

DF65 and DF95 Maintenance Schedule

Preparation is the key. Preventative maintenance and a bit of care and attention is essential whether you sail in salt, fresh, icy, or warm water.

Risk Management - Preventative Maintenance

1. Smear a light coat of INOX, CorrosionX or similar water prohibiting compound (e.g., Vaseline, silicone spray) over any movable parts - gooseneck threads, pulley, rudder linkages, mast gate.
2. Make sure all parts are moving properly and has no signs of corrosion. Wash thoroughly, dry, then lubricate or replace as required.
3. Check that any sheets are not frayed. Pay close attention to braids that travel through rings at the bridle, backstay and jib topping lift.
4. Make sure to use cyano/super glue on ALL knots otherwise they will slip and come undone..
5. Test all your rigs ready for use, making sure of sheeting travel and tuning. Any changes to the sail winch serve or transmitter will affect all sail sets, so recheck and fit all sails after any changes in the cockpit tray.
6. Thoroughly check all potential water entry points – hatch covers, main bridle holes, cracking around the keel box.
7. Check the rubber sail sheet tensioner is adjusted correctly to prevent it falling off the winch.
8. Treat the hull with great care. Never drop the boat in the water, apply too much backstay pressure, leave the boat in the sun, or rigged in the car.
9. When not sailing, the boat should be laid flat with a towel covering the hull and fin from direct sunlight and the stern plug removed to allow for air expansion inside the hull. Temperature changes when returned to the water, can suck water through the smallest entry points. This is the number one reason why so many boats have electrical failure in open water conditions.

Radio Equipment

10. Make sure all servo, winch and battery lead plugs have liberal treatment with INOX, CorrosionX or similar inhibitors to prevent corrosion. If any light corrosion (light green powder) is found on plugs.
11. Use a safety clip on the extension lead to prevent it becoming detached, requiring the removal of the main hatch.
12. Always remove the battery from your boat. If the battery is showing any signs of rust, corrosion or swelling, discard responsibly and replace, as it will fail in the near future. Rechargeable LiFe batteries will save you replacing AA batteries often...and its better for the environment.
13. Apply new hatch patches before arriving at the club as it is much easier to do it at home rather than out of the weather. Make sure all patches are firmly down. Transparent hatch covers and tape will allow you to see any unstuck adhesive or condensation caused by water ingress.
14. Make sure all batteries are fully charged. Trickle charge used batteries after each race day to keep them topped up.

At the End of Racing

15. Boat and rigging must be thoroughly washed. Remove the drain hole bung/patch and allow any moisture to dry out until the next race day.
16. Make sure you thoroughly hose rigging and stand to dry.
17. Carefully wipe down your sails afterwards, they should not be put away wet, as they will sweat in their box/bag, distorting, and ruining the sail film.
18. If you are very happy with the set-up of your boat with a particular rig on a given day, mark all your bowsies and turnbuckle positions so that settings can easily be repeated next time this rig is used and update your Tuning Guide.