

GENERAL INFORMATION

Standard Stay Lengths

Quantity	Description	Length	Terminals
1	Headstay	22' 10"	Fork-Turnbuckle
2	Upper Shroud	23' 3 ½"	Fork-Turnbuckle
2	Lower Shroud	13' 1 ½"	Fork-Turnbuckle
1	Backstay	30' 10 ½"	Fork-Turnbuckle
1	Boom Hanger	16" /Mount 6' Above Turnbuckle	

Note: All measurements eye-to-eye with turnbuckle half open.

Suggested Halyard Minimum Lengths:

Description	Length
Main	60'
Jib	55'
Spinnaker	70'

SOUTH COAST 21

HULL AND INTERIOR MAINTENANCE

The hull

The South Coast hull is composed of multiple layers of fiberglass mat and an outer layer of gel-coat. The gel-coat layer is a layer of pigmented polyester resin that is sprayed into the hull mold just before the first layer of glass mat is installed. The gel-coat holds up pretty well considering the exposure to sun, water, chemicals, bumps, and scratches that a typical hull will experience. However there are several items that frequently need attention

The most common condition with the hull is chalking or fading of the hull surface and a build-up of lime on the hull. The portion of the hull that comes in contact with the water generally builds up a layer of lime deposits from alternately wetting and drying of the lake water. As the water dries it leaves behind the dissolved limestone on the surface of the hull. This layer can't usually be scrubbed off and feels a little rough when you drag your fingernail across it. However, it is fairly easy to remove

First, wash the hull with a good detergent to remove any oils and dirt that is present. Then you can either wet-sand the area with 200 or 400 grit sandpaper or use chemicals (acid) to remove the lime layer. Most owners use the chemical route because it is generally much less labor intensive. However, if you are planning to wet sand your hull for smoothness, or you are uncomfortable using the chemical route, then wet sanding works very well and results in a clean, smooth hull surface. Use a couple of drops of liquid soap in the bucket where you dip the sandpaper for wetting and the sand paper will glide over the sanded surface much easier

The chemical that most owners use for lime removal is muriatic acid. This is available in most hardware stores for use as a masonry cleaner. Use care when applying muriatic acid. It is an extreme irritant to the eyes, lungs, skin, and anything else it contacts. Wear eye protection, breathing protection, rubber gloves, other skin protection, and heed the other warnings on the container. When applying it, especially avoid being downwind of where you are spraying it.

Generally, a solution of 50% muriatic acid and 50% water works very well. Mix this solution by pouring the acid into the water, not the other way around. Use a spray bottle that will spray a coarse mist onto the hull area. Try to find a spray bottle that will resist the acid as much as possible. Spray the acid solution onto the area of the lime deposits and let it sit for approximately one minute. Spray the solution onto a dry hull. This should be sufficient for the acid to dissolve the lime. Rinse the solution off of the hull thoroughly and any other surface that contacted the acid solution. If there still appears to be remaining lime on the hull,

apply the solution again until the hull is clean. If a noticeable deposit remains on the hull, it is probably not lime and will need to be removed by sanding or using oxidation removing compounds.

Once the hull below the water line is clean you can now wet sand this area if additional smoothness is desired or leave it as it is. Most sources do not recommend applying wax, polishes, or other finishes below the water line. I believe this is due to these compounds containing chemicals that typically increase the surface tension of water and causes water to bead up on these surfaces. You do not want the surface tension of the water to increase on the portion of the hull submerged since it should result in more water friction.

However the hull above the water line requires different maintenance to maintain a bright, shiny look. Most of the South Coasts suffer from surface oxidation of the gel coat. This can be removed by using a good oxidation removal compound (such as Meguiars #49). A mechanical polisher or buffer really helps speed the process and does a more even removal job than only by hand. Meguiars #44 is good to use on all colors after removing the oxidation and helps the gel coat finish last longer between polishes. Follow the oxidation removal by either a polish or a wax. Meguiars #56 polish works very well on the darker gel coat colors. I like to use the Meguiars paste wax on light gel coat colors for the final shine.

The interior

Once the exterior hull looks presentable, you can turn to the interior of the hull. The South Coast interior hull requires a few items of periodic inspection and attention. These are primarily related to the wooden components that stiffen the hull or provide support to the cockpit.

The hull generally has two long wooden strips that run from near the transom to near front of the cockpit that are fiberglassed into the hull. These "stringers" provide stiffening to the hull. These stringers often times will become soft after some period of time and will lose their stiffening ability. Check your stringers by poking the wood with a screwdriver to see if they are soft. If not, be thankful and keep them dry by painting them or coating them with fiberglass. If they are soft or rotten, then you have a project awaiting you that is not urgent but should be put on the list of things to do when you are really bored or when you are looking for something for your teenage son to do.

Next check under the aft end of the cockpit. There is a fitted piece of plywood under the cockpit that supports the cockpit and helps stiffen that part of the hull. This piece can become soft from rotting or delaminating. If this occurs, this piece should be replaced so that the cockpit will support the weight of the skipper and crew scampering round during normal maneuvers. The replacement piece should be fiberglassed into both the cockpit and the hull. Cracks in the back corners of the cockpit are generally indicators of problems with this support piece.

Additionally, the front of the cockpit is also supported and connected to the hull. This is usually accomplished by a pair of wooden blocks that fit between the front floor of the cockpit and the aft end of the bunks on each side. If the bunks have been removed, then some other means of transferring the load from the front of the cockpit to the hull should be added. Problems with this load support are also generally indicated by cracks in the front of the cockpit, also caused by the skipper and crew scampering around the cockpit. I have seen wooden posts, PVC pipe sections, and fiberglass sections used to carry this load. Whatever is used, it should be securely fiberglassed to the hull and the cockpit. This will really help the stiffness of the hull since it is the only connection between the deck and the hull in the center section of the boat.

Next, check the support base under the column under the mast. Most of the boats came from the factory with a wooden column that transferred the mast compression load from the deck to the front of the keel. This wooden column looked suspiciously like a wooden table leg. That could be because that was what it was. The factory people said they chose a turned table leg over a straight 4X4 wooden post because it looked more "nautical". This wooden post typically gets very soft at the bottom where it frequently gets wet.

This post generally sits on a portion of the cabin bunks. Again, if the bunks in your boat have been removed, some other type of support base for this post is required. If you still have a wooden support post, check that it is not rotted or soft. If it is, you should consider repairing it with a section of aluminum mast. This mast section is lighter, stiffer, and doesn't rot. All good reasons to consider this replacement.

Once the support post is in good condition, then look at the support base that it sits on. The post support base is often a wood block or a fiberglass section formed to fit the hull. It should be a material that can handle the compression load, be able to be formed to the curvature of the hull, and be quite resistant to being wet. Additionally, the top of the support post exerts a considerable force on the underside of the deck. The top of the support post should have a bearing plate of aluminum or high strength plastic to spread this load out and avoid compressing this section of the deck.