

SAILSPAR LTD

SCOTT BOOMLOCK ONE

OPERATING INSTRUCTIONS

The Old Marconi Works, Hilliards Road, Great Bromley,
Colchester, CO7 7US www.sailspar.co.uk

BOOMLOCK ONE is intended for mono-hull yachts with mainsail areas up to 250 sq.ft. (23 m².)
It is not recommended for use with multi-hulls.

NOTE: Installation instructions are on a separate sheet.

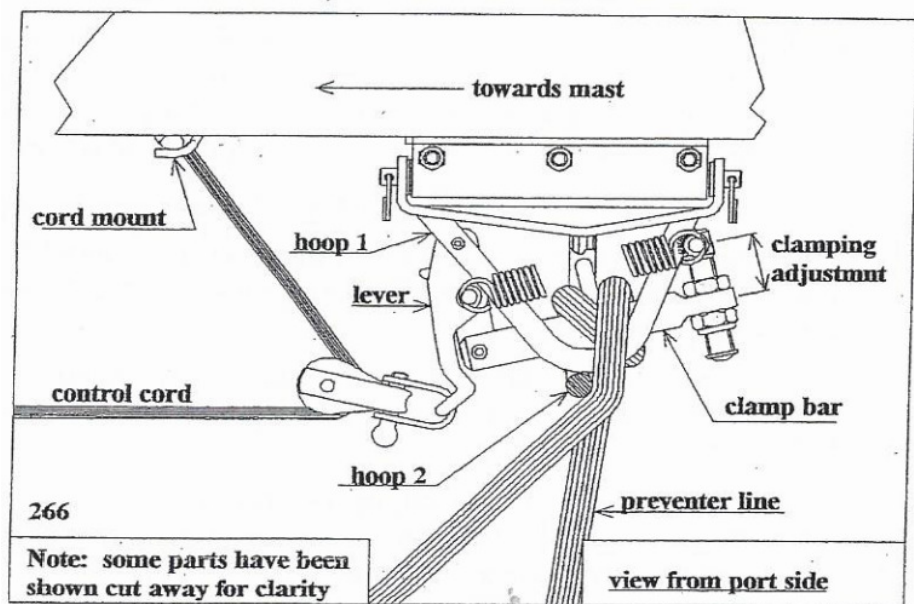
THREADING THE PREVENTER LINE

See Diagram

Working from the **PORT** side, pass the 8mm 16-plait matt polyester preventer line **AFT** of hoop 2, **ABOVE** the clamp bar and **AFT** of its top peg. Then operate the lever to lift the clamp bar and pass the preventer line back **UNDER** the clamp bar and **AFT** of its underside peg. Let go the lever and pass the line up around the clamp bar **FORWARD** of the top peg, to exit **AFT** of hoop 2 on the other side.

Make sure that what you have done looks exactly like the diagram – The BOOMLOCK will only lock properly and swing freely if it has been threaded correctly.

Both parts of the preventer line must exit AFT of hoop 2.



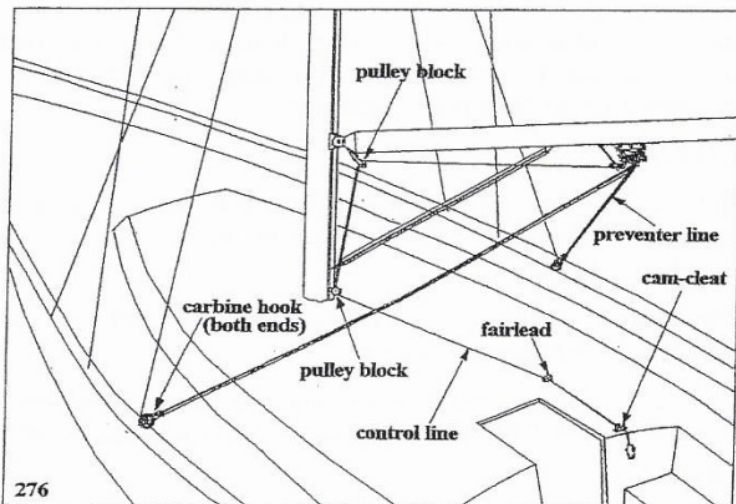
OPERATION OF BOOMLOCK ONE

The working of BOOMLOCK ONE is simple – release the 4mm Spectra SD3 control line to engage the clamp. This locks the boom in whatever position it is at the time. Pulling the control line allows the boom to swing.

BOOMLOCK ONE is normally used to lock the boom when sailing downwind. Pull the control line to allow the boom to swing forward to the required sheeting position, then release it.

If the mainsail is taken aback, because of a windshift or the stern of the boat being kicked sideways by a following sea, BOOMLOCK ONE will prevent the boom swinging over. There is normally enough time for the helmsman to correct the course, so that the sail fills again on the original tack.

If the following sea is so heavy and steep that the course cannot be corrected and the boat begins to broach, or if you decide to gybe anyway, make sure it is safe and for the boom to swing then pull the control line to release the lock.



BOOMLOCK ONE is not intended to be used as a brake when gybing. When sailing downwind and conditions allow, you can make a controlled gybe in the usual way. Supposing the boom is out to port, alter course to starboard, unlock the BOOMLOCK and haul in on the mainsheet. Then alter course to port so that the boom swings over to starboards, run out the mainsheet, and lock the BOOMLOCK on the new tack.

BOOMLOCK ONE can also be used to prevent the sail and boom slatting in light airs or when motor-sailing. Or for locking the boom amidships when stowing the mainsail. Lock BOOMLOCK ONE then haul in on the mainsheet against the pull of the preventer line. Not too hard or you might bend the boom.

CLAMPING ADJUSTMENT

Tool required for clamping adjustment: 13mm spanner.

BOOMLOCK ONE is sent out with the clamping adjustment set to a normal position for the recommended 8mm 16-plait polyester line. Particularly if you are using a different line or after some use, it may need re-adjustment, using a 13mm spanner on the two nuts. Set the adjustment so that the linkage does not quite reach top dead centre when the control line is released.

It is important that the two nuts are tightened hard against each other, or they may work loose.

Check that the adjustment is correct by releasing the control line to lock the BOOMLOCK and then hauling in on the main sheet. When the pull comes on the preventer line, the linkage should click into the top centre position.

Readjustment may be needed quite soon after a new preventer line has been put into use. Then it settles down. But make a practice of checking that the adjustment is satisfactory, each time you set BOOMLOCK ONE.

Make sure that the preventer line will never become taut as the boom swings as this could cause an undue restriction to swinging. Upward movement of the boom should be restrained by the boom vang or kicking strap, and not by the preventer line.

MAINTENANCE

Wash off any caked salt from BOOMLOCK ONE, and rinse salt from the preventer line occasionally. Apply a drop of oil to the linkage pivots occasionally. **But make sure that no oil gets on the clamp bar.**

The preventer line should be inspected frequently, and replaced whenever it shows signs of undue wear, or certainly each season even if wear is not apparent. Replace with a similar length of 8mm 16-plait matt polyester. Also inspect the control line for wear or chafe and replace with *Marlow 5mm SD3 (Now called Excel Racing)* if necessary.

CAUTION

BOOMLOCK ONE will certainly reduce the risk of the boom causing injury to your crew, but it must be prudent to act as though the risk was always there, and you should make sure that the crew are always clear of possible danger.

Remember also that you cannot expect BOOMLOCK ONE to cope satisfactorily with an un-reefed mainsail in winds above Force 6.

Please ring us if you need advice, and we would also very much appreciate your comments on how you find your BOOMLOCK ONE works for you, and any suggestions you may have for its use or improvement.

WARRANTY

BOOMLOCK ONE is guaranteed against defects in materials or workmanship for a period of 2 years from date of purchase. Normal wear and tear to or by the preventer line and control is excluded. Defective items must be returned carriage paid to Sailspar, accompanied by a letter giving details of date of purchase; class, size and mainsail ahead of boat to which the product was fitted and explanation of any problem. This warranty does not apply to products installed incorrectly, or used with sail areas greater than those recommended, nor shall Sailspar be responsible for any consequential loss damage or injury arising from or coincident with the use of the product.