

# Sailing Boat Commissioning Process

SML Service HK work with RHKYC to commission Sailing boats, RHKYC at present is the only option for completing the initial commissioning tasks. Part 1 of this document gives an overview of commissioning showing time frame and influences affecting this time frame. Part 2 gives a detailed breakdown of the commissioning process.

## Part 1 - Commissioning Overview

### RHKYC Commissioning

Duration of RHKYC work is affected by:

- Current work load at the club
- Current bookings for hard standing space
- Upcoming sailing events e.g.(boat yard is cleared for racing preparation)
- Weather – yard is an open area so Painting cannot be carried out during rain.
- Members boats take precedence over non members boats (most SML boats going through) or boats can be returned to the water and put on hold if the yard is booked out with Members boats.

Therefore RHKYC cannot guarantee a set boat preparation time, from experience commissioning time at RHKYC is **between 2.5 to 5 weeks**. (15 to 27 working days calculated from invoice records from RHKYC)

Catamarans only require Mast dressing and stepping at RHKYC:

- Up to 45' – 3 working days
- Over 45' – 5 working days

NOTE: The quicker the boat can be returned to SML the quicker commissioning can be completed, owners interference during the RHKYC stage of commissioning slows down progress and increases cost of commissioning.

### SML Commissioning

SML commissioning time only starts when the boat is re launched by RHKYC and we have the boat in our yard, at this point SML take back control of the commissioning process and schedule.

SML commissioning times once boats are returned to SML yard, duration of commissioning time at SML dock:

- Mono Hulls – 20' to 45' – 5 working days
- Mono Hulls – 45' to 60' – 8 working days
- Catamarans – 20' to 45' – 6 working days
- Catamarans – 45' to 62' – 10 working days

## Part 2 - Collection and Commissioning Process detailed

### SML - Pick up – 1 day

- Boat is off loaded from ship, there is no keel, no rudder, no mast fitted to the boat.
- Boat is unwrapped, mast strapped to boat, rudder temp fitted and lifted to water.
- Boat is driven to RHKYC where it is lifted from the water.



**Boat arrives wrapped on RO RO Mafi trailer**



**Unwrap, check, fit mast to roof**



**Boat is lifted and rudder fitted**



**Boat lowered to water and driven to RHKYC**

### RHKYC Preparation – 2 to 5 weeks

- Boat is cleaned keel if fixed onto the bottom of the boat using sealants, bolts tensioned and area made smooth around the joint between keel and hull.
- Boat is lifted and rudder fitted.
- Boat is hand sanded to remove the wax and gloss finish that results from the mold that the boat was built in.
- Water line is marked on hull
- Water line is taped and topside covered with plastic for painting

- Below water line is painted with 2 x coats of etch primer, this gives the hull water resistance. Gelcoat is slightly porous and can absorb water over a long time, this is how “osmosis” occurs, it is very important to get a good primer coat of paint on the boat, this will protect the boat in the long term from osmosis which will seriously damage the boat if it occurs.
- Boat is painted with 2 x coats of antifoul.
- All paint is applied with “airless” spray system, this ensures a thick constant coat of paint is applied, this is much better than using rollers and a lot smoother finish on the hull is achieved, the boat will go faster due to the paint being applied by this method.
- Due to the paint being very thick we need to allow 1 week for the paint to “cure” or harden, if you attempt to lift the boat before this the lifting slings on the travel hoist will “pull” the paint and damage the finish, this would be bad and painting started again in the damaged areas.
- Boat is lifted and the “patches” where the boat stands have been holding the boat will be painted, boat is left in the slings overnight to dry.
- Boat is launched the next day.



**Boat placed back on shipping cradle**



**Keel supplied separate to be fitted.**



**Marking then sanding of hull**



**Boat held in slings for patches to be painted**

### **Rigging – RHKYC and SML (in conjunction with RHKYC)**

- Mast is lifted off and put into stands
- Mast is unwrapped, inspected and photographed
- Halyard, wiring, radar, wind instruments, lights are fitted to the mast.
- Spreaders and standing rigging is attached to the mast

- Unpack and assemble roller furling, lift furling and fit to mast
- Mast is lifted from the stands to a vertical position, the bigger the mast the more difficult this is (for LG620 we use 2 cranes)
- Mast is stepped onto the boat and standing rigging is fitted to hold the mast into position
- Boat is driven back to Aberdeen



**Mast on arrival unprepared**



**Mast dressed prior to stepping**

#### **Commissioning – At SML dock.**

- Fitting of life line, stanchions, gates etc.
- Fitting of all running rigging
- Fit and rig boom
- Fit sails
- Fit lazy bags lines
- Fit bimini and spray dodger
- Larger sail boats now have separate forward arch – this is lifted into place with a crane, secured. Wiring and lighting to be connected.
- Test generators, air conditions, lights etc, complete “pre delivery inspection” forms
- Photos for boat license
- Fitting of name and license number
- Commissioning of engines – Large lagoons require full engine service - sea trial
- Commissioning of navigation – sea trial
- Commissioning of generator
- Fitting of safety equipment
- China survey (if required)
- Cleaning and polishing of topsides
- Minor gelcoat repairs, minor cosmetic repairs internally
- Sail trial, test reefing systems etc.
- Re clean and check prior to handover
- Documentation and handover



**Boat on arrival at SML Yard**



**Commissioning completed ready for handover**

**Steve Mullaly  
SML Service HK  
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