

INITIAL INSPECTION CHECKLIST

Use This Checklist When You
Inspect Any Sailboat You're
Thinking of Buying

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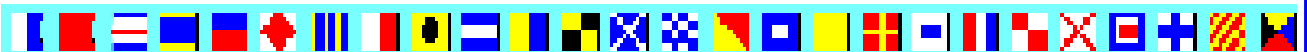
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NOTE: Do everyone a good turn and send this checklist to anyone you know who's thinking of buying a sailboat



LEGAL STUFF

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Peter Reuter

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Before you go any further

You have got a copy of our manual on surveying used sail boats haven't you?

If not, go right now to
www.sailingmates.com
and download your free copy.

You shouldn't be looking at used sail boats until you've read it.

The checklist on the following pages is best used in conjunction with our sail boat survey manual.

You can print out a copy of pages 4 - 8 and take them with you when you go to do an initial inspection on any sail boat you're interested in.

Use the checklist as a guide so you don't overlook any important feature of the boat. Also note down your observations and impressions of the boat in the spaces provided as you go through the checklist.

The notes under each item in the checklist are to remind you what you should be looking for when inspecting that item.

These notes are more fully explained in the survey manual. Make sure you get a copy.

Your Initial Inspection

When you see a boat advertised that seems to fit your requirements, you should arrange a time with the seller to conduct an initial inspection.

In your initial inspection you should check out the general condition of the boat, and get an impression of whether it has been reasonably maintained by the owner.

You don't need to spend much time on a detailed examination of the systems of the boat. All you need at this time is a general impression of the boat and if the asking price is reasonable given its state of maintenance.

If the boat has been reasonably maintained and the asking price reflects its condition you may consider conducting a preliminary survey to check the condition of the boat more thoroughly.

Initial Inspection Checklist

1	Details of boat	
	Take a picture of the boat	
	Location of boat	
	Initial asking price	
	Name of boat	
	Make	
	Model	
	Registration number	
	Year of manufacture	
	Rig type	
	Engine type	
	Engine make & model	
	Length over all	
	Length on waterline	
	Draft	
	Hull material	
	Owners contact details	
Brokers contact details		

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Initial Inspection Checklist

<p>First impressions</p> <p><i>Your first impression is very important - it's probably the right one.</i></p>	<p>Does the boat look like the owner is proud of it?</p> <p>Is there weed on the hull? Ask how long since last antifoul.</p> <p>Is the external woodwork properly maintained?(varnish, paint or epoxy)</p> <p>Are the hull and decks clean? Bird droppings are acceptable.</p>
<p>Inspection</p> <p>Bedding compound under fittings and toerail</p> <p>Mast boot</p> <p>Mast at deck and gooseneck level</p> <p>Pushpit, pulpit and staunchions</p> <p>Flexing and crackling in deck</p>	<p>You should see a thin bed of compound only. Any extra caulking around fittings or along toerail may be a sign of past or present leaks.</p> <p>The mast boot should not be cracked or weathered badly.</p> <p>There should be no serious corrosion on the mast at either gooseneck level or at the partners. (where the mast passes through the deck)</p> <p>Check all staunchions for loose connections at the deck. Any loose connection has probably caused a water leak into and through the deck.</p> <p>Jump on the deck in several places and listen for any crackling sounds or any flexing of the deck. Any movement or noise may spell trouble.</p>

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Inspection continued

Sails

Sails should be neatly flaked and stowed on sailbags or in the case of racing sails they may be rolled and stored in long sail bags. All bags should be marked with the sail name. Feel the sail fabric to get some idea of the age of the sails. Soft fabric equals old sails

Below cabin sole

Lift the cabin sole and check the bilge for oil and fresh water. A little sea water in the bilge is OK, but oil is a warning sign of engine problems. Also check the tops of the keel bolts. If they are stainless steel they should be encapsulated in epoxy and show no signs of corrosion.

Ice box or freezer

Check the ice box or freezer. It should be clean and have no smell. It should not drain into the bilge

Toilet

Check the toilet. It should be clean and have no smell. Check the toilet bowl for cracks. Open the valves and pump the toilet. It should be easy to pump, with no leaks.

Lockers

Check the lockers. They should have adequate ventilation and no smell of mould. They should be neatly stowed.

Lazarette

Check the lazarette. This is where most of the rubbish in any boat congregates. It should be clean with no old rotten sails, paint tins or rope in the bottom.

Engine

The inboard engine should look like it has been maintained with no oil leaks or oil stains underneath it. Lift the motor cover on an outboard engine and check for oil leaks and signs of poor maintenance.

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Initial Inspection Checklist

Inspection continued

Sea cocks

All seacocks (raw cooling water, galley sink, toilet and shower) should be proper marine seacocks of bronze or Marelon, not gate valves.

Batteries

The batteries should preferably be gel cell. All batteries should be strapped down in a strong battery box, which has a sturdy lockable lid and is bolted to the cockpit sole. The battery box should be separate from the engine compartment,

Main cabin

Check the galley for adequate headroom, ventilation and light. There should preferably be an opening hatch above the galley for ventilation and light.

Check the layout of the main cabin for bunk positions and dimensions. Bunks should be parallel to the centerline of the boat and preferably at least 70 inches (1750mm) long. Transforming a dinette into a bunk each night soon loses its attraction.

Check the main cabin for adequate hand holds and rounded corners on all furniture and bulkheads.

Check that there are no tanks under the bunks in the forward cabin

Cockpit

Cockpit lockers lids should have waterproof gaskets and sturdy stainless steel locking mechanisms. They should drain overboard.

Look for large cockpit drains that drain directly overboard with no bends.

Cockpit seats should have good back support and you should have somewhere to brace your feet when the boat is heeled.