



THE YACHT DOCTOR

Mechanical Checklist

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MAIN ENGINES CHECKLIST:

- Get oil changes for engines (and generators) before trip
- Check fluids and topped off
- Inspect belts – in good repair, no signs of wear or cracks
- Inspect hoses – pliable, no signs of wear or cracks
- Clamps need to be free of rust, wear, cracks. Put a screwdriver or socket on every one of them to ensure tightness
- Zincs – put fresh zincs in
- Raw water pumps – change if they haven't been changed in a year
- Raw water pump impellers – have they been changed this year?
- Check all thru-hulls for leaks
- Make sure thru-hull valves work
- Check shaft packing
- Inspect cutlass bearing – your diver can do this in the water
- Check motor mount bolts for tightness
- Sea strainer should be cleaned out
- Make sure all water pumps are working

ENGINE SPARE PARTS

- Belts
- Selection of hoses (for all hoses needed on boat)
- At least 1 raw water pump impeller and raw water pump gasket cover for each engine
- Complete raw water pump (if possible)
- Spare alternator (if possible)
- Spare Thermostat
- 2 oil filters for each filter on boat
- 5 primary fuel filters for each engine
- Air Filters
 - Walker Air Filters – need cleaner and filter oil
 - Crank case filter for Volvo Penta engines
- Oil for engine
- Coolant
- Diesel fuel treatment recommended
 - residue may break loose during the trip and clog engine, fuel conditions are unknown.
- Zincs
- Clamps
- Sea strainer basket & gasket kit
- O-ring kit (assortment)
- Fuses
- Transmission oil filters

DINGHY CHECKLIST

Dinghy Do's:

- Run engine – be sure it sounds okay and isn't coughing or smoking
- Make sure everything works properly
- Change fluids and filters if needed
- Test electronics
- Check for leaks

Dinghy Engine Spares:

- 2-Stroke oil or DFI oil
- 4-stroke oil and oil filter
- Spare impeller
- Spare spark plugs
- Patch kit – hypalon or PVC
- Spare transom plug
- Fuses

DAVIT Do's:

- Inspect cables
- Inspect pulleys
- Inspect terminal rigging



SPARE FLUIDS

- Oil – (engines & generator)
- Coolant and coolant additives (Nalcool)
- Trim tab oil
- Transmission oil
 - Engine oil or ATF
- Steering fluid
- Throttle/shift fluid (for Morse Hynautic systems)
- 2.5 gal fuel can for topping off fuel filters
- Distilled water for batteries
- WD-40



Be Prepared: Some engines just burn more oil than others – if you have those engines, have *extra* spare oil for topping off during the trip.

Worse Case Scenario: You should have enough oil to refill an engine in case it malfunctions and empties out.

Note: Most engine companies want the engine oil and filter changed every 100 hours. Once we get to La Paz, you will have enough time on the engine to do an oil change.

OTHER FORGET ME NOT'S...

- Check bait pump to make sure it works properly
- Air pump for pressurized steering and pressurized throttle/shift
- Spare or manual bilge pump
- Portable air horn
- Extra navigation light bulbs
- Head repair kit
- Tapered wood plugs (broken t-hulls and other misc. holes)
- Extra wiper blades
- Ground tackle
- Fuses for windless, winch, davit, inverter, hydraulics, trim tabs, etc...
- Oil Sorbs for any spills or oil changes

TOOLS YOU SHOULD HAVE ON YOUR BOAT

This is a list of tools I normally recommend for distance-traveling boaters.

Recommended tools:

Standard and metric sockets

Standard and metric wrenches

Screwdriver set

Crescent wrench set: 8, 10 ,12 inch

Channel lock pliers, med and large

Vice grips

Oil filter wrench

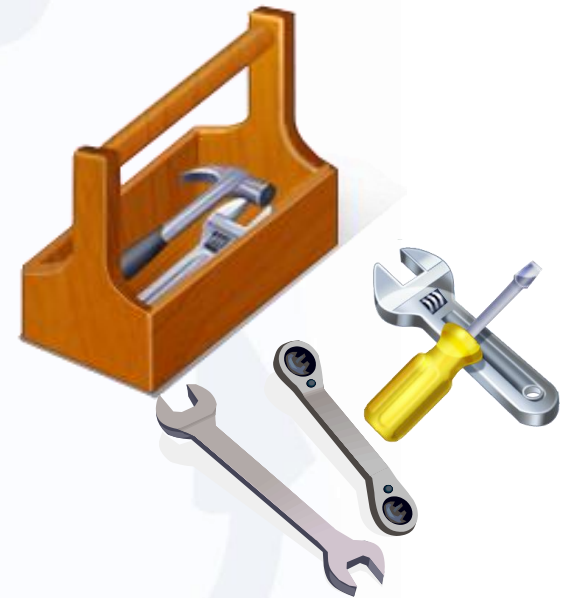
Allen wrench set

Hammer

Pry bar

Temperature gun (Harbor Freight \$10)

Packing removal tool



**** Remember to bring tools for your boat. Especially if you have boat-specific tools. I will not have all my specialized tools, only a basic tool bag. ****

OTHER HELPFUL LINKS

RNLI / Finning Safety at Sea

- http://www.youtube.com/watch?v=cBFdfi_3QqE

THE YACHT DOCTOR web site

- www.theyachtdoctor.net