Release the jib tack from the D shackle on the furling drum. Do not remove the D shackle from the drum.
- Stow jib accordingly.

You will need to condense the foil sections so that access can be made.

- You will need to tie some dyneema line around the grey foil section just below the sail feeder above the black drum assembly. The line needs to be tight so it will not slip or ride over the feeder. You also need a loop to attach the halyard.



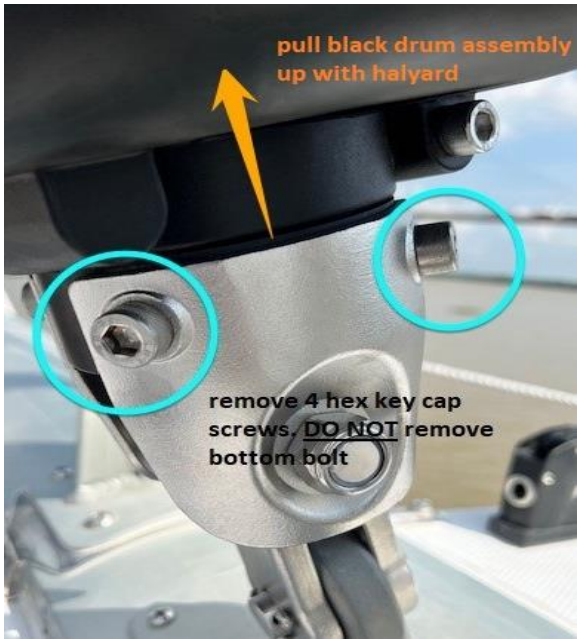
- Attach halyard to dyneema loop and have halyard on mast winch and slightly take up the weight
- Remove the 2 screws at the top of the black drum assembly. Take a photo of where the screws were positioned so you can return foils to same position when you reassemble. This is separate the black and grey sections. You may need to adjust the halyard tension to suit the removal of the screws.



- The halyard at this point will have the full weight of all the grey foil sections running up the forestay.
- Ease off the halyard and lower the grey sections until the dyneema or feeder is resting down on the black drum assembly.



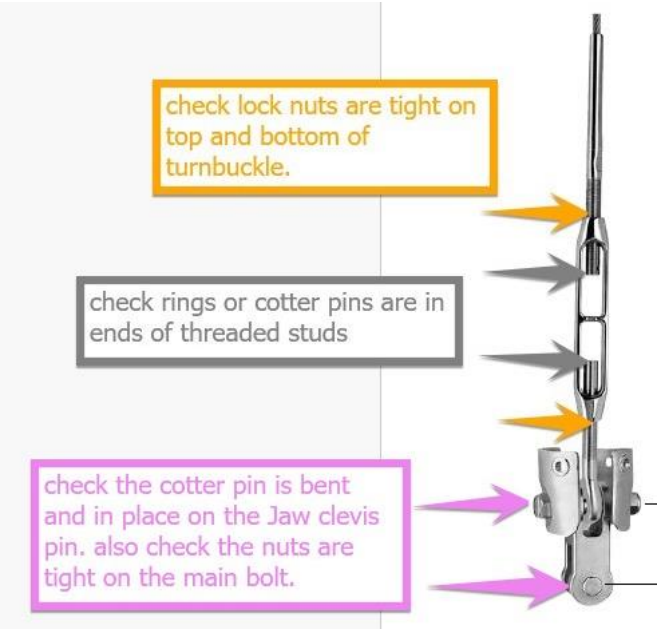
- Now use a hex key wrench and remove the 4 x screws just below the drum. These screws hold the drum to the 2 stainless cheeks. **Do NOT remove the bottom main hex bolt assembly or clevis pin**. This is connected to the forestay. Removal of either of these will disconnect the forestay the mast will fall down.



- Now attach the halyard to the drum assembly (attached at the tack D shackle) and hoist the entire assembly and foil sections up the forestay wire. This will expose the turnbuckle that is hidden inside the drum assembly.

CHECKS:

- Check that the lock nuts on the top and bottom of the turn buckle are tight
- Also check that there are rings or cotter pins through the hole in the end of the threaded studs
- You should also be checking for “safe bury”. This is a term used to say that the male thread stud is all the way through the female turnbuckle thread, and there are a minimum of 2 threads protruding beyond the female thread.

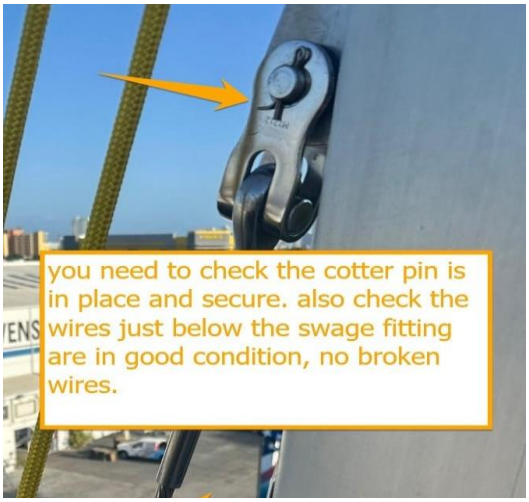


- Also check the nuts are tight on the main bottom bolt.
- Take photos of these things as a record

Once you have completed these checks and everything is good, you can then release the halyard and ease the furler foils and drum assembly down again.

For the next check you will need a bosuns chair and some onboard assistance to hoist someone up to check the top of the forestay.

- Check the cotter pin is in place and that it is secured (cannot fall out)
- Note, the below image of a cotter pin is correct, the cotter pin (or split pin) does not need to be turned back on itself as this can cause excessive stress on the stainless pin.
- Also inspect the wire entering the swage, that they are in good condition (no broken wires) or damage.
- Take photos of the area as a record





When working your way down from the forestay head check, check that all furler section grub screws are tight. If they are not tight, then they should be removed, cleaned and reset with red locktite (medium to high strength).

After you have finished checking both bottom and top and there are no issues then the furler needs to be reassembled back together.

- Use the halyard to adjust the height of assembly and add the 4 screws to connect the black drum to the 2 stainless cheek plates. Use a medium grade locktite on the threads. Use hex key wrench to tighten.
- Now use the halyard again to raise the grey foil section up until the 2 screws align to the original position. Check your photo that you took earlier. Secure 2 screws in place. These screws do not need locktite but should be firmly positioned, per the Harken manual
- Before attaching the Jib, go back and double check you have assembled everything correctly. The captain is ultimately responsible for the safety of the boat and the crew so it important to be sure everything is in place and held tight.

- The furler should now be back in position and ready to install the jib. Re-install the jib and furl sail away.
- Please also refer to the relevant third party manuals for furling equipment.

Additional Note: Fitting the jib halyard extension:

- To reduce unnecessary lines at the mast base, your jib halyard is setup so that when hoisted, there is only minimal line at the mast base as once set, this is a very low usage line.

- To lower your jib, you will need to join the two-piece halyard with an extension piece stored in the port forward sail locker.






Jib halyard joiner is stowed as standard in the port forward sail locker

- The two spliced loops should be lashed end to end with the thin dyneema line, allowing movement through the halyard sheaves in the mast.
- This lashing is similar to the setup of a continuous line furler, with the two ends being butted together and lashed however the join must not have so much bulk that it cannot pass through the mast base clutch.