



February 28, 1982 SAN JUAN 28 ALERT

Designers and Builders
of San Juan Sailboats

Dear San Juan 28 owner,

We published an advisory bulletin in October 1982 concerning potential problems with the starboard chainplate connection to the bulkhead. As a result of that bulletin we sent over 60 sets of chainplate covers out to owners. We feel pleased that so many owners followed up on our advice as there were probably fewer than 100 boats built without the covers.

Many owners have asked for additional help and have expressed concern that they feel unqualified to conduct the original test for sound wood. The importance of maintaining a sound structure at the chainplate/bulkhead connection is such that we urge all of you to inspect or reinspect your boat prior to the next time you use it. Please follow the instructions for conducting this test given below:

1. If your upper and lower shrouds are tighter than just snug release the tension by loosening the turnbuckles exactly 5 turns.
2. Remove the top 3 bolts from the starboard chainplate.
3. Inspect the exposed wood inside and around the bolt holes. The wood must be dry, clean, and the color and hardness of new fir plywood. If you have trouble with this step please find either a sample of new plywood to compare or someone who is familiar with wood to help you.
4. Check that the bolts were aligned perpendicular to the surface and not cocked at an angle.
5. Replace the bolts and tighten all of the bolts, being careful to not crush the wood.
6. Retighten the shroud turnbuckles and lock them.

If your inspection showed the slightest degradation of the wood from water seepage, loosened bolts or overtightened bolts we urge you to contact the factory and order the San Juan 28 oversize starboard chainplate kit and install it prior to sailing your boat.

If your inspection proves satisfactory we urge you to order the chainplate cover kit and install it as soon as possible. If you have the chainplate covers we urge you to inspect regularly for leakage from rain etc. and reseal if necessary.

If you will want total peace of mind and to alleviate the need for routine inspections please order and install the oversize chainplate kit and install it as soon as possible even though it passes the sound wood test now. 2 masts have fallen due to bulkhead rotting from water ingress, lets not have another!

(OVER)

The chainplate kit consists of a replacement chainplate twice as long as the original and with twice as many fastening holes. Also supplied is a full length backing plate and the necessary additional bolts. Installation is straightforward and requires only a drill, a 5/16 inch drill bit, a pair of wrenches and some polysulfide (boatlife) caulking. The job is begun by supporting the mast with the halyards led down to the toerail to allow removal of the shrouds. The chainplate and cover may then be detached. The old caulking must be scraped out at this time. The new chainplate is installed using the old holes as guides. The backing plate is used instead of washers. Some installations may require notching the top of the lavatory cabinet with a file or a small saw to allow passage of the plate or one or more of the nuts. The bottom 1 to 3 bolts will pass thru the fiberglass lavatory facing for added strength. The bolts are then tightened, the joint caulked from below and above and the cover replaced.

The factory has ordered in a sizeable supply of the oversize chainplates and should be able to ship them via UPS the same day as ordered. To order, enclose a check for the proper amount and be certain to give an address suitable for UPS. The cost is 29.00 plus 3.50 for shipping. The covers are still 7.60 for the pair. Please add the 7% state sales tax if your address is Wash. We are selling these kits at less than cost and again urge you take advantage of this offer to maintain the extraordinary strength, quality and seaworthiness of your San Juan 28.