

## Installing the GB Traveler System on an old backstay.



Photo showing overall view of my traveler system.

The GB traveler system is an excellent solution and a very elegant bit of engineering; unfortunately, GB cannot provide the proper backstay on demand, as it has no swaging machine. Ideally, as on new boats, two cups are attached to the backstay by swaging a wire cable through the hole top and bottom of each cup. Unfortunately, you have two bullet blocks swaged on where the cups should be. To swage the cups on, you must build a new backstay. This solution proposes to retain the perfectly good backstay and install the cups rotated 90° toward the bow of the boat. The main disadvantage is that the cleats are now in a horizontal position. If you live in a northern climate where your rigging can reasonably be expected to last the life of the boat or 15+ years, whichever comes first, and it is in wonderful shape, drill out the round tube and install the cleats so they are topside. If you live in the tropics like I do, where the backstay has a seven year insurable life, and a real life of ten years, live with it, you'll be replacing the backstay soon enough. Especially, if the backstay is of indeterminate age and provenance [as is mine,] you'll be replacing it sooner rather than later.

I'm a great believer in the friendly local machine shop. If I were going to relocate the jam cleats to the top, I'd have the machinist do it for me, and consider it \$25.00 well spent. But, I'm not going to drill any more holes in the bar, as I'll be replacing the backstay soon enough.

If you haven't learned it by now, almost anything GB sells is totally unique. This means that there is no standard depth for the bar to fit into the cups and have the fast-pin holes line up. You may have to take your trusty hacksaw and shorten a bar end in order to attach the bar to the cup. [As an aside, Stan claims they've been selling the same boat for twenty-seven years. I claim that they have never sold the same boat once!]

The cups are mounted using an interior U-shaped shackle bolted rather than using the usual clevis pins. The bolts are fastened on the outside of the cup; the shackle going around the wire that currently holds the bullet block.



Detail of shackle, throughbolt, bar attachment fast-pin, and wire cable. You'll note that I haven't gotten around to cutting the old bullet blocks off.



A view from the top. Shows the acorn nut for the throughbolt. This is important to prevent snagging on anything or anyone. Note washer stack to provide a proper snugness since we are using a cap nut.

White riggers tape has nothing to do with this installation.

I think that this discussion and photos should allay your doubts about the rigging. If you buy a brand new traveler bar and cup assembly from GB, have them make certain that the fast-pin holes all line up.

**Following are the pictures of the lance cleats I installed on the clam cleats to make the traveler work properly.**



Port lance cleat.



Close up of port lance cleat.



Starboard traveler cleat throughbolted to clam cleat. Note the old blocks for the older type traveler.