

Maintenance Guide For All Farrier Designs

Including

**F-24, F-25, F-82, F-27, F-28
F-9 Series, F-31, and F-36**

Reprinted from Farrier Marine's Sailing
Manual for All Farrier Designs

MAINTENANCE & SAFETY CHECKLIST

For continued safe and enjoyable operation, it is essential that regular maintenance be carried out. Trimarans are actually more like aircraft in many aspects, and it is important to conduct regular maintenance and safety checks to locate any potential problems before they become serious.

The following Maintenance Safety Checklist has thus been developed and it is strongly recommended that a full check be undertaken every 6 months.

In general, after every sail, the complete boat and trailer should always be thoroughly washed down with fresh water. This is very important to keep that new look, and to prevent rust taking hold on the trailer. Particularly wash out the brakes and suspension area of the trailer. Regularly check the bilges of the center hull and the floats for any water.

Sails should always be rolled up or folded (the same way as you receive them) - dried first if wet.

If possible, keep your boat under cover, as this will ensure the finish keeps its gloss for the life of the boat. Even the best gelcoat finish will eventually begin to fade.

MAST

Masthead sheaves should turn freely, and clevis or pivot pins should not be worn or show signs of distortion.

Spinnaker halyard and Jib halyard sheaves should turn freely, and clevis or pivot pins should not be worn or show signs of distortion.

Forestay tab/nose should be checked for any cracks or signs of distortion

All other stay attachments to mast should be checked for distortion or corrosion.

Mast step should be checked for any distortion or cracks

Mast step sheaves should turn freely, and clevis or pivot pins should not be worn or show signs of distortion.

Boom gooseneck pins should be checked for any signs of wear or distortion

RUNNING RIGGING

All halyards should be checked for broken

strands or wear, particularly where they enter the mast when sails are up, and where rope clutches engage. A sleeve over rope tail at rope clutch area can prolong life and give better clutch holding power

Spinnaker halyard should have any worn area at the top cut out and the halyard retied or spliced to the snap shackle.

STANDING RIGGING

All stays should be checked for broken strands or corrosion, particularly at end swages. If any stays are badly kinked, replacement should be considered.

Stainless steel is prone to fatigue, and in a trailer boat it is not uncommon to get kinks in the stays while rigging or derigging. This further fatigues the wire, and even though the stays are oversize, it is strongly recommended that all stays be replaced after 3 to 5 years.

Check all turnbuckles for corrosion, and that all locking rings or pins are in place, and work correctly.

HULLS

Check bow U-bolt and spinnaker eye for any movement.

Check all chainplates for any signs of movement

Check wing nets, particularly eyelets for wear.

Wingnets should be replaced every three or four years. The taped edges are usually the first to fail, and sometimes just redoing these will extend the net life. If replacing nets, avoid any close weave fabrics as these can trap wind underneath, creating unwanted lift. Bow nets, in particular, should always be of a very open weave.

Check rudder case for any sign of stress cracks, or corrosion, particularly at lower end. Rudder blade should swing up and down easily in case, but without any slop.

Check rudder blade or shaft around bottom edge of rudder case for any stress cracks. Replace if necessary

Check leading and trailing edges of rudder blade for any delamination or splitting.

- Check rudder control lines for wear, and replace pull down line every year
- Check daggerboard around bottom edge of hull for any stress cracks
- Check leading and trailing edges of daggerboard for any delamination
- Check control lines for wear and replace if necessary
- Check traveller welds for any signs of cracking
- Check Hull area around Lower Folding Strut brackets for any signs of damage/cracking
- Check all deck fittings for any cracks or wear.

BEAMS

- Check all beam join flanges for any signs of delamination or cracking.

SERIOUS WARNING

*Any delamination or cracking in beam flanges or glue joins should be regarded as **serious** and must be repaired without delay. Otherwise a small crack can grow until it can cause failure.*

- Check top non-skidded surface of beams for any movement or 'softness' under foot, or if 'oil canning' or rippling of the top beam surface can be observed while sailing. Must be inspected and repaired immediately as this could be a serious fault.
- Check that plastic compression pads remain on inner ends of beams and that they bear against deck/hull when floats are extended. Also check around this area for any signs of damage or cracking, on both deck/hull and beam.
- Lightly grease beam bolt threads with a teflon grease

FOLDING SYSTEM

- Check all pivot pins for corrosion, and that

circlips or nuts are properly fitted.

- Check hull and beam brackets for any looseness or cracking
- IMPORTANT:** DO NOT try to remove, tighten or loosen lower folding strut beam bracket bolts. These are epoxy glued into the beam and are not removable.
- Check all folding struts have plastic bushes at pivot points, and that there are no major cracks in welds (these welds are not structurally important, and small cracks are not significant - these resulting from flex during folding)
- Check locking pins (for when floats are retracted) and brackets for excessive wear. Rubber stop should be replaced if worn excessively.
- Check that floats do not bear directly on to the main hull. There should be a bumper on the hull side, or a minimum 1/8" gap.

TRAILER

- Check Trailer winch line for wear

CAUTION

When raising the mast by using the winch there is considerable tension on the jib halyard and winch line. Be doubly careful when checking these for wear as failure of either one could result in severe injury.

- Check all trailer supports bear evenly against hulls
- Trailer should be regularly cleaned and oiled
- Check wheel bearings for wear
- Check operation of brakes.

Any defects or problems found during this check should be remedied immediately.

This Checklist is intended as a guide only and may not cover every potential problem. Owner should always check every aspect of boat on a regular basis.

Further Information and Updates are Available From
www.f-boat.com