

Approximate year of alteration to specification	What was changed	Ovington Boats new product	Reason for alteration	What to look for and hints
2002	Main sail pre-feeder v.1	www.ovingtonboats.com/products/637	The white cloth around the bolt rope would get cut badly when putting the sail up or pulling it down	A stainless steel fitting which matches the shape of the plastic sail track on the mast. You may only find this on very early boats Only applies to early boats, but the chainplate holes could stretch (none have broken) Check to see if they are OK, and change to a thicker material version if needed
2002	Shroud vernier adjuster	www.ovingtonboats.com/products/290	The pin holes stretched	Only found on older boats, this fitting is OK, but it is worth checking the rivets that fix it to the mast, as they may become loose
2004	Mast bracket for gooseneck and vang v.1	www.ovingtonboats.com/products/278	The original small stainless steel bracket was changed by the manufacturer to their new version	
2004	Mast bracket for gooseneck and vang v.2	www.ovingtonboats.com/products/278	The plastic fitting was a specification change by the mast manufacturer from the above, but snapped, and has been changed for a stainless steel version that looks the same	A paltic moulded fitting. If you have this, please contact Ovington Boats immediately, and get a replacement. It can snap, and may cause more serious damage if you are sailing The bottom of the bracket may pull away from the mast face.
2006	Lower shroud mast bracket has been re-designed (thank you Ian!)	www.ovingtonboats.com/products/636	The loading of the lower shrouds was not in line with the original brackets loading geometry	This can cause the rivets to fail, and may make the bracket pull down the mast. Strongly recommend checking this, and replace with new fitting if there is a clear problem
2006	Black aluminium rudder gantry pivot bearing has been re-designed	www.ovingtonboats.com/products/296	The original round tube became distorted and meant the pin wobbled	The earlier round tube is very thin, but the newer tube has a wall of approximately 5mm. There can be a significant amount of movement in the top bearing causing unwanted movement when sailing The original cleat position was in the middle of the boom, the new cleat position is forward of the vang lever. It is considered that this is easier to reach, but has no engineering problem where it was originally
2006	Outhaul cleat position		To allow easier adjustment of the outhaul	
2006	Attachment method for pole launching block. The rope has been changed for a shackle		The bowsprit sometimes would not go all the way out	The original rope when tied too tight meant that the bowsprit could get stuck out, or not go all the way out The new lacing eye has a round insert in it, which stops the rope going underneath. If you have the older lacing eye, you can use a thicker rope which does not get stuck under the lacing eye
2006	Traveller lacing eye has been changed for a more suitable product	Details TBC	The traveller rope could wear out if it got stuck under the original lacing eye	The insert bush allows the elastic to move more freely, and does not get damaged by the edge of the plastic end cap moulding
2006	Insert bush in forward end of wing plug	Details TBC	The trapeze take-away elastic could wear out	The insert bush has been changed to one with a fixing point front and back, rather than one with no fixing. The new lacing eye allows the elastic to move more freely, and does not get damaged by the inside edge of the old inser bush
2006	Insert bush in the top of wing	Details TBC	The trapeze take-away elastic could wear out	

2006	Attachment of tiller to stock	www.ovingtonboats.com/products/302	The tiller became loose	The tiller would get loose where it goes into the stock. It is a fairly simple job to drill the rivets out, and pull out the tiller. Clean it, and re-fit using an epoxy glue such as Araldite. Re-fix rivets straight away, before the glue goes hard
2007	Trapeze line attachments changed from eyelets to T-terminals		The lacing eyes could snap due to metal fatigue	every year. If you have lacing eyes, it's a good ideal to tie 2-3mm spectra between the two shackles, so that if one lacing eye snaps you don't end up in the water!
2007	Boom lacing eye has been changed for a more suitable product	Details TBC	The tie on block rope was snapping when it got caught under the inside edge of the lacing eyes fixing flange	The new lacing eye has a round insert in it, which stops the rope going underneath. If you have the older lacing eye, you can use a thicker rope which does not get stuck under the lacing eye
2007	Cunningham purchase change		To make it easier for smaller sailors to pull on the required cunningham load	The original system was 4:1 the new system is 8:1
2007	Spreader adjuster from bottlescrew to pins	www.ovingtonboats.com/products/591	Specification change by the mast manufacturer, and the aluminium bottlescrews could seize solid if you did not maintain them	Mauve anidised aluminium barrels which can be turned to adjust the angle of the spreader. If they have seized, and you want to adjust them, recommend soaking in lubricant and spraying with furniture polish to remove oxydisation. It is possible that they will snap if you try to adjust. If they are set OK, but seized, then recommend that you do not touch!!
2007	Fixing of backing plate for shroud anchor		The aluminium backing bar would corrode	Corrosion around the aluminium bar. The new system uses a large pre-curved washer
2008	Main sail pre-feeder v.2	www.ovingtonboats.com/products/637	The bolt rope would pull out when putting the sail up or pulling it down	An aluminium fitting which does not match the shape of the plastic sail track on the mast.
2009	Stainless steel vang lever end attachment	www.ovingtonboats.com/products/645	The hole at the point where the lever attaches to the mast wears on existing aluminium lever	Excessive wear of the hole where the lever attaches to the mast. This can break in time. It is a simple job to cut the old end of the lever off by matching the holes, and attaching this new fitting
Note:	Mainsail modifications		Small alterations have been made to the mainsail over it's life span, but it is difficult to be specific over exact dates for the changes. However, points of note would include	
In year 2003	1. The clew webbing length has been shortened so the loop only just fits around the boom diameter		Some webbing loops were too big, and made the sail different to set	On very early sails, there may be a big gap between the boom and the sail (as much as 75mm) There is nothing structurally wrong. The sail simply sets better when pulled down to the top of the boom
In year 2006	2. A reinforcing webbing was fitted through the headboard eyelet		Prevents the higher than expected cunningham loads pulling the fitting out of the top of the mast	The stainless steel ring on the top of the mainsail has no webbing loop stitched through it. It is possible to pull this fitting out of the top of the sail under cunningham load
in year 2007	3. The window reinforcing has been increased		Prevents the stitching pulling apart under load	The window stitching where it joins the rest of the sail may pull apart. If it hasn't done it already, it probably won't!

in year 2008	4. The mast end batten protectors have been changed	There has been a period where this fitting broke	The moulding splits, and the batten can then push through. In extreme cases the whole batten could come out when sailing. Check for cracked mouldings, and inform Paul paul@mustoskiff.com
in year 2008	5. The leech end batten protectors have been changed	There has been a period where this fitting bent	The moulding can become soft especially in hot temperatures, which can cause the leech of the sail to open. As from late 2008 ALL new sails have the plastic rod. It is possible to have the rope in the old sails taken out, and a new rod put in. This is well worth doing if you have a problem pulling the sail up and down. Contact Chris Henderson on chris@chcovers.wanadoo.co.uk. Or it should be a simple job for any local sailmaker
in year 2008	6. The bolt rope in the luff of the mainsail has been changed to a round plastic rod	To help make pulling the sail up and down easier	