

## Repairing Rudderpost Leaks.

A number of Scanmars have experienced leaks in the rudderpost. This article and these photographs will be useful for this work.

It's important to know that you don't need to dig a large hole in the ground beneath the rudder.



**Picture 1.**

In the after part of the boat you will find a cover over the steering linkage between the wheel and the rudderpost. The linkage and the steering arm can be separated from each other. It's wise to use some WD-40 or 5-56 on all the parts since some of them may be very stiff [to remove].



**Picture 2.**

Here the steering linkage is removed; there is only one nut securing this to the arm. Now tap the arm upwards; it might be very tight on the rudderpost. Note that there is a key on the rudderpost- it must not be allowed to fall off into the well!



**Picture 3.**

Here the arm has been removed and you can clearly see the key on the rudderpost. Remove the key.



**Picture 4.**

Here the key has been removed; it is now OK to remove the screws and nuts off the rudderpost itself. Be sure at this stage that you build a support of wood blocks from the ground to the rudder so that it can be lowered to the ground.



**Picture 5.**

Take off the lock screw that sits on the top of the main rudderpost nut. It clamps the nuts together and may be tight.



**Picture 6.**

Unscrew the main rudderpost nut. Be careful that the nut should not scratch the shaft when you unscrew it. Afterwards, you take off the grease nipple that sits in the rudderpost below the main nut.



**Picture 7.**

Now that the grease nipple is removed, we remove the nut which supports the rudderpost. This nut is 75 mm and can be difficult to get off. If you have an access door in the rear cabin it might be easier to go in from that side with a pipe wrench or something similar. The alternative is to use a screwdriver and [use it to] tap it off carefully; it is not on very tight.



**Picture 8.**

Now we can remove the screws that go through the rudder bracket that holds the rudderpost in place. (It would be a good idea to remove the screws and buy 3 new ones the day before you start the job).



**Picture 9.**

Get ready to lower the rudder down. There are two phases in this part of the job. One screw holds the shaft up while the others can be loosened. This is to prevent the rudder from falling to the ground and getting damaged. The bracket which holds the rudderpost can have some corrosion and may slip down suddenly.



**Picture 10.**

Here the rudder has been lowered onto the ground. The bearing remains up in the hull. Now the 4 screws that hold the bearing get loosened, see next picture.



**Picture 11.**

These 4 screws can be difficult to remove. Think about having a good phillips-head screwdriver or bit. Sometimes these screws can be totally ruined. If that is so you need to increase the diameter of the screws or make new holes if you cannot remove them (screws are about 4.5mm x 25mm). Check this, as it can vary a lot.



**Picture 12.**

Here the bearing has started to loosen. Pull it carefully down until you feel that the bearing is loose. You will notice that the grease from the grease nipple leaks down also; dry it off. (Note: remember to grease the nipple after you have put everything in place).



**Picture 13.**

Here the rudder bearing is as low as it can go. Now clean the dirt, grease, etc. There is often a little [rust-??], be sure to clean that also. After cleaning you put Sikkaflex in an even layer on the underside of the hull [opening]. It is very important that you do not get caulking on the inside of the lower part of the bearing when passing the shaft through the bearing.



**Picture 14.**

The rudder bearing is replaced carefully until it sits tightly against the hull. There are two pieces which need to be held together with screws. Tighten these screws well because they are the screws which prevent water from entering. Now you put on the big 75mm nut up inside the boat and screw it on but not too tightly. If possible use a big washer under the nut.

When the screws have been tightened well, it is OK to pull the shaft up and through. It can be a little tricky to get the shaft in place. When it is up, fasten the bracket at the base of the rudder, and the rudder will be in place. Put the rest together in the reverse order as is written. Congratulations!

*Courtesy of Hilsen Alf M. Johnsen and Otto Fevang of the Norwegian Scanmar Club.*

*(Translated from the original Norwegian by Edda Magnusson and Bob Padlowski.)*