

Approximate year of alteration to specification	What was changed	Ovington Boats new product
2002	Main sail pre-feeder v.1	www.ovingtonboats.com/products/637
2002	Shroud vernier adjuster	www.ovingtonboats.com/products/290
2004	Mast bracket for gooseneck and vang v.1	www.ovingtonboats.com/products/278
2004	Mast bracket for gooseneck and vang v.2	www.ovingtonboats.com/products/278
2006	Lower shroud mast bracket has been re-designed (thank you Ian!)	www.ovingtonboats.com/products/636
2006	Black aluminium rudder gantry pivot bearing has been re-designed	www.ovingtonboats.com/products/296
2006	Outhaul cleat position Attachment method for pole launching block. The rope has	
2006	been changed for a shackle	
2006	Traveller lacing eye has been changed for a more suitable product	
2006	Insert bush in forward end of wing plug	
2006	Insert bush in the top of wing	
2006	Attachment of tiller to stock	www.ovingtonboats.com/products/302

2007	Trapeze line attachments changed from eyelets to T-terminals	
2007	Boom lacing eye has been changed for a more suitable product	
2007	Cunningham purchase change	
2007	Spreader adjuster from bottlescrew to pins	www.ovingtonboats.com/products/591
2007	Fixing of backing plate for shroud anchor	
2008	Main sail pre-feeder v.2	www.ovingtonboats.com/products/637
2009	Stainless steel vang lever end attachment	www.ovingtonboats.com/products/645
Note:	Mainsail modifications	
In year 2003	1. The clew webbing length has been shortened so the loop only just fits around the boom diameter	
In year 2006	2. A reinforcing webbing was fitted through the headboard eylet	
in year 2007	3. The window reinforcing has been increased	
in year 2008	4. The mast end batten protectors have been changed	
in year 2008	5. The leech end batten protectors have been changed	

- in year 2008 6. The bolt rope in the luff of the mainsail has been changed to a round plastic rod
- in year 2010 7. The rudder gantry may be drilled out to fit an Ovington plastic moulded insert bush
- in year 2010 8. The rudder stock top and bottom bearings may be drilled out to fit an Ovington plastic moulded insert bush www.ovingtonboats.com/products/406
- in year 2012 9. The shroud bolts have been increased from 6mm to 8mm diameter www.ovingtonboats.com/products/406
- in year 2012 10. The 2.5mm diameter lower shrouds may be changed to 3.0mm diameter shrouds of the same material (1x19 stainless steel wire)

Reason for alteration

What to look for and hints

The white cloth around the bolt rope would get cut badly when putting the sail up or pulling it down	A stainless steel fitting which matches the shape of the plastic sail track on the mast. You may only find this on very early boats Only applies to early boats, but the chainplate holes could stretch (none have broken) Check to see if they are OK, and change to a thicker material version if needed
The pin holes stretched The original small stainless steel bracket was changed by the manufacturer to their new version	Only found on older boats, this fitting is OK, but it is worth checking the rivets that fix it to the mast, as they may become loose
The plastic fitting was a specification change by the mast manufacturer from the above, but snapped, and has been changed for a stainless steel version that looks the same	A plastic moulded fitting. If you have this, please contact Ovington Boats immediately, and get a replacement. It can snap, and may cause more serious damage if you are sailing. The bottom of the bracket may pull away from the mast face.
The loading of the lower shrouds was not in line with the original brackets loading geometry	This can cause the rivets to fail, and may make the bracket pull down the mast. Strongly recommend checking this, and replace with new fitting if there is a clear problem
The original round tube became distorted and meant the pin wobbled	The earlier round tube is very thin, but the newer tube has a wall of approximately 5mm. There can be a significant amount of movement in the top bearing causing unwanted movement when sailing
To allow easier adjustment of the outhaul	The original cleat position was in the middle of the boom, the new cleat position is forward of the vang lever. It is considered that this is easier to reach, but has no engineering problem where it was originally
The bowsprit sometimes would not go all the way out	The original rope when tied too tight meant that the bowsprit could get stuck out, or not go all the way out
The traveller rope could wear out if it got stuck under the original lacing eye	The new lacing eye has a round insert in it, which stops the rope going underneath. If you have the older lacing eye, you can use a thicker rope which does not get stuck under the lacing eye
The trapeze take-away elastic could wear out	The insert bush allows the elastic to move more freely, and does not get damaged by the edge of the plastic end cap moulding
The trapeze take-away elastic could wear out	The insert bush has been changed to one with a fixing point front and back, rather than one with no fixing. The new lacing eye allows the elastic to move more freely, and does not get damaged by the inside edge of the old insert bush
The tiller became loose	The tiller would get loose where it goes into the stock. It is a fairly simple job to drill the rivets out, and pull out the tiller. Clean it, and re-fit using an epoxy glue such as Araldite. Re-fix rivets straight away, before the glue goes hard

<p>The lacing eyes could snap due to metal fatigue</p> <p>The tie on block rope was snapping when it got caught under the inside edge of the lacing eyes fixing flange</p> <p>To make it easier for smaller sailors to pull on the required cunningham load</p>	<p>Metal-fatigued or cracked eyelets. Replace them and inspect every year. If you have lacing eyes, it's a good ideal to tie 2-3mm spectra between the two shackles, so that if one lacing eye snaps you don't end up in the water!</p> <p>The new lacing eye has a round insert in it, which stops the rope going underneath. If you have the older lacing eye, you can use a thicker rope which does not get stuck under the lacing eye</p>
<p>Specification change by the mast manufacturer, and the aluminium bottlescrews could seize solid if you did not maintain them</p> <p>The aluminium backing bar would corrode</p>	<p>The original system was 4:1 the new system is 8:1</p> <p>Mauve anodised aluminium barrels which can be turned to adjust the angle of the spreader. If they have seized, and you want to adjust them, recommend soaking in lubricant and spraying with furniture polish to remove oxydisation. It is possible that they will snap if you try to adjust. If they are set OK, but seized, then recommend that you do not touch!!</p> <p>Corrosion around the aluminium bar. The new system uses a large pre-curved washer</p>
<p>The bolt rope would pull out when putting the sail up or pulling it down</p> <p>The hole at the point where the lever attaches to the mast wears on existing aluminium lever</p>	<p>An aluminium fitting which does not match the shape of the plastic sail track on the mast.</p> <p>Excessive wear of the hole where the lever attaches to the mast. This can break in time. It is a simple job to cut the old end of the lever off by matching the holes, and attaching this new fitting</p>
<p>Small alterations have been made to the mainsail over it's life span, but it is difficult to be specific over exact dates for the changes. However, points of note would include</p>	<p>On very early sails, there may be a big gap between the boom and the sail (as much as 75mm) There is nothing structurally wrong. The sail simply sets better when pulled down to the top of the boom</p>
<p>Some webbing loops were too big, and made the sail different to set</p>	<p>The stainless steel ring on the top of the mainsail has no webbing loop stitched through it. It is possible to pull this fitting out of the top of the sail under cunningham load</p> <p>The window stitching where it joins the rest of the sail may pull apart. If it hasn't done it already, it probably won't!</p> <p>The moulding splits, and the batten can then push through. In extreme cases the whole batten could come out when sailing. Check for cracked mouldings, and inform Paul paul@mustoskiff.com</p>
<p>There has been a period where this fitting broke</p>	<p>The moulding can become soft especially in hot temperatures, which can cause the leech of the sail to open.</p>

To help make pulling the sail up and down easier

As from late 2008 ALL new sails have the plastic rod. It is possible to have the rope in the old sails taken out, and a new rod put in. This is well worth doing if you have a problem pulling the sail up and down. Contact Chris Henderson on chris@chcovers.wanadoo.co.uk. Or it should be a simple job for any local sailmaker

The gantry hole becomes worn by the stainless steel stock pin

The 6mm shroud bolts may fail and as this could cause a mast failure it has been decided that it would be sensible to increase the diameter

The 2.5mm shrouds may fail and as this could cause a mast failure it has been decided that it would be sensible to increase the diameter

You may find the under gunwale detail is one of the following: 1. Formed stainless steel penny washers that match the profile of the underside of the gunwale. 2. A round bar with two tapped holes. 3. A flat surface formed in the underside of the gunwale, so the penny washers are flat against this surface.