

FITTING OUT CHECKLIST

» ON DECK

Winches: Old oil and grease lose viscosity and winches will slip when springs and pawls get stuck. Strip down, wash parts in paraffin and lightly regrease (see YM April 06 for a guide to servicing winches).

Windlass: If manual, check it's working, clean and tighten. For powered versions check foot switch for water, clean and use Vaseline on the connections.

Anchor chain: Re-mark lengths if faded, or add chain markers.



Grease winches and re-mark anchor chain

» MECHANICS

ENGINE

You should have changed the oil when you laid up. Over winter, it will have soaked up chemicals and acids. Worth changing it again. Ditto gearbox oil.

Change oil and fuel filters.

Remove rags stuffed in outlet pipes.

Impellers - if removed at lay-up - reinstall with a smear of Vaseline on blades.

Re-install the engine belts and check tension: no more than half an inch of play.

SAILDRIVES

Check oil level. Check durability of the gaiter seal. Check rubber faring and reseal if necessary.

Change internal engine anode.

Check engine mounts secure.

Check diesel tank for water from condensation. Drain off, or replace fuel. Add water-eliminating additive to fuel to help kill off diesel 'bugs'.

Check inaccessible wiring, such as bonding wires from the anode and earthing wires from the starter motor. Clean the terminals and smear them with Vaseline.

BATTERIES & ELECTRICAL SYSTEMS

Check electrolyte level; tighten battery securing straps and make sure vent for gases is clear. Clean terminals and coat with Vaseline.

Switch on instruments and use backlighting to help reduce any condensation.

If the anode looks serviceable for another season, check bonding wires.

Check oil and fluid levels



» SAFETY

Check for kinking or wear in gas hose-pipe. If in doubt replace. Check hose clips and tighten.

Harness/lifelines: check stitching and get repairs done by a sailmaker if necessary.

Jackstay and danbuoy lines: check for UV damage.

MOB lights: change bulb, and squirt WD40 on copper contact strip inside. Use Vaseline on 'O' rings when reassembling.

Lif jackets: inflate using mouth tube. Leave inflated overnight to check for leaks. Wash with freshwater. If auto-inflation, disable device first.

Stanchions/lifelines: check stanchions and make sure lifelines have not corroded beneath plastic sheathing.



Inflate lifejackets and use Vaseline on the 'O' rings of MOB lights



» BELOW DECKS

HEADS, BILGE & GAS

Check impeller on bilge pumps and grease with petroleum jelly; replace gasket.

If you have an automatic bilge pump, check float switches work.

Dry bilges thoroughly then if water appears after relaunch you'll know you've got a leak.

Fill water tank and add purifier like Puriclean or Milton.

If the pump on the heads is stiff, run washing-up liquid into the bowl and pump out.

Use Puriclean in your watertank and check bilge pumps work before relaunch



» BELOW THE WATERLINE

HULL AND SKIN FITTINGS

Grease seacocks: All hoses should be double-clipped. Check jubilee clips for rust. Do you have wooden plugs attached in case of emergency?

Check skin fittings are free of blockages/growth or antifouling.

RUDDER

Check leading and trailing edges for hairline cracks. Check for play in bearings, stock or quadrant. Movement should be minimal. Grease steering cable.

KEEL

Check for stress cracks at root.

PROP SHAFT & STERN GLAND

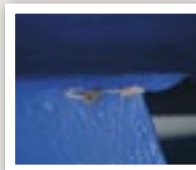
To check bearings, grasp prop in both hands and try moving it from side to side. There should be little if any movement.

Check P-bracket for stress cracking from misalignment or damage.

Stern gland packing can dry out and get brittle. It needs changing after a few seasons.

Grease prop shaft and glands. Modern-type seals need venting on immersion. Check and/or replace conventional packing.

Check rubber glands on stern tubes and saildrives, which have a life expectancy of between five and 12 years.



Check keel (above) and rudder for stress cracks



Check rubber glands on stern tubes