



Maintenance

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To increase the life of your mast, it is necessary to carry out the following checks at the beginning or end of each season. These controls can prevent untimely breakage. They are vital if any boats parts are more than 4 years old or if the boat has travelled the equivalent of half-way around the world. You should also carry out the checks when you purchase a second-hand boat..

1 Traditional mast

- Check the condition of the tube (deformation, blow, scratch)
- Check for mast weld shrinkage (cracks)
- Check the condition of stainless steel rings (anchor catamaran)
- Check the condition of sheaves (crack, deformation)
- Lubricate the sheaves
- Check the condition of the anchors (crack, deformation, bindings, game)
- Check for cracks or stress marks in tube mounting
- Check the spreader fittings (crack, deformation, bindings, game)
- Ensure that the spreader tips are tight on the cables
- Ensure that the spreader tips are attached to spreaders
- Check the condition of spreader tips
- Change the tape on the tips if they are worn
- Change the tapes that protect pin axis connecting the mast to the forestay if worn
- Check the gooseneck (crack, deformation, bindings, game)
- Check the condition of the vang fitting (crack, deformation, bindings, game)
- Check the mast base (crack, deformation, fasteners)
- Check the deck collar (crack, deformation, fasteners)
- Tension the halyard to the port to prevent them from banging against the mast
- Rinse the mast with fresh water
- If brown spots appear on the steel, clean with an industrial grease-removing cleaner.
- Check for leakage of current (using an electrical tester, a leak can damage the anodisation)

For catamarans

- Check the condition of stainless steel rings (catamaran anchor)
- Check the condition of welds in the anchors, backstay and forestay (cracks)
- Check the condition of the mast martingale and the triangulations (crack, deformation, fasteners)
- Check the base of the mast tube (cracks, areas of stress, strain)



2. Furling masts

- Check the operation of the swivel (sailing slouching)
- Check the operation of the module (sailing slouching)
- Grease the bearings
- Change the furling line when it is worn
- Check the protections gorges change if they are damaged.
- Check that there is no crease in the sail, a sail not hoisted or unfolded can get stuck in the mast.

3. Traditional boom.

- Check the operation of the swivel (sailing slouching)
- Check the operation of the module (sailing slouching)
- Grease the bearings
- Change the furling line when it is worn
- Check the protections gorges change if they are damaged.
- Check that there is no crease in the sail, a sail not hoisted or unfolded can get stuck in the mast.

4. Furling mast boom.

- Check the slider (moving balls)
- Check the stop rail (crack, deformation, fasteners)
- Lubricate the slider with liquid detergent
- Wash the cart before each use

5. Rigid vang.

- Check the condition of sheaves (crack, deformation)
- Check the tubes (crack, deformation)
- Check the end caps (crack, deformation, fasteners)

6. Full batten Mainsail rail and slider.

- Check the carriage (moving balls)
- Lubricate the carriage to the detergent
- Wash the cart before each use
- Check the fixed rail (crack, deformation, fasteners)

7. Spinnaker pole.

- Check the condition of the pole tips
- Lubricate the pistons
- Rinse the boom with fresh water.



8. Genoa furling

- Check the operation of the swivel (sailing slouching)
- Check the operation of the drum (sailing slouching)
- Check the genoa halyard and the forestay are not parallel
- Check that no halyard can not touch the swivel.
- Grease the bearings
- Check that there is no crease in the sail, a sail not hoisted or unfolded can get stuck in the mast.

9. Beam

- Make sure the martingale beam cable is stretched and that the navigation of the beam is horizontal
- Check the ends of the beam (crack, deformation, fasteners)
- Check the condition of the anchor stay (crack, deformation, fasteners)
- Check the forceps (crack, deformation, fasteners)
- Check the sheave bow roller (crack, deformation)
- Change the martyr if necessary
- Check the condition of the cathedral (crack, deformation, fasteners)
- Make sure nothing is attached to the cathedral (no tips or halyards)
- Rinse the beam with fresh water.

10. Standing rigging

- Check the end caps (cracks)
- Check the cables (strands broken, pinched cables)
- Check the condition of turnbuckles (cracks)
- Make sure the turnbuckles are not jammed (state of the thread)
- Lubricate the turnbuckles
- Change the tape that protect the pins when they are worn
- Check the tail between the turnbuckles. (This enables you to find its setting)
- If brown spots appear on the steel, clean with an industrial grease-removing cleaner.

11. Running rigging

- Check that the halyards are not worn
- Check that the reefing lines are not worn
- Check the condition of shackles and hooks. (Cracks deformations)
- Mark the Mainsail halyard, jib, spinnaker downhaul to find the optimal tension
- Never climb a mast without first checking the halyard