

YOUR SWING KEEL--

BOAT TIPS

There are several problem tendencies associated with the keel that range from nuisance value to a genuine catastrophe:

1. Excessive winch tension damages winch or cable turning sheave.
2. Keel winch cable frays and then parts (bad trailer recovering situation).
3. Hinge pivot pin hole wears, causing disturbing keel banging.

The Santana 21 keel winch system is very effective, but without care, its power can cause problems. Attached is your copy of a CAUTION about this to Santana 21 owners dated 7-27-72 from the W. D. Schock Corp., builders. To further protect your system, it is recommended by Schock that you ease off keel winch tension slightly when your boat is up on the trailer to avoid excessive strain on the cable while on the road.

Incidentally, it is possible to check the condition of your keel cable turning block with a flashlight from inside the boat (boat out of water!) by loosening the hose clamps on the rubber hosing housing the cable (newer boats) and pulling it up off of the neck hole in the bottom.

The keel cable has parted on quite a number of boats already, and you should keep an eye out for serious cable fraying with periodic inspections. It may one day become necessary to replace your keel cable, and you have to remove your keel to do this, at least later built boats. Attached find a copy of Schock's Santana 21 Removal and Installation Procedure for Keel.

(cont'd "Your Swing Keel")

Looseness and banging of your keel has adverse side effects:

1. You lose "lift" of your keel temporarily.
2. You lose several degrees of pointing ability.
3. You lose sleep at night on the water because of the racket.

This Spring on RAG-A-MUFFIN, we determined that what caused our keel banking was a 1/2" gap between the 1" thickness of the upper keel blade and the 1-1/2" clearance within the keel housing, complicated by wearing and enlarging of the hole in the keel blade for the keel hinge pin. Attached you will find a drawing illustrating Schock's fix for this problem using two 3/16" thick angle parts to fill most of the excess clearance. This modification can be done by lifting the boat up off your trailer, without removing your keel.

However, if you have to remove your keel anyway, as we did this Spring with RAG-A-MUFFIN, there is another way to attack this problem by fitting and attaching spacer sheeting to your upper hidden keel blades, keeping your keel housing as fair as it is now on the bottom, and without having to remove the keel hinge pin. Watch the next issue of the Santana 21 NEWS for a full description, complete with photos!

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