

SCOTT BOOMLOCK TWO

OPERATING INSTRUCTIONS

BOOMLOCK TWO is intended for mono-hull yachts with mainsail areas 250 - 600sq.ft. (23 - 55sq.m.)
It is not recommended for use with multi-hulls.

NOTE: Installation instructions are on a separate sheet.

THREADING THE PREVENTER LINE

See diagram

Pass the 12mm 16-plait matt polyester preventer line up through one of the projecting rope guides then through the nearest clamp eye. Then round the drum two full turns, through the other clamp eye and down through the rope guide on the far side of the drum.

OPERATION OF BOOM LOCK TWO

The working of BOOMLOCK TWO is simple - pull and cleat the 4mm Spectra SD3 control line to engage the clamp. This locks the boom in whatever position it is at the time. Releasing the control line allows the boom to swing. Releasing the line slowly will allow the boom to swing under braked control.

BOOMLOCK TWO is normally used to lock the boom when sailing downwind. Allow the boom to swing forward to the required sheeting position, then pull and cleat the control line.

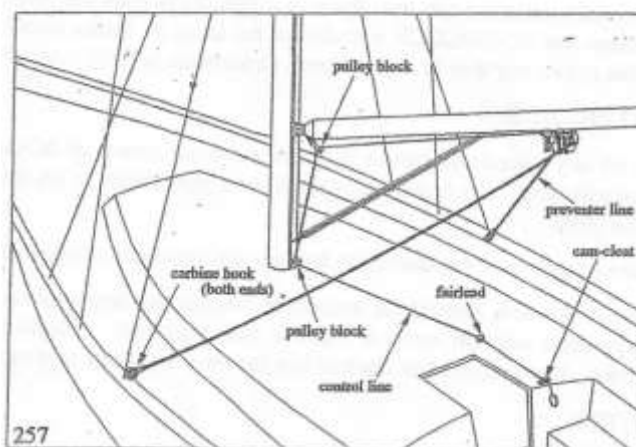
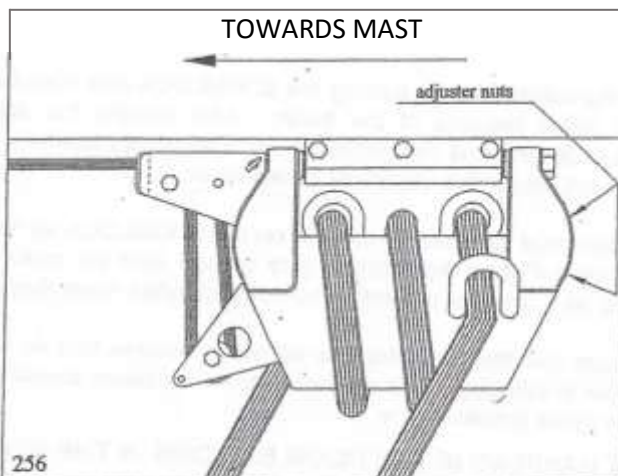
The line must be pulled to its full extent so that the locking lever clicks against its stop and the linkage reaches top dead centre. (See ADJUSTMENT below). Then relax.

If the mainsail is taken aback, because of a windshift or the stern of the boat being kicked sideways by a following sea, BOOMLOCK TWO 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 for the boom to swing, then release the control line slowly.

Although BOOMLOCK TWO can be used as a boom brake when gybing, when conditions allow it is preferable to make a controlled gybe in the usual way as this saves wear of the preventer line. Supposing that the boom is out to port, alter course to starboard, unlock BOOMLOCK TWO, and haul in on the mainsheet. Then alter course so that the boom swings over to starboard, run out the mainsheet, and lock BOOMLOCK TWO on the new tack.

BOOMLOCK TWO 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 BOOM LOCK TWO then haul in on the mainsheet against the puff of the preventer line.



ADJUSTMENT

The satisfactory operation of BOOMLOCK TWO depends on correct adjustment, and this is very simple to achieve.

Use a 13mm jaw-ring spanner for the nuts on the adjuster screw at the aft end of the drum - see drawing on previous page. This adjustment controls the clamp force. When the correct setting is achieved, tighten both nuts hard against their washers, otherwise they may shake loose.

It is recommended that the clamping adjustment should be set so that with the BOOM LOCK fully locked, the preventer line slips a bit when the boom swings initially, as the mainsail is backed. This absorbs the shock loads.

Check the adjustment by locking the BOOMLOCK and then hauling in on the mainsheet. Slip should occur without undue bending of the boom. After making the adjustment, check that the forward end of the BOOM LOCK's internal mechanism is still in alignment laterally. Extra tightening of either the top or the bottom adjuster nut will get the alignment central again.

This adjustment can also be used to set the BOOMLOCK so that it will allow the boom to swing by itself under braked control when the mainsail gets backed, with the control line fully set. This is found useful by single-handers as it can give protection from violent gybes when they are below.

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.

WHAT HAPPENS IF THE BOOM END PIPS IN THE SEA?

If sea conditions are such that there is a possibility that the amount of roll might dip the end of the boom in the sea, either the BOOMLOCK should not be used in those conditions, or the clamp adjustment must be set to allow the preventer line to slip in these circumstances, to avoid damage to the boom.

MAINTENANCE

Wash off any caked salt from the drum and mechanism of BOOMLOCK TWO and rinse salt from the preventer line occasionally. On ocean crossings, you may need to do this every 2 or 3 days. Otherwise operation can become jerky.

The pivot bushes of the clamping linkage are self-lubricating and require no maintenance.

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 *12mm 16-plait matt polyester*. Also inspect the control line for wear or chafe and replace with *Marlow 4mm SD3* if necessary.

CAUTION

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

Remember also that you cannot expect BOOMLOCK TWO 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 BOOMLOCK TWO works for you, and any suggestions you may have for its use or improvement.

WARRANTY

BOOMLOCK TWO 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 line is excluded. Defective items must be returned carriage paid to Sailspar Ltd, accompanied by a letter giving details of date of purchase, class, size and mainsail area 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 Ltd be responsible for any consequential loss, damage or injury arising from or coincident with the use of the product.