

First Haul Out

As first time owners of a big boat that required a marine travel lift and yard time from bottom-side maintenance, we stressed a bit about how to plan for our first planned haul-out. We were concerned about the cost, risk of finding an unanticipated problem, and where we would live while the boat was blocked up.

We likely could have gotten it done cheaper if we had gone to another yard elsewhere in Puget Sound but we wanted to keep things as simple as possible so we had everything done in our home port of Everett. The Port of Everett Marina where we live has an excellent (and environmentally friendly) yard and a travel lift with 75 mt capacity. We had expected to have about 3 weeks planning time but that quickly disappeared when we couldn't get ahold of the person we had planned to have do our hydraulic stabilizer (AKA "Naiads") seals. Finally we reached another Seattle company who had a Naiad technician who could get to us before the end of the month when the higher, summer Travel Lift rates went into effect. This gave us less than a week to get everything ready but the bottom painter who had been recommended to us could accommodate as could the yard crew.

We had always talked about staying in a hotel when the boat was hauled but when it came down to it we didn't want to spend the extra money (and we would need to find a "dog friendly" location). We looked into the option of staying on the boat but were initially told "no" and later "possibly" but the reality was that we were concerned that the gates would not be opened in time for me to get to work in the morning and we would have had to carry the dog up and down a 12 ft ladder. Instead we borrowed Clarice's parents camping van and slept in it. Clarice found a spot where she could plug in at the marina during the day so she could continue to do her job (she normally works from home) and my employer allowed us to put the van in the company garage at night to sleep. This saved us considerable money but I'm not sure we slept as well as we would have had we chosen a hotel.

To minimize our stress we arranged to go ahead and move the boat the evening before the haul –out from our slip the short distance to the Travel Lift dock. Monday morning Clarice called me at work when the crew was gathering for our scheduled 9:30 AM lift. Everyone took a great deal of care to make sure nothing was damaged when lifting the 60,000 pounds of boat out of the water.



1 Being lifted out for her bottom work.

Day #1 (Monday)

- Before blocking the boat the bottom was pressure washed by the Everett Marina crew.
- Boat was blocked high enough to allow easy access to the paint guys and the Naiad guy.
 - No blistering or other obvious problems discovered!!
- Sanding of the old bottom paint started
- After the paid crew left for the day, Clarice and I (with help from a neighbor) drained the old coolant out inside of the engine room using buckets and a shop vacuum



2 We opted to not repaint her shark mouth but it generated a lot of comments.



3 Pressure washing by the Port of Everett crew, one of her Naiad stabilizers is visible (we were surprised to learn they are not located symmetrically side to side)



4 The keel cooler prior to removal and cleaning.

Day #2 (Tuesday)

- More sanding
- We were able to just get the keel cooler removed when security informed us that the yard was closed for the night

Day #3 (Wednesday)

- Clarice had the day off. The paint crew lent her an air grinder and she went to work cleaning propellers
- The paint crew finished prep work but avoided starting the paint application as the weather forecast for the next day was much better.
- We took the keel cooler to Clarice's parents where we were able to disassemble it, wire brush most of the marine life and then clean the remainder off with dilute muriatic acid as recommended by the manufacturer. I would guess we removed about 1/16th inch of accumulated marine calcium deposits [ed note: a later temperature challenge clearly showed that the engine heated up much more slowly during a full throttle trial run].

Day #4 (Thursday)

- Paint applied

Day #5 (Friday)

- Keel cooler installed, new water hoses installed, new antifreeze put in
- Naiad technician arrived as scheduled at 8:30 AM and pulled fins off (Norman observing on his day off from work so he may be able to do them in the future)
 - When the port side seals are pulled, thin oily liquid drains out – this should not be and is interpreted as a sign of possible water intrusion
 - Naiad tech and Norman have a long discussion about best thing to do – tech recommends about 5 more days out of the water and about \$5000 in parts and

labor – Norman evaluates that risk of further damage is low and opts to just install the new seals for now

- Boat is lifted back into the water (after quickly cleaning paint from SSB ground plate – oops)
- We and Jarvis are all very happy to get back to our own beds again

Total costs:

- Marina for lift pressure wash and yard time \$690 (- \$100 we had won at a marina event last summer towards a pressure wash)
- Paint (included sanding, paint, and paint application) \$1474 (included 3 gallons of paint at about \$200/gallon)
- Naiad service \$781 (including seals and service)
- Seals for keel cooler \$62
- Antifreeze \$60 (sourced through Amazon.com)
- Replacement hoses \$125 (local chandlery)
- Van rental \$0 (Thanks Kelly and Salome – just a reminder to budget for housing)
 - Total = \$3192



5 Blocking spots are painted over as the final preparation before launching.