



FARRIER MARINE, Inc.

www.f-boat.com

New Boat Delivery Checklist

If taking delivery of a new boat, or a used one, the following should be checked:

Check all items/options are there as ordered, including the Sailing Manual, which should be read carefully **before** going sailing.

INSIDE CABIN

- Check head hoses are secure and double clamped
- Check cabin table works correctly
- Check Settee extension berth works (if fitted)
- Check galley pump and sink wastes are connected, and hoses are clamped
- Pump water and check for leaks.
- Check Stove controls work
- Check Battery is properly and firmly strapped down

Battery must be the **sealed type** to ensure it cannot leak if ever inverted.

- Check all wiring is secured properly
- Check Sailing Manual includes a proper wiring diagram
- Check Voltmeter works and battery is fully charged
- Check radio or GPS works if fitted
- Check switches are properly labeled
- Check cabin lights work
- Check rudder gudgeons have backing plates inside and have Nyloc nuts
- Check main hatch works correctly

OUTSIDE BOAT

- Check capsized safety box is present with access hatches top and bottom
- Check instruments and lights are working
- Check aft navigation light is working
- Check fwd. navigation light is working, and red is to port, Green to starboard.

- Trailer winch post and mast base should have warning labels against overhead wires
- Check all stays are securely attached to mast and forestay shackle is wired on rotating masts
- Check an insulating bedding compound has been used between stainless steel fittings and the aluminum or carbon mast
- Check trailer keelboard extends forward under D/b case
- Check all trailer supports bear evenly against hulls.
- Check trailer light brackets are correct
- Check that ALL trailer lights work
- Check Rudder turns fully
- Check kickup rudder lock down pin hole has been drilled and a shear/lock pin is present
(it may be required to keep rudder reliably down at very high speeds)
- If a daggerboard rudder, check that it is not too tight or too loose in case.
- Check outboard motor fits and tilts correctly
- Check aft mast support fits and roller turns freely

RAISING MAST

When first rigging, take your time, carefully follow the Sailing Manual procedure, and you should find this relatively easy. If Sailing Manual does not have the procedure for your particular model then ask for one.

- Shrouds must be attached to floats before raising mast - otherwise mast can fall forward
- Set up and raise mast (follow Sailing Manual correct procedure)
- Check that mast raising wires do not become too tight when raising
- Check MAST RAKE is correct - should be raked same or slightly more than folded beams when sighting across the two fwd. beam aft edges
- Check mainsail feeder area is smooth with no sharp edges. Feeders should be around 1/8" apart

FIRST LAUNCHING:

When first launching, take your time and be careful when on or near the trailer, as the most common form of 'first damage' is to scratch/gouge the bow on the trailer. Take your time here!

- Extend floats and check beam bolts align and tighten easily
- Check all beam compression pads are butting correctly against hull. There should not be any large gaps here. More details on this important area are available from the Farrier Marine Owners webpage at:

<http://www.f-boat.com/owners/index.html>

- Check spinnaker pole retracts properly and pin is present
- Check mast rotator controls are present
- Check daggerboard goes fully down and up easily. If tight in case have this corrected, as it will only get worse.
- Check that rudder works properly, and there is no slop in system
- Check Log sender for leaks
- Check depth sender for leaks
- Check all bilges for leaks and that they are clean
- Check mast light deckplug is working
- Retract floats and check beam retaining pins work smoothly and correctly

GENERAL

If trailer sways while towing, you need more weight on the tongue. A quick fix, if outboard is mounted on transom, is to remove and put inside.

Be sure to check the rudder blade is not too loose nor too tight in case, works smoothly and goes fully down. Not going fully down is definitely something to watch for as it can cause heavy helm and ventilation at high speeds. Fit is probably something each owner could improve over the factory setting. The ideal is a rudder that is not so loose as to avoid rattling in the case (very annoying), yet not so tight that it is hard to bring up or down. All new boats have transom hung rudders, and adjustments available include tightening or loosening pivot bolt, or adding or removing shims between case sides and gudgeons.

Check daggerboard is not a tight fit in case and goes fully down. A loose daggerboard is much more preferable over a tight one which can be a continuing nuisance. If too loose, it can be shimmed out with plastic shims, but if too tight it is very difficult to loosen up and will remain an annoying ongoing problem.

Check carefully that mainsail will feed up mast easily and all sails fit - probably the most common cause of preventing actual sailing on the first launching - particularly with sails from a sailmaker unfamiliar with the boat. Mainsail bolt rope should be a hard smooth braid, with a teflon tape cover (has a speckled like finish) for maximum resistance to wear and tear (important with roller furling booms). In this regard be sure also to check mast and boom track area where bolt rope feeds in. Any sharp edges here can damage your mainsail, not to mention ruin your day.

Be also aware that completely leak proof floats are hard to achieve, though they do exist. Main cause has been the hatches, particularly the 'screw in type'. One thing owners can do to help in this regard is to remove each hatch lid and check for any little molding 'fins' or 'flashes' in the area of the seal on the die join line. If present, remove carefully with a razor blade.

It is very important to check safety gear compartment is there and has an access hatch top and bottom. Safety compartments in the cockpit coamings with a 'screw in' type hatch at the top (exposed to rain/water) can leak as above. Therefore, a small drain hole should be in the bottom of the compartment to prevent any build up of water and the submerging of safety gear over time.

If manufacturer or dealer have done their job well there should not be any significant problems, and you should be able to rig and go sailing immediately the boat is delivered.

And don't forget to take full safety gear on that first sail, including an anchor, and tool kit with spare clevis pins, line, shackles etc.