



Each of the keels weigh 1084 lbs (490kg) and this fact must be kept in mind when removing them. The operation is made very much easier if one can obtain the use of a Fork Lift Truck. You will need to raise the boat about 2 ft 6 ins above the ground by blocking up under the keel of the boat. Wedges should be fitted between the blocks and the hull to prevent the hull rolling over. Better still, if you have shaped chocks or a cradle which you already use when working on the boat ashore this will save you the trouble of blocking up under the keel.

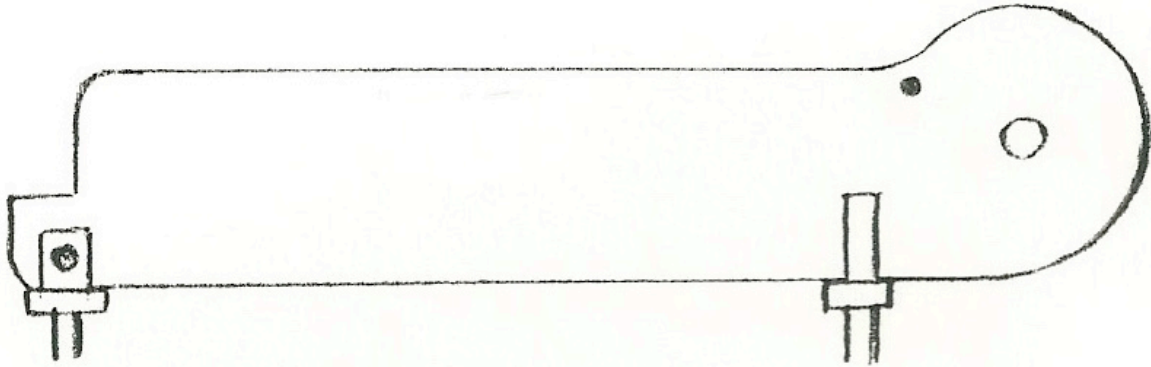
1. The metal fairing plates on the bottom of the hull in way of the keels should be removed, also the cover plates part no 3100 2/11.
2. At the upper bolts port and starboard slacken the cylindrical keel bolt nuts and lower the keels in the normal manner under the action of their hydraulic jacks. Obviously one would remove one keel before commencing work on the other.
3. The upper clamping bolt (the one with the head) can now be removed through the aperture in the keel base exposed by the removal of plate 3 1002/1 I. The outer clamping plate part no 31002/10 now has to be driven upward to disengage the lower 1.76" wide slots in this plate from the 11/16" recesses in the lower two keel clamping bolts part no 31002/5. You may find difficulty here in moving these plates if there is any corrosion. Some release oil may help and the assistance of a hydraulic or screw jack has sometimes been found necessary to raise this plate to disengage it from the bolts.
4. The forward clamping bolt can then be removed leaving only the lower aft clamping bolt and nut (the one which passes through the keel, and on which it pivots) in situ. This bolt takes the weight of the keel.
5. The forward end of the keel must be supported while removing this final bolt, bearing in mind the weight of the keel. The clamping plates either side of the keel must be supported or tied up in some way or they will fall to the ground when the final pivot bolt is removed.
6. Gently lower the forward end of the keel with the boats hydraulic jack straps still attached until the pivot bolt hole is visible. A piece of steel tubing inserted in the bolt hole in the keel can be used with the assistance of a willing helper to steady the keel.
7. Lower the keel to the full extent of the jack and making sure the keel is adequately supported, disengage the jack straps from the keel.
8. The pin in the keel to which the jack straps are secured is a 'drive fit' in the keel and is not normally disturbed unless it needs replacing in which case it is best to have it removed with the use of a press, and a new one pressed in. All that is necessary to disengage the straps is to remove the split pins and washers and 'spring' the straps apart.

Please treat this information with reserve and check each stage on the boat as you proceed.

The writer has worked from the drawings for this dismantling sequence and memory on this boat is getting a little short. We had a special rig built for ease of fitting and removing the keels. This consisted of a trestle with a jack at each end. The aft end was fitted with a fork and pin to assemble with the inch hole drilled in the aft end of the keel and a fork at the forward end for



the keel to rest in. (Aft of the strap position of the boat jack.) The keel could then be raised horizontally for assembly or removal. See diagram below.



A fork lift would do the same job for you.

The access panels at the rear of the boat jacks are removable - see drawing A31007. On some boats the top of the keel cases aft of the boat jacks was bedded down with pressure plastic or white lead compound and not glued, to facilitate easy removal. On some it was a glued joint, in which case the capping would have to be chiselled off and renewed if you wished to remove it - you may be able to 'break' the glued joint, but doubtful. This you can check for yourself.