

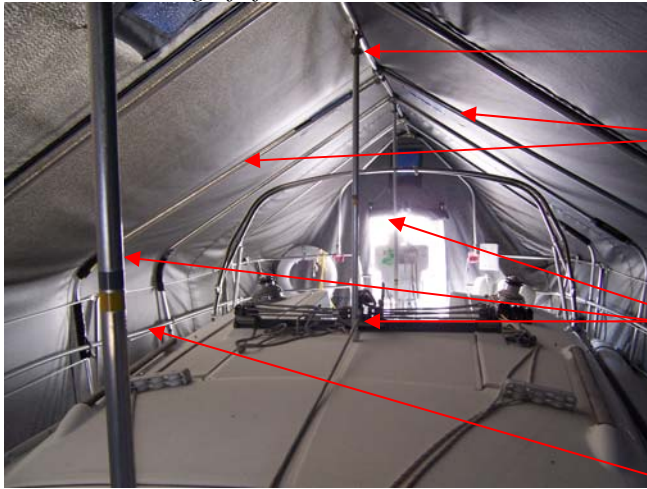
Installing the Genco winter cover on the Beneteau 323

These photos were taken when we removed the cover in spring 2010, but are presented in reverse to make them more useful to you as you install it. In addition to these instructions, read the paper instructions that came with the cover. There's a copy in the Beneteau owner's manual and another in the small grey bag of frame parts.

General principle: Winter winds will b-l-o-w, and anything that isn't firmly secured will wiggle. We have found set screws that rattled loose and fell on the deck, and padding that slipped off the poles. Check the cover periodically through the winter and tighten up anything that is loose.

You can do the job on two separate days if you want: put up the frame one day and the cover on another.

Below: Looking aft from the bow with the cover on.

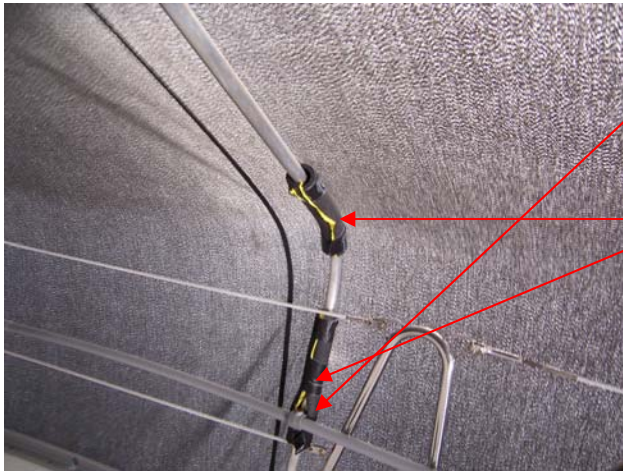


First, the parts of the beast:

- Ridge pole (in about 4 sections; red tape)
- Rafters, in pairs, port and starboard, each pair sized and shaped differently and colour-coded with tape. See sequence on the Genco pages.
- Vertical posts (3, tall one in the cockpit forward of the binnacle, one forward of the companionway hatch, one near or in the mast step).
- Grey PVC pipe to stabilize the frame, runs at approx. the level of the lower lifelines. 3 pieces each side, one of them sawed off to fit.



- Clamp joints (my terminology) for attaching vertical posts to the ridge pole and for attaching to the front and rear pulpits.
- Galvanized T-joints, with two set screws tightened with an allen key, for attaching rafters to ridge pole. These should have both set screws facing downwards, so they don't chafe the cover.



- Galvanized cross joints, with 2 set screws, for securing the PVC pipe to the rafters. For convenience, we have left these attached to the rafters.
- Pieces of foam pipe insulation, to prevent chafing of the fabric. Notice that we have taped them to keep them from moving around. They also go on the ridgepole over the joints.

Frame Assembly Instructions



Start at the back. Piece the back gable end together (two red stripes) and attach it to the rear pulpit with clamp joints. You can see the cotton cloth that we used under the clamps to prevent scratching of the pulpit. It wasn't sufficient and wore right through in that winter wind mentioned above. Try scraps of leather, instead.



Then connect the first piece of ridgepole (male end forward) and the first pair of rafters. They will fit inside the back pulpit, near its forward end. All other rafters will go outside the lifelines and just inside the toerail.

Before the second set of rafters will go the long vertical pole, attached to the ridgepole with a clamp joint. You can attach it now or later. We found that the vertical poles did not need to bear much weight, but in the event of snow or ice buildup (never happened here, especially with the black, breathable cloth) I suppose

they would need to do their job.



The rafters attach to the ridge pole every 30 inches or so (see Genco sheet for the number; I forget exactly). Add on other sections of the ridge pole as you move forward. Keep the set screws pointing down so that they won't chafe the cover.

At the bow (bottom left; ignore the vertical mast belonging to a neighbouring boat), a single rafter with a 90-degree bend attaches to the pulpit with a clamp joint.



The grey PVC pipes join the rafters to each other at the level of the lower lifelines. They take a bit of wrestling to get on, but are worth it. They join together, and there is a shorter piece for each side sawed off to fit. Tighten the set screws once you have them all on.





Above and left: The vertical posts. The long one goes in the cockpit in front of the binnacle. One goes forward of the companionway and one can go in the mast step – though we tried different locations and found they didn't bear much weight. Perhaps they were unnecessarily high in the clamps.

Installing The Cover

This job is best done when it's not very windy.

The cover is in two sections: the aft section (left) and the forward section (right). They zip together in the middle. We folded/rolled them from the end to the middle, so that the zippers – and the labels – are on the outside.





Shiny side goes down, as will become obvious when you see the vents. Unfold the forward section partly, until you get a long, loose roll. Stand on the cabin roof approximately halfway between bow and stern, and drape the rolled-up forward section across the ridgepole so that when you unroll it towards the bow, the shiny side will be down. Help it over the rafters and the side of the boat. It will hang down below the waterline. Unroll it all the way to the bow.

Then do the same with the aft section: Zip it to the forward section in the middle and unroll it towards the stern.



Left: unrolling the aft section. You can see where it is zipped to the forward section. Center the cover port/starboard as you go, so that the vents are symmetrically placed.

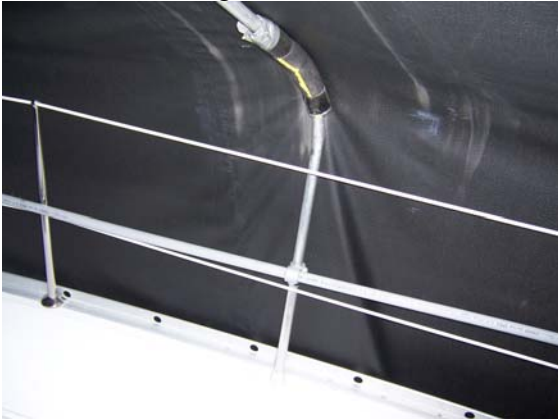


There is a zippered door at the back.



Left: at the stern, over the door. Right: At the bow, where frame attaches to front pulpit.

Make sure that you have padding (the pipe insulation) covering the curves and anywhere that the cover might chafe.



Lots of room inside.



Lacing up the bow. The top part can be done from inside. The rest needs a stepladder.

The two sides will not meet in front. We wonder why. Perhaps Genco's computer models were for a boat with a not-so-square bow.

Below: Tying the cover down. Use the flat black webbing. We tried to keep the webbing away from the bottomcoat as much as possible. It can't be done at the bow, but for the rest, there was enough webbing to attach it to the cradle and around the propeller shaft.

