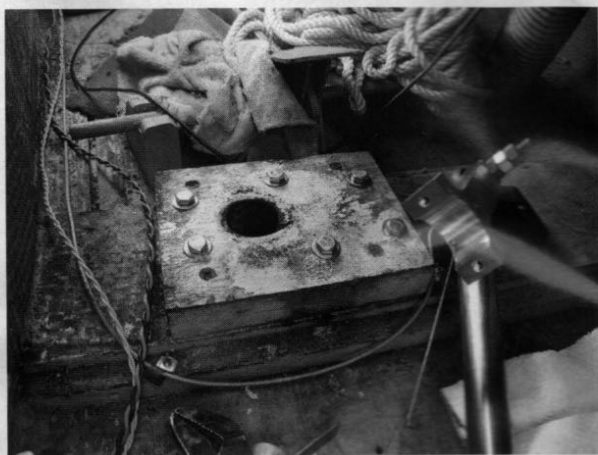



the upper bearing, quadrant, stop collar, and the hull. After tying the rope to the stock, I stood the rudder up and used the mainsheet tackle to pull it into the hull.

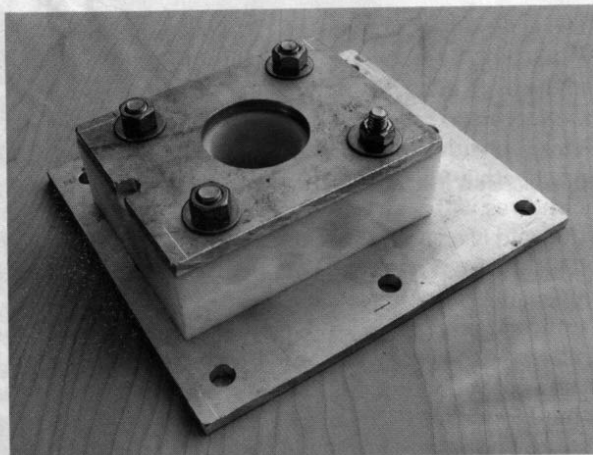
Hindsight

I should have examined the problem as soon as I noticed the looseness in my rudder during my preparation for spring launch, but it's so hard to be patient after waiting all winter. I would have saved myself from a wet boat and mid-season haulout fees and my downtime would have been during the marginal weather of early spring instead of the warm weather of summer.



From now on, you can expect me to make a thorough inspection of everything on the boat that will become inaccessible once it's in the water ... and then I'll rush to put it in! 

Jim Craighead and his wife, Annie, sailed their first boat, a 26-foot Chrysler, on Minnesota's Lake Pepin for three seasons, learning how to sail and how to sink money and time into a good old boat. After towing the Chrysler up to Bayfield, Wisconsin, they learned that bigger waters called for bigger boats. They now use their S2 9.2A for weekend island-hopping in the Apostle Islands.



The upper bearing, above left, was a plastic bushing in a wooden block and was getting worn. Jim fabricated a new one out of Delrin sandwiched between aluminum plates, above right. Jim glassed the block for the lower bearing to the hull after aligning it with a pipe, at left, then assembled the bearing and shaft seal to it using 3M 5200 as the sealant, below left. Once everything was back together, Jim's steering system was as good as new, or even better in parts, below.

