

Maintenance

You were asking for tips of maintenance. The boat was made from the best materials available in those days, and you may find the boat being in a remarkable good condition after all these years.

Interior woodwork

The interior was made from the thickest teak veneer and full teak. In case it needs refurbishing, you may use very thin layers of an oilbased varnish in a 50-50% solution with white spirit. Try a small area first.

Carpets and floors

My boat was bought with carpets on the floor and in the toilet. The carpet on the toilet was removed, the hull cleaned and sanded, then painted with polyurethane paint of the same colour as the interior (808/8008 or "spray-white".) The plywood lids were adjusted and clad with teak, and the floor was painted. Some boats are seen with all-over teak, some with brown paint in the floor. The combination of white painted plastic and teak lids is very satisfactory to us, light and very easy to clean.

The sprayhood/upholstery

The firm Jens Sagen in Kristiansand has still got the original designs for the textiles and can make new ones with a perfectly similar design and very well adapted.

Extra hatch

Some owners has put a new hatch between the end of the mast foot beam and the main hatch garage. This improves the ventilation and the light conditions under deck.

Improved interior

Since your boat has a relatively high building number, you probably have some small interior changes to the old standard:

**there will be a shelf over the galley and chart board longside,
shelves in the forepeak,
and a stove in the galley.**

Our boat is updated to this standard, and besides a propane stove has been built in longship in the galley. On some boats there are an anchor-box in the bow. We did this last summer to have a safe place for the propane....

Holding tank

A holding tank for the toilet can be built in behind the shelves in the toilet. Drawings can be ordered from the club. On my boat there is a pressure operated tank in the port bunk of the forepeak.

The hull

If there are scratches and scars on the GRP-hull it could be best to repair with gelcoat plaster or topcoat which is taken down with water-sanding paper gradually from 400 to 1000, then rubbing and repolishing up to high gloss. The colour of the hull is code 808 or 8008 of Jotun. The manufacturer recommends this process rather than repainting the hull. As you may see, the hull is very well curved with no bumps or inaccuracies, smooth and glossy.

The main problem is the blue pigments of the gelcoat. In Norway many owners has repainted the blue lines, with variable luck. The best results is seen when being spray-painted by a professional car expert. You may also do it yourself with loadable spray cans or special brush. If already painted, never use a 2-component paint on top of a 1-component! The makers of paints recommends to be very patient with the pre-work, the base for a successful result.

On some boats there may be osmosis problems, especially in the water line around the cockpit-zone. If the boat is in good condition, it could be a good idea to remove all antifouling and then give the hull a full epoxy paint treatment.

The keel

The keel is made from cast iron. It could be sand-blasted or grinded, then immediately given a zinc-rich primer and then epoxy plaster to correct and give the

keel the best shape and finish. Then you treat the keel with high molecular epoxy paint up to the desired corrosion protection.

The saildrive

The diaphragm of the Volvo saildrive is recommended to be changed every 7 years, but we know owners still sailing around with the original one! If decided, the engine must be split from the drive and pushed backwards to make room for removing the saildrive. The diaphragm is in the middle of the drive, which has to be split. This is a quite simple job if you are used to mechanical work, but needs muscular power to remount the engine on its bedding.

The engine

After all these years some boats has got several new engines. If converted to freshwater cooling, the original engine could still be working. These days the Vetus is offering new engines to be mounted on the old saildrive at reasonable prices.

Because the exhaust is under waterline when sailing, there could be considerable vibrations and noise coming from this area. In my boat there is an extra silencer mounted, and the outlet is moved to port side of the hull, approximately 50cm over the waterline and 10 cm from the transom.

The rudder

The rudder bearings should be inspected for wear. If you have to do something, the upper bearing could be taken out by removing the complete tiller and then unscrew the flange under the tiller with a plummers wrench from underneath (treads on the rudder casing tube). The nylon bearing lies within this flange. Be aware that nylon sukcs water which makes the bearing very easily too tight. If you can provide delrin or other more suitable materials, it could be an advantage.

The bottom bearing is made from two halves of bronze. If too roomy, it can be taken out by removing 3 screws through the skeg-fin.

Then you may insert a nylon/delrin bearing between the bronze and the steel of the rudder-axle. If the wear is relatively small you may carefully taper the two halves into acceptable play.

The rudder is very solid and made from two halves. On some boats a crack may occur in the seem hidden between the rudder-axle and the blade. If you push the rudder hard at the end you may examine if a crack is opening or not. If so, don't

worry. But if you are planning to work with the bearings, the rudder can be removed. If so, you remove some GRP around the seem and then bond it together again with fibreglass and epoxy. Never use Polyester-plaster under the waterline!

The teak of the cockpit

The teak on the benches in the cockpit will normally have to be replaced after some years. The standard way was to make a new set from thick water resistant plywood, clad with thick teak veneer liners and whole teak on the rim. In Norway many owners has changed into whole teak planking, made from 1X4inches teak. A slot may be taken on the touching surfaces between the planks and a small aluminium or hard plastic liner put into the recession to support/link the teak planks together.

The windows

The windows can be replaced if damaged, but the old dark blue acrylic is not available anymore. Now there is smoke grey. If there are scratches on the outer surface, it is better to do some water-sanding, rubbing and repolishing, as described for the hull. Normally the scratches are just below surface level.

New windows can be ordered from the old manufacturer in Norway, Gyli Plast at Søgne by Kristiansand.

The rigging

Some boats has lost their masts, to my knowledge due to failure in the understays. My boat is now 25 years old and will have new standing rigging.

The Willing was after some time made with 2 rigging options: a standard rigging and a Bodensee-rig for sailing in weak winds. This rig was 1m higher, but very solid and too heavy. This causes better performance in weak winds, but worse in heavier winds (from 5m/s) This rig is probably on your boat since it was exported.

If you by accident shold loose the mast, the constructor is recommending at thinner mast profile, double spreaders and a higher mast, or even a fractional rig, because a bigger main will improve the balance in low winds. But then it is not a standard boat anymore....

The baby stay is to prevent pumping in big seas, which could make the mast bend backwards and break. In light weather conditions you may remove the babystay which will make jybing the spinnaker a bit easier...