

SB3 Bimbles

Things to check on a new sb3

Chain plates as they pass through deck should be snug to hull – not 9mm out with mastic filler, waiting for deck to crush when rig wound on

Rudder fittings should have brass bushes

5mm rope for traveller - make sure it is long enough too. The boats I've sailed all have them about 12 inches too short to play properly

6mm bolts and reinforcing plate for rudder mountings with correct length bolts – ie, 10mm showing internally when nut removed

Pro-grip stuck on side of blocks to prevent scraping deck

Glue jib traveler bolts on underside of cars

Ensure pole can extend fully

Mesh bag for halyards

Fablon sheets on inner cockpit wall for recording info

Alloy cleats throughout, including Spinlocks, esp for tackline

Strop for rudder pin

Check hex nuts on mast spinlock cranes – can work loose

Shock cord across shroud triangles

Carry spare top batten, GNAV slider

Harken block at top of mast for kite halyard – standard is Holt and crap

Neoprene sheet or Pro-grip on engine stowage platform

Heavier than spec shackles on GNAV

Tackline – used to come 6 feet too short, so we should get a longer one – can always shorten it, but alas, don't know the length that I used – think it was about 35 feet – needs to go from clew of kite, still in bag, to end of extended pole, and back, with a 5 ft tail so the middle man can pull it from midships

Bulkheads – make sure they are not left untreated (ie bare wood or poorly painted) nor stuck in well (bring torch and have v good look around)

Ensure gel paint on interior has set / gone off, not still sticky (all of it)

Hull interior in general - poor finishing/unfinished

Ensure keel packers fore and aft not protruding through bottom of hull

Check trailer paint is not flaky

Check mast step – some of which have been poorly sealed, and can let water into the supporting bulkhead

Check the seal on the hatch is watertight

Ask for the heavy grade kite bag, as our first one on 3200 fell to bits and was replaced by one of a stronger material

Some GNAV sliders on back to front – check it is the right way round or it twists and fractures

Put back-up vectran strops on kite blocks, as stitched ones prone to fall apart

NOTE

Most of these things have been sorted by Laser Quality Control, but only after we pestered them about it, many are optional tweaks to prevent total gear failure / better function whilst racing

Worth a good check over anyway