

This was a good time to replace the Volvo shaft seal which had provided sterling service for a number of years.

It still worked perfectly but it did require regular attention:~

- First the forward end of it needs to be 'burped' by squeezing it to allow the air trapped within to escape. If you fail to do this on a fairly regular basis it will get hot, dry out and squeal alarmingly.
- Secondly, grease must be squeezed in between the seal and the shaft to keep it lubricated - a task much like trying to get toothpaste back into the tube.



The one I replaced it with is shown below. It's a RMTA Shaft Seal, manufactured by ELICHE RADICE S.p.A. It seems they've identified the two maintenance issues of the Volvo seal and addressed them:~

- The taller connection provides for a clear plastic tube which is carried up above the waterline to release the build-up of air and allow the water to keep it cool.
- The forward, capped one allows grease to be squeezed in easily to keep the seal well lubricated.



After one full season it was still working flawlessly - no drips, squeals - and not a single burp!

Dinghy Dock Tactics

If you're really lucky you can tie your dinghy up to a dock designed specifically for yachties' dinghies, like the floating version shown below.

Otherwise you have to make do with a commercial dock, which are often supported on piles and have a space below. Given half a chance, your dinghy will contrive with wind and current to get itself firmly wedged under it - with often dire consequences for both dinghy and outboard motor.

Most cruisers are wise to this and usually ship a folding stern anchor and warp to prevent it from doing so.