

## Recommended Boat launch/recovery checks

### 1. Launching vessel check list

TASK	COMPLETED
Starting at bow, walk down port side looking for any damage	
Do visual check for damage of collars	
Check bungs located at rear of vessel are in place firmly( if not push and turn clockwise until firm)	
Look for damage to propeller and check that it is tight on shaft ( out of water only)	
Check for loose steering by trying to move motors from side to side	
Clip duck bills up in position	
Walk up starboard side looking for any damage	
Climb on board and check rope is attached to anchor and boat	
Turn port and starboard battery switches on only (leave link switch off unless one battery is flat)	
Look for any loose or damaged parts	
Check fuel caddy/tank level ( gauge on console)	
Put motors down	
Check steering works	
Check throttle movement	
Check port and starboard oil levels by removing engine cover and checking dipstick	
Prime fuel using the primer bulbs located in the rear well area	
Put Motors Up	
Check all safety equipment	
Ensure vessel is free to roll off trailer	

## 2. Underway Check and Adjustments

TASK	COMPLETED
Lower Scuppers	
Check navigational systems are functioning properly	
Check that all operational equipment remains secure	

## 3. Pre Arrival Checks

TASK	COMPLETED
Clip Scuppers up	
Before berthing check that lines are ready to use	
Check that motors will go astern before berthing	

## 4. Post Arrival Checks

TASK	COMPLETED
Switch off all navigational and electronic equipment	
Drive boat on trailer, stop and raise motors	
Remove boat from water using trailer winch, fasten secondary safety chain	
Remove bungs and drain hull, then refit	
Secure tie down straps (if required)	
Run both motors with fresh water –refer to outboard manual flush point on engine and correct flushing procedures.	
Turn accessory panel and battery banks off	
Fresh water wash down, wipe instruments with a wet cloth	
Check hull and motors for any visual damage	

**5. Trailer Checks**

TASK	COMPLETED
Coupling on the tow bar of the vehicle and that of the ball on the draw of the trailer should be of the same size and when fitted should not have more than 5mm play or movement between the cup and ball	
Coupling and safety chains are safely secured to the tow bar see figure	
Safety chain attached to the trailer should be connected to the tow bar with a 'D' shackle	
Wheel nuts are properly tightened- Trailer wheel nuts have a tendency to loosen more readily than those on a car which has shock absorbers	
Boat is securely tied to trailer- check that all straps are securely fastened. The winch strap is purely for launching and retrieving your boat, it is not a tie down	
Load is within maximum carrying capacity- check VIN plate	