

III. COMMISSIONING AND DECOMMISSIONING

A. Initial Commissioning

The commissioning of your yacht is an owner's responsibility. Your dealer may be able to provide you with this service at his yard or recommend a yard which is competent in commissioning Morgan yachts. We strongly recommend that you have the initial commissioning performed by a yard that is experienced in sailboats and, preferably, Morgan sailboats.

The initial commissioning is extremely important. In addition to putting the yacht into service, the following functions are also served:

- Shipping damage is revealed. The trucking company is liable for shipping damage. They require prompt notification of any claims against them.
- Part shortages are revealed. Morgan boxes the loose gear and provides an indexed packing list. We do occasionally make errors. It is much more convincing to us that the error is ours, if we are notified before the yacht is sailed. One owner claimed that he was short shipped a stanchion and that this was first discovered six months after launch!
- Quality defects are revealed. Your yacht is thoroughly checked at the plant. Our quality program for each yacht includes a pool test, water drench test, functional testing of all systems, and visual checks of the entire yacht. However, overland travel often causes leaks and other problems which are difficult to detect by visual inspection alone. Also, we occasionally miss something. As with claims of short shipments, early notification to the factory adds credibility to the claim of a quality defect.
- Perkins delivery check-out service is performed. This is extremely important. This service is provided free of charge to you by Perkins. You should request this service from the local Perkins representative before 50 hours are recorded on the hour meter. The Perkins representative will check the engine, provide operating information, describe how to obtain service on the engine, and put your engine warranty into effect. If at all possible, you should plan to be present during the check-out so that the Perkins representative can familiarize you with the engine.

The following functions should be performed during the initial commissioning. Detailed procedures are described in their respective sections of this manual.

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A. Initial Commissioning (continued)

1. Inspect hull, deck, rudder, propeller and shaft, and spars for shipping damage.
2. Inventory all loose gear and report shortages or damaged parts.
3. Install thru-hull fittings for owner and/or dealer supplied equipment.
4. Paint bottom. For maximum anti-foulant life, a full second coat of bottom paint is recommended.
5. Launch and inspect all underwater fittings for leaks.
6. Fill fuel, water, and alcohol tanks and search for leaks. Caution: Be sure to bleed hot water heater before turning on the 110 v. element. The element will burn out immediately if energized in a dry or partially filled tank.
7. Install pulpits, stanchions, and lifeline wires. Safety wire lifeline ends and gates.
8. Install standing and running rigging on mast. Check mast wiring and lights. Record rigging lengths from tags supplied. (See following check list.)
9. Step masts, set up and adjust rig, pin and tape all turnbuckles, check halyards, and install mast boots.
10. Reeve sheets, bend on and hoist sails. Furl sails and install sail covers.
11. Connect prop shaft coupling. Align engine to .002" max. clearance. Note: The coupling was disconnected at the plant after alignment check in the pool. This is necessary to prevent damage to the drive train during overland shipment, hauling and/or launching.
12. Check oil and water level in engine and generator.
13. Complete installation of owner or dealer supplied equipment.
14. Check battery condition and re-charge, if necessary.
15. Perkins delivery check-out service.
16. Check operation of all systems and equipment.
17. Check all doors and drawers for proper movement and secure latching.
18. Water test deck, fittings, and ports and search for leaks.

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A. Initial Commissioning (continued)

19. Sea trial under power and sail.
20. Recheck for leaks in interior plumbing systems (fuel, water, and waste) and exterior hardware.
21. Complete Commissioning Certificate and Inspection Report and return to Morgan Yacht.
22. Clean interior and exterior of yacht thoroughly.

The next few pages provide you with a check list used by some of our dealers to inspect and commission Out Island 41's. Your completing this check list will provide you with a "condition report" of the boat before and after initial commissioning.

Note: Your yacht may have been partially winterized at the plant. Drain plugs will be placed in the galley sink. Replace all drain plugs prior to launching the yacht.

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A. Initial Commissioning (continued)

Receiving and Commissioning Check List

(For Owner's Records)

Spars and Standing Rigging (Pre-Stepping)

- Masts free of physical damage
- Booms free of physical damage
- Mast wiring and lights functional
- Masthead pins secured and sheaves free wheeling
- Standing rigging and topping lift properly fastened to spar and pinned
- Halyards installed
- Spreaders fit and properly secured
- Sail track free of burrs
- All fasteners tight
- Standing rigging lengths recorded below:

YES	NO	CORRECTED

- Headstay
- Port Main Shroud
- Starboard Main Shroud
- Port Forward Lower
- Starboard Forward Lower
- Port Aft Lower
- Starboard Aft Lower
- Port Backstay
- Starboard Backstay
- Port Intermediate Shroud
- Starboard Intermediate Shroud
- Mizzen Port Lower
- Mizzen Starboard Lower
- Mizzen Port Upper
- Mizzen Starboard Upper
- Triatic

Length on Morgan Tag	Actual Length

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A. Initial Commissioning (continued)

Receiving and Commissioning Check List
(For Owner's Records)

Spars and Rigging (After Stepping)

- Standing rigging adjusted
- Turnbuckles pinned and taped
- Booms fit
- Spreader angle correct
- Mast rake correct
- Winches run free
- Sails fit and slide freely
- Outhaul installed and functional
- Jiffy reefing rigged and functional
- Halyards function properly
- Furling gear operates properly
- Sail covers fit
- Mast boot installed
- Mast lights operational

Batteries Fully Charged

Perkins Delivery Service Completed

Hydraulic Steering Inspection

- Wheel rotates easily and uniformly
- Fluid level in reservoir O.K.
- Proper pressure reading
- No leaks in system
- No unusual pump noise
- Connections at rudder post tight

YES	NO	CORRECTED

III. COMMISSIONING AND DECOMMISSIONING

A. Initial Commissioning (continued)

Receiving and Commissioning Check List

(For Owner's Records)

Electrical System Check

- All 110 v. systems work w/shorepower
- All 110 v. systems work w/generator
- All 12 v. systems operate properly
- All light bulbs O.K.

Fresh Water System Check

- Cold water runs freely from all faucets
- Hot water runs freely from all faucets
- Hand pump operational
- Showers operate properly
- Electric pump shuts off w/faucets closed
- Shorewater system operates properly
- Plumbing system free of leaks

Marine Toilets and Waste Lines

- Marine toilets operate properly
- Marine toilets free of leaks
- LectraSan units operational
- Sinks drain properly and no leaks
- Showers drain properly and no leaks
- Ice box drains function properly
- Cockpit drains function properly

Bilge Pumps

- Electric bilge pump operates in manual setting
- Electric bilge pump operates in automatic setting
- Manual bilge pump operates properly

YES	NO	CORRECTED

III. COMMISSIONING AND DECOMMISSIONING

A. Initial Commissioning (continued)

Receiving and Commissioning Check List

(For Owner's Records)

Other Systems & Equipment

- Refrigeration system(s) operate properly
- Air conditioning systems operate properly
- Electric windlass operates properly
- Stove operates properly
- Engine room blower operates properly
- All dealer or owner installed electronics operate properly
- Emergency tiller operates properly
- All deck mounted winches operate properly
- Anchor roller rotates smoothly and shaft properly secured
- All deck blocks rotate smoothly
- All portlights and hatches operate correctly.
- Port screen present

Check Joinerwork

- All drawers pull smoothly and latch in closed position
- All doors open smoothly and latch in closed position
- Sole drop-ins fit properly
- Berth access panels fit properly

Water Test Deck

- All fasteners tight
- Portlights free of leaks
- Portlight drains function properly
- Hatches free of leaks
- Toe rail free of leaks
- Other deck hardware free of leaks
- Cockpit drains operate properly

YES	NO	CORRECTED

III. COMMISSIONING AND DECOMMISSIONING

A. Initial Commissioning (continued)

Receiving and Commissioning Check List
(For Owner's Records)

All Coast Guard Required Safety Gear Aboard

Registration Numbers Mounted (if applicable)

Sea Trial

- Engine, engine controls, engine instruments,
and drive train operate properly
- Steering system operates properly
- All sail handling gear operates properly
- All sails O.K.
- No excessive weather or lee helm
- Mast tuned under sail
- Compass swung
- All electronics operate properly

Notes on weather and sea conditions

Comments: _____

YES	NO	CORRECTED

III. COMMISSIONING AND DECOMMISSIONING

A. Initial Commissioning (continued)

Receiving and Commissioning Check List

(For Owner's Records)

Names of Company and Individuals Involved

Owner Present

YES

NO

Commissioned by: _____

Sea Trials by: _____

Compass swung by: _____

Perkins start-up by: _____

Electronics checked by: _____

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B. Decommissioning for Storage (Winterizing)

Winterizing consists of removing gear and equipment that may be damaged, removing liquids which may freeze, thorough cleaning of the yacht, and protecting the yacht from the elements. Procedures for winterizing are described below:

1. Drainage of Fresh Water System

- a. Open faucets and run pump until water flow stops.
- b. Disconnect hoses at pump and use air pressure to blow out water in low spots.
- c. Remove drain plug on bottom fitting of water heater.
- d. Pump hand pump until water flow stops.
- e. Leave all faucet valves in open position.

Note: Non-toxic antifreeze for fresh water systems is available from many marine supply stores. This is recommended, since it will protect the system from any accumulations of water that were missed in the draining operations. Follow the instructions on the can. We understand that some owners have used Vodka for the same purpose -- with favorable results.

2. Heads and Holding Tanks

- a. Winterize heads by following the procedure given in the Raritan manual.
- b. Empty holding tank and rinse with fresh water and pump out again.

3. Thru-hulls

- a. For in-water storage, all thru-hull valves, except cockpit scupper valves, should be closed.
- b. For out-of-water storage, leave valves open.

4. Engine

- a. Engine coolant. Two acceptable methods of winterizing the engine cooling system are described below. Your Out Island 41 was winterized at the plant prior to shipping, using the second, and preferred method, adding antifreeze to the system.

(1) Complete drainage - Involves closing thru-hulls, removing all drain plugs on the engine and muffler, and opening drain pet-cocks per manufacturer's instructions. Store with expansion tank cap off and salt water pump cover loose.

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B. Decommissioning for Storage (Winterizing)

4. Engine (continued)

- (2) Anti-freeze - Drain system per instructions above. Close pet-cocks and replace drain plugs. Disconnect intake side of raw water pump hose and feed it into a bucket of pre-mixed anti-freeze solution. Run engine until anti-freeze is discharged from the exhaust, and then shut the engine off. Finally, fill the fresh water cooling system with anti-freeze mixture.
- b. Drain and clean engine seawater strainer and leave top loose.
- c. Check water separators in fuel system for water accumulation. Drain as needed.
- d. Check engine handbook for further "lay-up" details.

Failure to adhere to the manual can affect your engine warranty.

5. Clean Yacht Interior

- a. Clean and drain bilges.
- b. Remove all perishables.
- c. Wash out and dry refrigerators and/or ice boxes. Leave lids off and/or doors open.
- d. Empty all compartments, drawers, and hanging lockers. Clean and leave compartments open.
- e. Clean all interior surfaces.
- f. Clean and apply spray lubricant to steering units, engine coupling, hose clamps, rudder packing gland, shaft log packing gland, intermediate bearing, gate valves, and throttle/shift controls.

6. Remove the Following Gear

- a. Electronics. Store at home or send out for any professional attention that may be required.
- b. Compass.
- c. Cushions, seat backs, carpet, curtains, towels, etc. Store in dry area to prevent mildew.
- d. Interior light bulbs. Spray sockets and bases with WD-40 or CRC 6-66 to prevent corrosion.
- e. Batteries. Store in a warm, dry location. Check condition periodically and slow charge as required.
- f. Sails. Wash and let dry thoroughly. Store in a dry area.

7. Drain shower pan pumps and strainers.

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B. Decommissioning for Storage (Winterizing) (continued)

8. Wash exterior. Polish, wash, and lubricate metal deck hardware.
9. Wash and wax spars. Lubricate winches and sheaves. Inspect for any damage.
10. Clean standing rigging and inspect for damage.
11. Review manuals for all optional equipment. Follow any winterization procedures given. Generators, air conditioning systems, and some refrigeration systems are among those systems which require winterization.
12. If boat is hauled, clean and inspect bottom thoroughly. Pay particular attention to signs of structural damage to glass, rudder operation, gudgeon weldment and fasteners, electronic senders, thru-hulls, propeller, and zincs.

Caution: Be certain that the prop shaft coupling is disconnected prior to hauling the yacht, and follow hauling instructions in this manual.

13. It is a good practice to record items that were given attention and any defects found during decommissioning. This list will be valuable to you when re-commissioning in the Spring.
14. Check owner's manuals for any optional equipment present on the yacht for specific instructions on winterization.
15. You may wish to use deck covers and/or various devices available to prevent ice formation around a yacht stored in the water. These will provide additional protection to the yacht during the winter months. Consult your local marina for further information and sources of this equipment.

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C. Re-Commissioning After Lay-Up

Re-commissioning after lay-up is somewhat less involved than the initial commissioning. The following steps are suggested:

1. Check operation of all thru-hulls before launching boat.
2. Apply anti-foulant bottom paint. Add zincs, if required.
3. Clean exterior of boat thoroughly.
4. Reinstall charged batteries, checking terminals for correct polarity.
5. Check notes on decommissioning. Make any necessary repairs.
6. Launch, step spars, connect rigging, and tune mast. Bend on sails. Check all components prior to reinstalling them.
7. Reconnect coupling and check engine alignment.
8. If engine was drained, replace all drain plugs, tighten caps, and shut drain cocks. Fill and bleed engine cooling system.
9. Fill fuel tank. Bleed engine fuel system per instructions in the Perkins engine manuals.
10. Replace hot water heater plug and reconnect water line at pump. Flush the fresh water system, then fill the water tanks.
11. Clean and inspect engine and engine room equipment. Check oil levels throughout.
12. Clean interior thoroughly.
13. Check operation of all systems.
14. Install cushions, carpet, electronics, and other loose gear removed during winterization.
15. Sea trial.

The check list provided in Section III-A will be a useful reference for the yacht's condition after re-commissioning.

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D. Hauling and Cradling

Improper hauling or cradling procedures can result in serious damage to the yacht. The following guidelines should be followed:

1. Prior to hauling, disconnect prop shaft coupling.
2. Refer to drawing number n located in the last section for proper placement of slings. Proper locations are also indicated by molded-in sling marks just under the hull sheer.
3. To prevent abrasion damage, the hull topside may be protected by placing carpet between the sling and the gelcoat. Be sure the carpet backing surface is against the sling.
4. If spars are removed, be certain they are properly supported for prolonged storage.
5. The hull should be cradled so that most of the weight is borne by the bottom of the keel. Side supports should contact the hull at or near a major bulkhead location.