

SCOTT BOOMLOCK TWO INSTALLATION INSTRUCTIONS

Do not be dismayed by the length of these Instructions. It is all really quite simple and straightforward!

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.

There are 2 alternative types of mounting to attach BOOMLOCK TWO to the boom:

Type A - For booms with underside tracks. Various sizes are available to suit different boom tracks. This mounting is split and can be inserted anywhere in the track without disturbing other fittings or end caps.

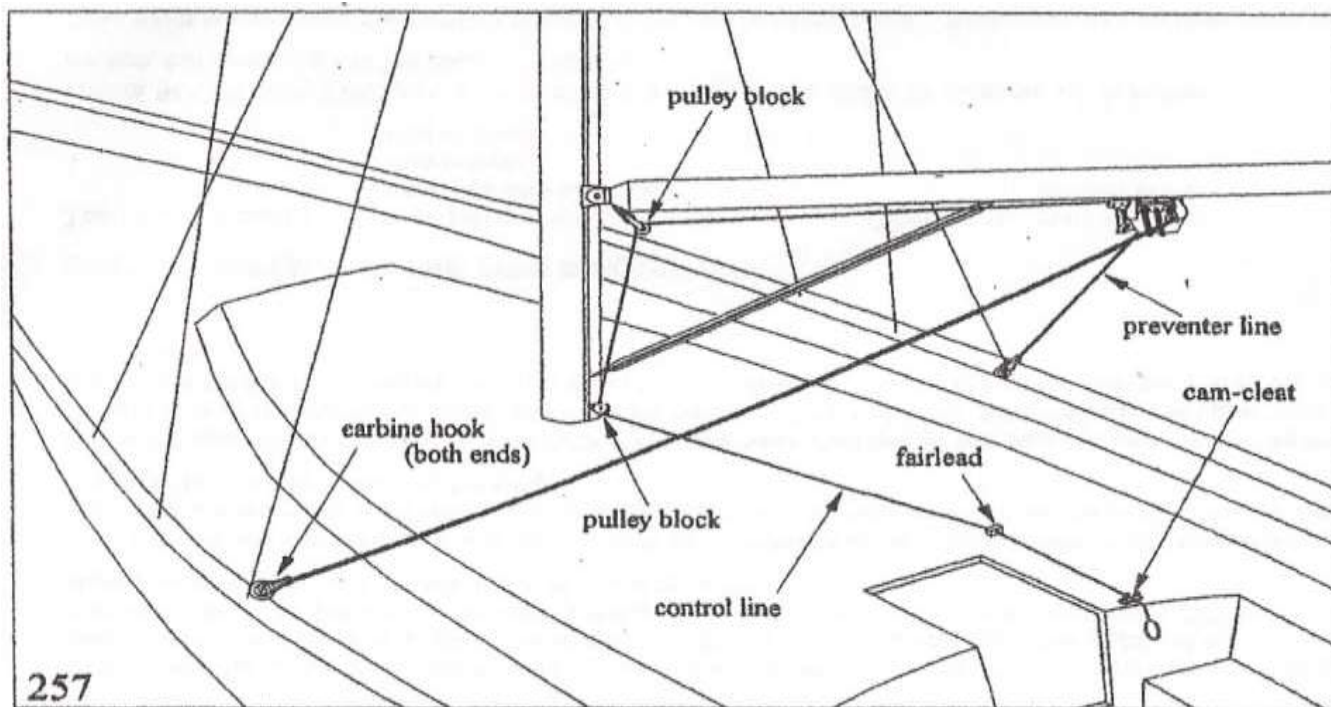
TYPE B - For booms with an inadequate track, or no track at all. Only one size is needed to fit all booms. This type of mounting is riveted to the boom with Monel pop-rivets.

To complete the installation, you will need a preventer line with carbine hooks each end, a control line with handle and a few items of deck hardware to run the control line back to the cockpit. We can supply the lines, carbine hooks and a deck hardware kit which includes the other items normally required. Details are as follows:

Preventer line: 12mm 16-plait matt polyester - 10m long, blue.

Control line: 4mm Spectra SD3 - 10m long, red. (It is essential to use Spectra for precise control) with T-handle.

Carbine hooks: 2 - 120mm 316 stainless steel safety lock carbine hooks.



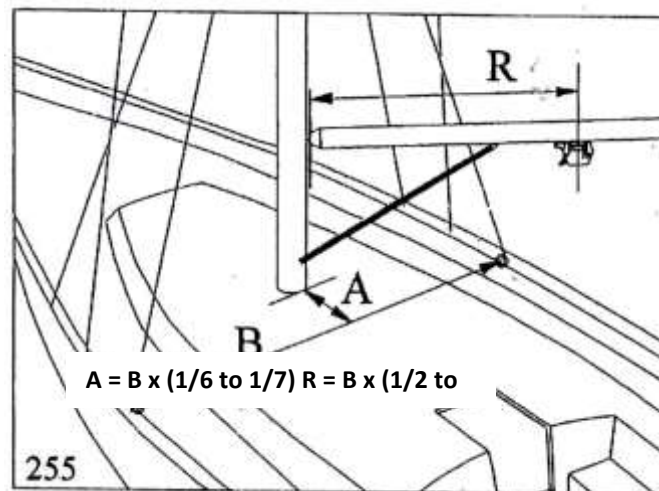
STEP 1 - LOCATING THE ENDS OF THE PREVENTER LINE

The preventer line needs to be attached to strong points on or near the toe-rail at each side of the boat positioned so that the line joining the two points runs aft of the mast by a distance equal to between one-sixth and one seventh of the distance between the two strong points - see diagram.

The aft chain plates or aft shroud attachment eyes often come in about the right place and it is sometimes convenient to fit a ring or shackle to which the carbine hook at the end of the preventer line can be attached, to allow quick release in harbour.

If your yacht has extruded aluminium toe-rails, you can get from chandlers two Wichard Toe-rail Padeyes (there are 3 sizes to fit different toe-rails), which can be clamped in any position on the toe-rail, to provide a quick and easy solution. The importers are Pro-Boat, Burnham-on-Crouch, Tel: 01621 765455

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Remember that the preventer line can be under considerable load, and the attachment points must be capable of withstanding a pull of 3300 lbs. (1500kg). The line must never be attached to the rigging screws or shrouds themselves, as the resulting distortion could cause rigging failure.

STEP 2 - LOCATING BOOMLOCK TWO ON THE BOOM

BOOMLOCK TWO fits to the underside of the boom, positioned so that the distance back from the gooseneck vertical pivot to the middle of the drum is between $1/2$ and $3/5$ of the distance between the preventer line attachment points - see diagram. It must come aft of the boom vang or kicking strap attachment and will reach a point nearly above or slightly outboard of the preventer line attachment point when the boom is swung right out.

Don't worry about what could be a very steep angle of the preventer line when the boom is right out. When the mainsail is taken aback, there will be enough slack in the preventer line to allow the boom to swing before being held by the BOOMLOCK, reaching a position where the vertical angle is not excessive.

STEP 3A - INSTALLING THE TYPE A MOUNTING

Tools you will need: 2 8mm spanners, hand drill with 4mm drill bit, screwdriver, and pliers

Other items: Marine grease, silicone sealant

There are a number of different TYPE A slides available to suit a variety of makes and sizes of boom. Make sure that the slide sent with your BOOMLOCK TWO is a snug fit in the track and cannot be dislodged by a sideways pull. If it is not the right size, ask us to exchange it.

The slide can be inserted anywhere in the track as each half goes in separately. The two halves slide together and are bolted with 3 bolts and nuts. (8mm spanner).

To assemble BOOMLOCK TWO to its mounting, first remove the 8mm dia pivot bolt by unscrewing the retaining screw (see diagram on page 3). The sheave carrier is also retained by this screw. Apply a smear of marine grease to the 8mm pivot bolt before re-assembly and mount the BOOMLOCK with the sheave carrier end towards the mast and with a thin nylon washer between the pivot bolt head and the trunnion.

To replace the sheave canter, position its two lugs in the holes inside the trunnion casting, then insert and tighten the retaining screw.

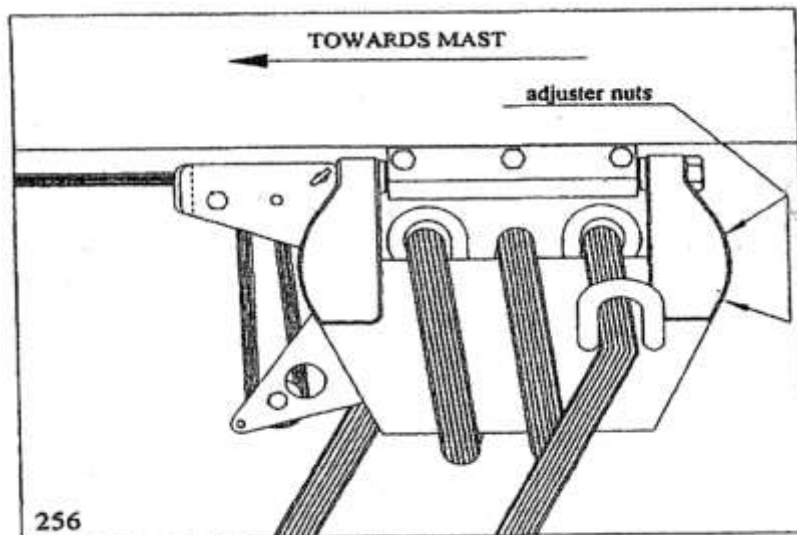
STEP 5 – INSTALLATION OF PREVENTER LINE

Thread the Preventer line through BOOMLOCK TWO as shown in the diagram.

Attach a carbine hook to each end of the Preventer line. It is probably best to attach the carbine hooks with bowline knots rather than splicing to begin with and to leave some spare length until you are sure that the line length is correct. Leave enough spare to allow a further turn round the BOOMLOCK TWO drum, in case you find you need it later on. (See Operating Instructions)

Make sure that the preventer line is slack enough to allow the boom to swing inwards about 20 degrees from its fully out position before being held by the BOOMLOCK. This will ensure that the pulls are not too vertical.

With the BOOMLOCK unlocked, make sure that the preventer line will never become taut as the boom swings or as the boom vang is adjusted, as this could cause an undue restriction to swinging. BOOMLOCK TWO should never be used as the sole means of preventing upward movement of the boom. This is the job of the kicking strap or boom vang.



CLAMPING ADJUSTMENT

Tool required for clamping adjustment: 13mm jaw-ring spanner.

BOOM LOCK TWO is sent out with the clamping adjustment set to a normal position for the recommended Marlow 12mm 16-plait matt polyester preventer line. Particularity if you are using a different line, it may need re- adjustment, using a 13mm Jaw-ring spanner on the two nuts. The ring end of the spanner must be used for the top nut.

It is recommended that the clamping adjustment should be set so that with the BOOMLOCK 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 internal mechanism is still in alignment laterally. Extra tightening of either the top or the bottom adjuster nut will get the alignment central again.

REFER TO THE OPERATING INSTRUCTIONS TO GET OPTIMUM PERFORMANCE FROM YOUR BOOMLOCK TWO.