

Safety - Mainsheet Block

Chrysler used carbon steel nuts to secure the mainsheet block to the centerboard trunk. These nuts rust away leaving the mainsheet block subject to failure. More than one Mutineer skipper suddenly found themselves with no mainsheet control while on the water – not good.

It is important to replace the carbon steel nuts with stainless steel nylock nuts. Ray Garza shows how to replace the nuts and much more (rotted backing wood) in his Centerboard Trunk Maintenance/Repair found in the Repairs Section http://mutineer15.org/rigging_repairs_upgrades.html.

beginning in 1979 Chrysler started installing an aluminum "bridge" to support the rear-most mainsheet block on the rear of the CB cap. Here is a picture of Bob DeRoeck's Mutineer with the CB cap removed showing the aluminum bridge.



Simply removing the CB cap is not enough to replace the mainsheet bolts and nuts on 1979 and later Chrysler, TMI and Wellcraft Mutineers. You need a way to hold the nuts in place so the bolts can be tightened. An inspection port cut into the end of the CB cap solves this problem.

Here is a picture of Bob DeRoecck's Mutineer with an inspection port cut in. Bob used scrap formica to fashion a cover held in place with 2, 1/2" #8 stainless steel self-tapping screws. Be sure to drill 2/32" pilot holes for the screws.

