

By Rob Granger (rgranger), Dave Condon (Crazy Dave) & Jimmy Wood (Kermit)

This spring, Crazy Dave and Kermit helped me change the lifting line for the centerboard on my Hunter 26. We also changed out Kermit's line for his Hunter 260. The process is the same for both boats and I believe it is the same for the H23.5.

First you need to get the boat out of the water (See Figures 1).



*Figure 1*



*Figure 2*

Lower the keel down onto a mat or piece of wood (See Figure 2). Before you drop your keel out of the keel-trunk, thread the new lifting line to the old lifting line (See Figures 3 & 4). Dave used small stuff but I think dental floss would also make good thread for this purpose. We will use the old lifting line as a messenger for the new line later when we drop the keel.



*Figure 3*



*Figure 4*

Now it is time to drop the keel out of the keel-trunk. The keel is held in place by a stainless steel bracket (See Figure 7) that is bolted to the trunk. The head of the keel bolt is accessed under the galley table (See Figure 5 & 6)



*Figure 5*



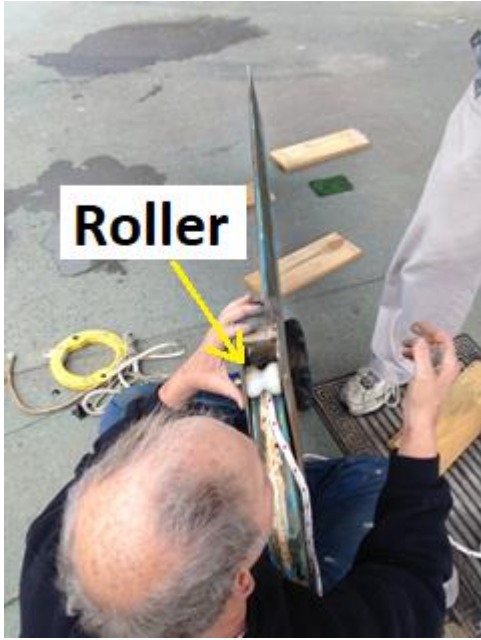
*Figure 6*

Next you need to grab the keel and wiggle it back and forth until it slides out of the keel trunk. Lay the keel on the ground and carefully use the old lifting line as a messenger line and feed the new line down through the deck and below your boat (See Figure 7). In Figure 7 you can see the SS bracket that attaches your keel to the keel trunk. Figure 7 also shows the new lifting line coming down through the bottom of the boat. The lifting line needs to come under a roller (See Figure 8) and then is passed through a hole and is kept in place with a stopper knot. In Figure 7 you see Kermit knocking out the stopper knot of the old lift line. Use a flat-head screwdriver blade to knock out the old knot. You can then pull it out a few inches and cut off the knot and remove the old line. Run the new line under the roller (See Figure 8), pass the new line into the hole that Kermit has his screwdriver placed (See Figure 7) and secure it with a stopper knot. Now it is time to put it all back in place. One of the frustrations at this point is the fact that the keel pivot pin and the pin for the roller keep wanting to fall out of the SS bracket. Dave had a neat and simple trick. Put a piece of duct tape over the ends of the pins before you slide it all back into the keel trunk (See Figure 9). Once in the keel trunk, secure the SS bracket with the keel bolt (See Figure 5 & 6). You are DONE!



*Figure 7*

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*Figure 8*



*Figure 9*

