Haul-out Checklist

BEFORE HAULING - TRIAL RUN
☐ TAKE READINGS AT 500 RPM INCREMENTS, FIVE-MINUTE INTERVALS.
☐ RUN FOR 30 MINUTES AT 80% LOAD (OR 10% BELOW MAXIMUM RPM).
☐ RUN AT WIDE OPEN THROTTLE (WOT) FOR 10 MINUTES AND CHECK TEMPS, SMOKE, VIBRATION.
☐ CHECK SHAFT-SEAL DRIP RATE. IF CONVENTIONAL STUFFING BOX, TAKE TEMP OF HOUSING AT CRUISE. (SHOULD NOT BE HIGHER THAN 20 DEGREES ABOVE SEAWATER TEMP OR 130 MAX.)
☐ FOR ALL SEALS, PULL INJECTION HOSE OFF AND CHECK FOR GOOD FLOW OF WATER.

IMMEDIATELY AFTER HAUL OUT - STRUCTURAL
☐ SIGHT BOTTOM FOR BLISTERS WHILE PAINT IS WET. IF BLISTERS ARE PRESENT, CHECK BOTTOM WITH MOISTURE METER.
☐ LOOK FOR AREAS THAT REMAIN DAMP AFTER SURROUNDING AREAS HAVE DRIED (CAN INDICATE A PROBLEM IN THE LAMINATE).

WHILE ON LAND - BELOW THE WATERLINE
INSPECT BOTTOM PAINT:
☐ IF FLAKING, CONSIDER SODA BLASTING.
☐ IF SODA BLASTING, GOOD TIME TO APPLY A BARRIER COAT.
APPLYING ABLATIVE PAINT:
☐ IF EXISTING, BUILD UP THIN SPOTS WITH 2-3 COATS BEFORE PAINTING BOTTOM.
☐ IF NEW, FIRST COAT SHOULD BE A DIFFERENT COLOR TO INDICATE WHEN GETTING THIN.
INSPECT THRU-HULLS AND SEACOCKS:
☐ COUNT HOLES IN BOTTOM AND ACCOUNT FOR SAME NUMBER OF SEACOCKS INSIDE THE BOAT.
☐ OPEN AND CLOSE EACH SEACOCK WHILE ON LAND AND SERVICE ANY FROZEN ONES.
☐ BRONZE SHOULD HAVE A GOLDEN HUE, IF PINK, THERE IS A CORROSION PROBLEM. PINK = WEAKENED.
☐ IF PINK, HAVE A MARINE ELECTRICIAN CHECK EFFECTIVENESS OF SACRIFICIAL ANODES AND FOR STRAY CURRENT (DC).
☐ CHECK FOR Pitting OF THE HARDWARE - POINTS TO STRAY CURRENT CORROSION (DC).
☐ LOOK FOR “HALOS” AROUND THRU-HULLS (DISTORTIONS IN THE PAINT) INDICATIVE OF EXCESSIVE SACRIFICIAL ANODES OR AC STRAY CURRENT
INSPECT POWER TRAIN:
☐ PROP
☐ THIN NUT BELONGS AGAINST THE PROP
☐ PROP COLOR - GOLDEN HUE, NO PINK

BELOW THE WATERLINE (CONT’D.)
☐ CHECK CLEARANCE OF BLADES USING A GUIDE CLAMPED TO Rudder. IF ENGINE HAD VIBRATION DURING TRIAL RUN, CONSIDER PROP SCAN.
☐ PROPELLER SHOULD ROTATE EASILY (IF NOT, ALIGNMENT OR BEARING PROBLEM)
☐ NO MORE THAN ONE SHAFT DIAMETER DISTANCE BETWEEN FORWARD END OF PROP HUB AND AFT END OF CLOSEST BEARING
CHECK CUTLASS BEARINGS:
☐ NO SIDE-TO-SIDE MOVEMENT OF SHAFT
☐ LOOK FOR DRIED OR CRACKED RUBBER. CHECK SHAFT SEALS.
☐ CONVENTIONAL STUFFING BOX
☐ > REPACK IF TEMPS AND DRIP RATE WERE UNACCEPTABLE DURING TRIAL RUN.
☐ CHECK FACE SEAL (PSS).
☐ > IF INJECTION NIPPLE IS NYLON, REPLACE WITH STAINLESS.
☐ > REPLACE HOSE EVERY SIX YEARS OR IF CRACKED.
☐ > INSPECT AND CLEAN BETWEEN SEAL AND ROTOR.
SACRIFICIAL ANODES:
☐ INSPECT FOR REMAINING METAL. IF ZINC AND NOT EATEN AWAY, CONSIDER CHANGING TO ALUMINUM.
☐ > ZINC: ONLY EFFECTIVE IN SALT WATER. TRACE METALS HARMFUL TO ENVIRONMENT
☐ > ALUMINUM: EFFECTIVE IN SALT OR BRACKISH AND BETTER FOR ENVIRONMENT
☐ > MAGNESIUM: USE ONLY IN FRESH WATER
☐ > DON’T MIX TYPES ON ONE BOAT
☐ > OK TO HAVE ALUMINUM ON HULL AND ZINCS FOR INTERNAL ENGINE COMPONENTS
☐ INSTALL A GALVANIC ISOLATOR TO PROTECT YOUR ANODES FROM OTHER BOATS IN A MARINA.

HULL, ABOVE THE WATERLINE
PROTECT GELCOAT
☐ CLEAN AND WAX ANNUALLY.
☐ KEEP COMPOUNDING TO A MINIMUM (SANDS AWAY THE GELCOAT).
☐ CORED HULLS: MOISTURE-METER CHECK EVERY THREE YEARS

DECK AND CABIN
PROTECT GELCOAT
☐ CHECK WITH MOISTURE METER EVERY THREE YEARS.
☐ > RENEW HARDWARE BEDDING EVERY 7-10 YEARS OR AS INDICATED BY MOISTURE CHECK.

AFTER LAUNCHING
☐ CHECK ALL SEACOCKS FOR LEAKS AND EASE OF MOVEMENT.
☐ FOR DRIPLess SHAFT SEALS W/BELLOW HOSE, COMPRESS BELLOW TO RELEASE ENTRAPPED AIR.
☐ REPEAT WIDE-OPEN-THROTTLE TEST AND RECORD RESULTS.