

# 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

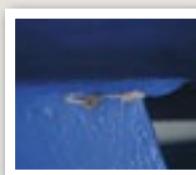
**To check bearings,** grasp prop in both hands and try moving it from side to side. There should be little if any movement.

**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