CATAMARAN HANDOVER CHECK LIST

*****BASED ON LEOPARD 45 and 50 but may apply to other production boats*****

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NOTES
Take as much time during handover as possible and take caffeine breaks. Your purchase has many components, make sure your optional extras that you paid for are there LAST. We had two days allowed by Leopard for handover and test sailing. The duration of how long handover should take will likely come down to the office that you have purchased the hull through and how interested they may be in educating you about your new multifaceted purchase. Clarify this before handover and ideally before signing the purchase contract and ask for the amount of time that suits you. You'll need at least two days in our opinion, as it is far too much to cover and check in one. Set your contractual payment date to be a few days after handover to give yourself time so you're not rushed
Walk around and look for obvious issues before tunnel vision sets in and you start this list or they start checking off options that they know are already there to fill in time. Take a roll of blue tape and a marker pen to number each issue so you can come back later to write details down and don't get stuck for too long on something. Find all the issues THEN debate them with the broker. It is in there interest to bog you down and have you find less problems. Some companies take the warranty repair costs out of the brokers profit margin. I am not aware of Leopard doing this.
Do not sign any document that waives your minimum consumer rights regarding warranty. For example, they may ask you to absolve Sunsail Australia of their warranty obligations as an addendum to your existing contract during handover. They must sign the boat over to you as per your initial contract so don't be fooled into thinking that you need to sign any additional contractual amendments to hand over your new boat.
Do not let the broker take control of handover and go through monotonous junk.
If using a surveyor give them this list or ask them what they actually checked and compare it to this list afterwards.
Read this entire list and turn all systems on at the start of the day to leak test and check for faults.
If you find warranty and/or installation issues with third party products before you pay for the boat, you have more leverage against the broker/Leopard and Robertson and Caine to get them to pay to fix the issues. If you find them after handover, it is possible that you will be held to whatever contract you signed and have to interact with third part manufacturers, such as Jabsco, by yourself. I can tell you from personal experience that this will produce very mixed results, from success to being ignored.

ITEM	NOTES	COMPLETE
Look for vertical gelcoat cracks on front of the hulls/bow and sugar scoops at the back, where the main sections of the hull are joined from construction in the centre. This is a big job to fix; filler may not rectify it and the problem may recur. The hulls are sometimes not glassed on the outside on production boats and the join is inside the hull sections. Less than ideal for impact resistance.		
Insist to see Yanmar warranty booklets for each engine, notated with respective sail drives in each booklet for each engine. The broker may tell you that your engines and sail drives have already been registered on the Yanmar online portal, but based on our experience make sure you personally verify this. The Yanmar warranty technician could not find any record of the lodgement of our engines or saildrives and the warranty lodgement has a time limit. In any case, you are better off having a filled out hard copy of the books to help ensure your warranty rights are met. If your engine has a terminal failure do you want to risk Yanmar being able to find your records for you to get a new warranty engine or will they lose them? If it has not already been done in your supplied warranty booklets, organise for Yanmar to check that both engines were installed correctly and signed off on Robertson & Caine's installation of the engines in the Yanmar warranty books. During their checks the Yanmar mechanic may find issues with the installation which the broker should have rectified at their expense before Yanmar will sign off on the installation. This has very little cost to you considering the value of the engines and would look very bad if the broker didn't cover the cost after a fault is found. If you optioned "Sterling alternators" to battery chargers, ask the Yanmar technician to put it in writing that your alternators and electronics will still be covered if the Yanmar alternator connected to the Sterling unit fails.		
Check that the MFD functions and stays connected to GPS all day. Start the MFD and everything else at the beginning of the day so it simulates a full day of use. Look in the error log.		
Test the radar functions and leave it running all day to simulate a full day of use. Look for disconnection errors.		
Run air conditioners on the highest setting for a full day to test the system. Check for leaks and overall functionality. Make sure the temperature stay on the set points. Check for alarms on control display. Check that the unit automatically switches off when SP temperature is reached.		
Check that the fridge and freezer seals and that the drawers are set correctly as ours hang out 5mm past the seal - this helps prevent the unit from frosting up		
Turn the gas on, pressurise and check for leaks. Leave it on all day. Check that the pressure stays the same in the lines with the bottle valve is shut. Test that the alarms sound and automatic shutoff valve cuts the gas if you let the cook top run without lighting it.		
Check inside all water tanks for rubbish and contaminants.		

Function test the Raymarine water tank level sensors by filling and draining the tank		
Test all sensors tied into the Raymarine system including the wind sensor and fuel transfer digital switching		
Test the saloon and helm skylights for leaks. To do this, spray the entire rim of skylights up close with a hose, aiming to shoot water past the foam or adhesive. Be aware that this foam seal will likely begin falling out at some point and should not be part of the IP rating. If there is foam on the OUTSIDE of the Sika join in various windows it should not part of the SOP and prevents field repair with adhesive. It is a warranty issue to have the foam removed IF it is present		
Test the saloon windows for leaks. Aim a mains pressure water hose between the window and the hull for at least 5 minutes from the top to try and replicate a small percentage of the water that a wave can hit them with if you ever do an ocean crossing. Take your time and ensure you carefully test the back and top edges on the rear windows on each side. 3 minutes at the back of each window to see if Sika is sealing your boat or foam, if they have back filled with Sika to the edge aim the water around or under it. Sometime the windows have foam strip stuck on the outside of the Sikaflex join so you must spray past the foam to check the Sikaflex join, which bonds the window to the hull. If water leaks into the hallway, it's likely that the fiberglass window frame is also compromised. If it leaks forward on the laminate in the saloon it's likely that just the Sikaflex is compromised.		
Water test deck hatches for leaks using a hose. Block the drainage channel in the fiberglass with a rag and tape, then fill the channel with water to replicate the volume of constant water from a wave. Water test for at least 2 minutes per hatch. Have someone inside checking the weld area of the frame for leaks - if the hatch was over torqued during install it often leaks here. Leaking hatches often have distorted frames which need to be replaced as they are a single install item. Half our deck hatches leaked on handover as a result of being over torqued and having distorted frames. They can not be fixed by filling them with Sikaflex. Hatches get worse over time so it is best to rectify the issue at handover even if the leak is small.		
Water test forward cockpit door by spraying with water from a hose for a few of minutes. Spray can hit this door even at the top while sailing at a constant rate. Hold the stream on the top right and top left corners of the outer metal frame while shut. May be rectified by replacing the outer frame or replacing the entire door. Not a small or inexpensive repair. Water can fill the front cockpit, a small leak now could be a big problem on crossing.		
Take the access panel in the hull under the helm off and check for helm station leaks with a torch by spraying the MFD and helm with water. Spray the throttles with water and everything else as it should not leak. Water will come down over the MFD and helm at times, even with an enclosure.		
Ceiling panels are all fixed with mechanical clips and not hanging.		
Climb in bilge, look up and check that all fiberglass modules hold the floor up and are neatly bonded together and are not tech screwed together up with wooden battens. The floor should sit on fiberglass and not wood and screws for structural support. None of the hallway floors should bounce or creak.		
Turn on and pressurise the hot water system to check for issues. Run Yanmar engines. Once hot and pressurised, check for leaks through the engine bay wall where coolant runs to heater units under the beds. If leaking the stainless steel fitting may need to be replaced or rewelded. Hose clamps may also be loose		
Check saloon sliding door lock and latch functionality many times - over time it will get worse not better. There is a specific process to set and align the sliding door which involves removing the outside top cover and cutting the Sikaflex out so if that isn't being done, it isn't being fixed correctly.		
Check all through hull mounting plates for leaks for load bearing fittings including inside crash bulkhead in front of boat for bowsprit. If this leaks it is painful to reseal. Spray it with water for a few minutes up close to the fitting. Check bow and stern crash bulkheads for any rubbish that was left behind during construction. Check for cracks around the U bolts under the hull from where the boat is tied to the trailer in Cape Town.		
Run all showers and taps in the bathrooms to check the bilges for leaks. Leave the plumbing pressurised all day during handover to test for leaks at the end of the day by looking in lowest points. Make sure blue clips are installed on plumbing quick fittings. Make sure that the wet heads are sealed properly or they will constantly leak into the bilge and stink.		
Check inside bilge for leaks. If water is present in bilge insist it be cleaned before sign off. Despite what you may be told, all boats do not have some water in the bilge and if left it will stink, promote mould and hide the cause of the leak. The humidity will degrade your electronics.		
Check ALL steering components to make sure that they are not loose, such as cable clamps in engine bays Change to nyloc where possible. Check rose joints to make sure that plastic is not split inside from people using the steering beam to climb in and out of the engine bay.		
Check Raymarine rudder indicator is not damaged from people climbing in and out of the engine bay on the starboard side rudder stockand the hull Check that it works in the helm on the displays when the wheel turns and they have programmed it correctly.		

Ask that all internal panels be opened for inspection, look for obvious leaks or issues. Do this after water testing entire boat		
Check davit function.		
Check all outside latches for function and that they are set so a padlock can actually go through them as they were designed. Check front cockpit hatches seal or they will fill with salt water. Check that all outside fiberglass storage hatches open and close without rubbing/scraping and are aligned. Hinges need to be aligned properly.		
Make sure the Raymarine autopilot will go to a waypoint and test all of the Raymarine function options. Make sure that the sprockets are aligned and chain is tensioned. Watch it operate and make sure that the unit does not move on the two bolts under load. Check mounting bolts are not loose or stripped by trying to move unit if it can't be checked under load.		
After running the air conditioning all day, make sure condensation pans are not leaking by filling them with water then draining. Check that the aircon pan fittings are not over torqued, crack then leak. The air con drains should go to the bilge, if they allow water to go anywhere else they are leaking. This is a warranty claim that is difficult to have rectified once you leave a service area. Aircon pan needs to be replaced to rectify.		
Make sure that you have rubber sail drive boots installed which come in the crate with new SD60's. You likely won't because at the time of writing the factory uses fiberglass clams which are adhered with Sikaflex to the hull. I have seen these fall off and allow marine growth in the cavity. Ask a Yanmar representative from the actual company if they are meant to be installed for warranty and get it in writing either way as it is Yanmar is who holds the engine warranty after you sign over the boat. My SD boots were provided by Leopard after Robertson & Caine discarded the ones supplied with my SD60s and I installed the replacements in Cape Town. They are still on after two years and sailing from Cape Town to Italy to Trinidad, and show no signs of coming off. The most likely reason in my opinion that the factory does not used the supplied and recommended rubber boots is due to them being time consuming to install and not conducive to a production environment.		
Check that all electrical switch panel LED's work. Check that each switch functions. Check all light switches and dimmers work and don't move on the wall with stripped screws.		
Look for damage and premature wear on the trampoline and string. Check that eyelets are marine grade - the corners were on ours and every other boat we filmed, while the inside eyelets were not as the the marine grade ones are more expensive. Demand they all be changed to marine grade if they are corroded, as some people have had them changed. The oxidisation on non-marine grade eyelets speeds up the degradation on the trampoline string so it is more than a cosmetic issue. If the edges of the support for the bowsprit are not completely smooth expect to replace the line after one ocean crossing.		
Check the installation of railings is solid and there are no cracks around the bases that hold life lines.		
Check that all drawers and cabinets latch and have complete latches. (as ridiculous as it sounds).		
Check owners side door making sure nothing is loose and that the lock and latch operate.		
Check owners side shower screen is not loose and mounted properly. Shake it as ours ripped out in mild ocean.		
Check function of manual water valves for tanks. Under the stainless steel post in the galley Check around the pump once pressurised for leaks.		
Check that the chain gypsy on the windlass is the correct size for the anchor chain Check anchor function up and down, and that the chain doesn't skip. Ask them if the swivel is load rated if not have them provide one that is or paperwork proving that it is load rated. Mine was not.		
Verify the bitter end of the anchor chain is attached to the vessel. Ensure the main anchor chain is securely attached to a strongpoint on the vessel and that the method of attachment can easily be cut with a knife to release the chain in an emergency. This is under the chain in the chain locker. Use the windlass to dump the chain out.		
Check that the emergency ladder isn't damaged or held in with Sikaflex, that it clips in and out. That the mounting screws are not over torqued and have cracked the housing		
Check that all bilge pumps and high level alarms work and appropriate alarms go off at the switchboard. In hulls and engine bays Look for liquid in the engine bays now that the engines have been running.		
"The manually operated bilge pump hoses should not use the same pickup hose as the electrical bilge pump hose. Both manual bilge pumps are to have dedicated suction and delivery hoses. Suction hoses are to be fitted with strainers and securely attached to the lowest part of each pontoon bilge area." Quote from an EU survey we were sent. If your manual bilge pump in each stairwell sucks through the same hose that is connected to your electric pump the system may not be design compliant in your country or for insurance. What do you think will happen in an emergency if the electric pump blocks up or just fails? This can be rectified if you push the point, ask your insurance and check design laws.		

Gas bottles need to be secured. Small, cut down, tech screws in mm's of fiberglass and rubber cord is not a safe way to secure a gas bottle. Robertson & Caine rectified this on my boat and you can access behind the gas locker to nut and bolt them in the owners cabin. Make them fix it at handover. If they say it is sufficient, send the photos to your insurance company and see what they say.		
Check that batteries are secure in the engine bay or otherwise and the cases don't slide around		
Take the covers off the fuel tanks and checking for debris and metal inside. The check stickers may not be accurate as ours was full of metal shavings and dirt, so it is best to verify it yourself. The factory or broker must clean these if found dirty. It is a few bolts to undo the top of the tank under the beds, then check with a torch. Check the hot water units for leaks on both sides while there.		
When sailing listen for conduit banging back and forward inside the mast. This is important as cables can break and the mast and rigging needs to be removed to fix the problem.		
Check all sails including ease of raising and lowering main - it should raise and drop very easily. Check the joins on the mast tracks, they should meet perfectly and not catch the cars Put someone up there check track alignment and joins between track sections. These are a pain to repair and should be rectified at handover		
Check main halyard shackle attachment point at top of mast. Should be a rated shackle and should be moused. In future it's best to change to a pin at the top of the mast		
Look down hull that the light catches on and see if there are any obvious bubbles in the gel coat. Check under the bridge deck. Tap test these with a small metal hammer with two layers of paper tape covering the head. Check the tape periodically as it is to protect the gel coat. If you have a bubble and it sounds dull when you hit it get a fibreglass surveyor to tap test the entire hull.		
Check rudder collars do not leak when turning rudders in engine bays		
If hauled out check that your keels are not breaking off with wet sikaflex. Also check that you have zero volts AC or DC going through your SD60 to earth		