

Hi Folks,

With the motor now able to change gears, we headed out for a sail.

The last time we went out the keel would not drop, so I got down underneath the trailer during the week and gave it a wriggle and it moved a bit and I couldn't see anything to jam it so I hoped that I had fixed it. I banged it a few times and a bit of light rust flacks fell off.

But, today, alas no, it still would not swing down.. So we sailed over to Green Island and when in the shallows anchored and over the side I went.

The keel could be made to swing down, but it did not do this with ease. It was hard to pull up and it didn't want to drop again. I checked it out and there were no obvious obstructions. But too stiff to drop by gravity alone.

Perhaps the pin that it pivots on is rusted and stiff/stuck.

Anyone had any similar experiences and what do I have to do to fix it?

Cheers, Robert

RobertB'
Palamida'
Investigator 563

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[Message 2](#) of 11 in Discussion

From: [solo](#)

Sent: 18/05/2008 8:39 PM

Hi Robert

Yes I do have the same problem and I fund it is rust on the C/B that scraps on the sides of the case. I did take it out ,cleaned and painted it but now it started again. If you take a piece of sheet metal and work it along both sides you will have a few more rust flakes falling out, than give it a good spray with some oil and try it again. This is of course only a short term solution but a good way to find the reason for the board being hard to move. I am thinking of getting a new plate cut and galvanised for a more permanent fix.

Good luck Gunter

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[Message 3](#) of 11 in Discussion

From: [Seas the Dei 1](#)

Sent: 19/05/2008 6:34 PM

Hi Gunter,

Nice to hear from you again. I will give your idea of scraping up each side, but I fear the time has come to drop it out and give it a full service.

I'll let you know how I get along.

Cheers, Robert

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Message 4 of 11 in Discussion

From: Seas the Dei 1

Sent: 25/05/2008 7:38 AM

Hi Folks,

Gunter, I did as you said. Gave it a good scraping. Not much rust fell out. I then sprayed some '66' Marine oil/rust inhibitor/lubricating stuff up into the pin area. I flooded it with oil. Then went out for a sail.

Alas....no go. I dived under and could get it to drop with assistance, but still too much friction for it to drop by gravity alone.

So, how to fix it.

Karl says that I have to drop the keel out and the best way to do this is to move the boat to the rear of the trailer and then remove some rollers from the trailer and drop it through the gap. I'm not sure that this will work on my configuration. I've got rollers every 6".

A friend suggested I back it into the shed and take the weight from the rafters and pull the trailer out from underneath. The rafter are strong enough, but I don't have any rope that I would trust.

I could launch it onto the driveway.

I'll let you all know how I go.

Robert

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Message 5 of 11 in Discussion

From: Seas the Dei 1

Sent: 25/05/2008 9:18 PM

Hi All,

Got stuck into it today. Dropped the front of the trailer to the ground and stuffed some saw horses and truck tire under the rear. Then lifted the front of trailer thus lifting the back of the boat off a trailer a fraction and then wedged some sticks under the toe rail to take some weight and then gingerly pulled the trailer out till the keel was clear.



Had trouble getting the bush out. The bolt came fine but there was little room to knock out the bush. Got it in the end.



Then it was scraping off all the flakes and giving it a good banging, then wire brushing with a brush that fits the grinder. Then rust converter and finally cold gal.

But where to get a replacement red plastic bush??



Robert

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[Message 6](#) of 11 in Discussion

From: 🧐 Keelenvy

Sent: 26/05/2008 9:53 AM

Robert, Mate, that looks downright dangerous. Please also block under the trailer and/or front of skag. If you leave the trailer in place then you can also tie ropes from the chainplates down to the side of the

trailer to help stop it falling over sideways.

I would also suggest that for a more permanent fix (we dont want you risking your life too often), you should take it to a professional shop and get it sand blasted (ask for a class 2.5 finish), and then hot dip galvanised. Cold gal will not last long.

The bush looks like it is UHMWPE or high density polyurethane. A plastic supplier might have some stock material he can machine up for you. There are also supposed to be some plastic discs on each side of the keel to reduce wear and friction on the fibreglass. Any sign of them?

Ian B

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[Message 7](#) of 11 in Discussion

From: [Seas the Dei 1](#)

Sent: 26/05/2008 5:29 PM

Hi Ian,

Thanks for your advice. I have already blocked under the trailer and will now go out and tire the ropes as you suggested.

I probably should get it galvanised. My new 'son in law' almost offered to make one out of stainless steel.

There where two very thin sheets of plastic. I haven't thrown them away and intend to put them back.

My brother suggests that the bushes are nolathane and I might be able to replace them with something from 'supercheap'

Cheers, Robert

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[Message 8](#) of 11 in Discussion

From: [wagtail720](#)

Sent: 26/05/2008 9:22 PM

Hi there Robert

I had to do the same job on wagtail, it didnt cost much for hot dip galvanizing,well worth the money!! the side bushes I have used 200mm discs of 3mm thick laminex like the stuff used on shower walls . It makes for very slippery side washers. The bush I made on my lathe from acital, it took 5 minuits. Hope all the jobs go well.

Regards Ross S

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[Message 9](#) of 11 in Discussion

From: [Seas the Dei 1](#)

Sent: 27/05/2008 6:27 PM

Hi Ross,

I've been quoted \$100 to galvinise the keel. They won't do it unless it has been sandblasted and I

don't know how much that will cost.

I've picked up some Nolathane bushes from an Auto parts place. The bore is correct but the outer will have to be reduced. I will turn it in my wood lathe.

Thanks for the tip on the laminex.

Did you have much trouble aligning the plate and two washers?

Cheers, Robert

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[Message 10](#) of 11 in Discussion

From:  [wagtail720](#)

Sent: 27/05/2008 7:27 PM

Hi Robert,'

I just had a look at your video on you-tube. Nice vid.

The washers, I masking taped to the center board so that it would stay put. Then I inserted the center board from under the boat, while my daughter inserted the bolt inside the yacht. the masking tape wore off in time. the center board goes up and down with ease and i put spectra instead of wire which is easier to replace. I think that i paid \$200 for hot dip gal incl 5 days of acid dip at the same coaters. It came out a bit pitted but still in good shape. I put a teflon washer either side of the bolt inside the boat-installed by said daughter. i siliconed over both the head of the boat andd the nylock nut. no leaks. I hope this helps you. ps wagtail is getting a new main sail. it will be ready approx two weeks. too cold to sail now. need to be where you are. regards., Ross. S.

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[Message 11](#) of 11 in Discussion

From:  [Keelenvy](#)

Sent: 28/05/2008 3:19 PM

Gentlemen

Good information there. Would appreciate if some kind soul would copy and paste the info into our "Investigator 563 Info" section, so that it will be easy to find in the future.

Also Robert, if you can spare the time and run a tape over the centreboard, and give us some key dimensions, that could be useful one day.

Ian B

VVVVVVV