

Marine Diesel Recommission Checklist

7

What needs to be done to keep the complete system in good condition

Recommissioning, sometimes called “summerizing” (in contrast to “winterizing”), is the essential second stage to the two-part process of laying-up a vessel. Completing all the necessary tasks to return a vessel to service is necessary to ensure trouble-free operation. Recommissioning should be straightforward and simple, if the necessary tasks were completed before lay-up, e. g. oil change, fuel biocide, battery checks etc.. (See MDB Checklists #1 - 6 available free from www.marinedieselbasics.com)

Main Concerns

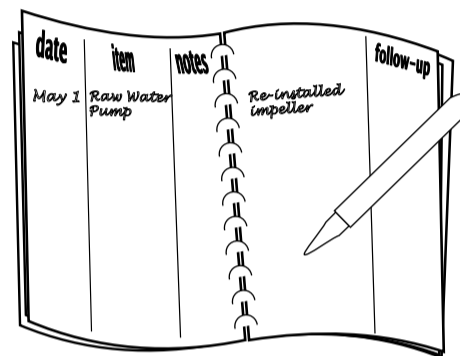
- forgetting what was done/not done during lay-up (not keeping good notes in a Maintenance Log)
- failure to complete of the tasks that must be done with the vessel out of the water

Value of the Maintenance Log

One of the most important, and easiest ways to ensure the health and longevity of all mechanical equipment on a boat is to keep a Maintenance Log. The more comprehensive and detailed, the more useful the logbook becomes over time.

The Maintenance Log has four main functions:

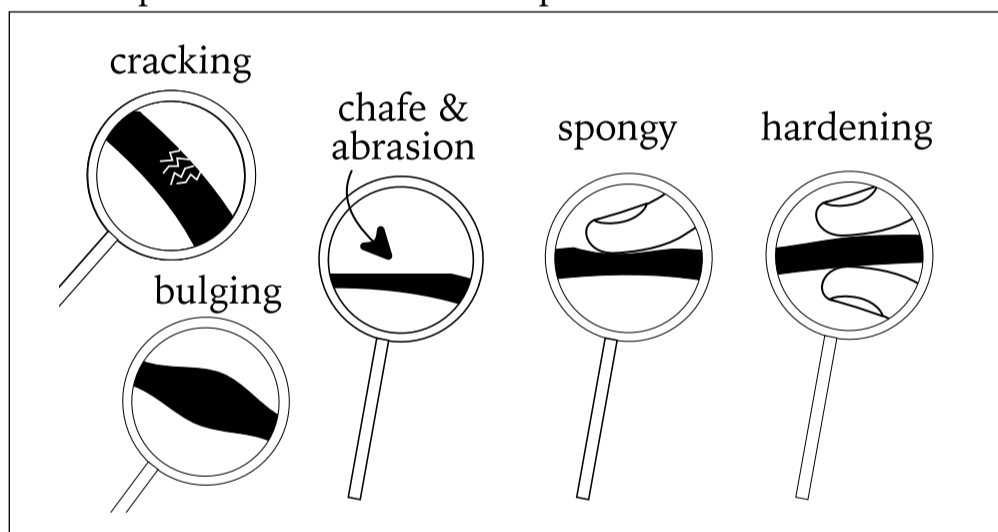
- early warning of potential problems. Most problems develop slowly and are often simple to correct if caught early
- time and details of any changes in performance
- recording details of work done and equipment serviced
- system history – what was done, when, how and by whom



Engine Essentials

- visual engine inspection
- check hoses and hose clamps
- inspect wires and wiring terminals
- check pulley and belt alignment
- tighten alternator and water pump belts

Inspect Hoses and Hose Clamps



Diesel Fuel

Main Concerns

- water and HUM growth in the fuel tank(s)
- forgetting to open all fuel lines causing engine to run out of fuel

- check diesel tank(s) for contamination
- open fuel valves

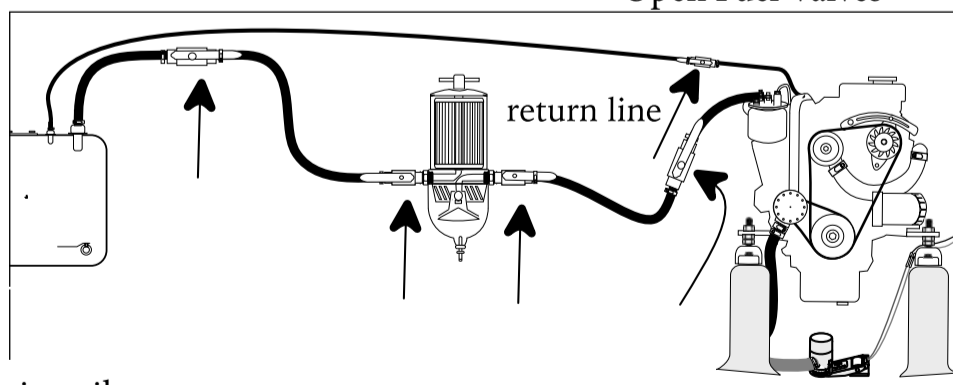
Lubrication

Main Concerns

- dried-out bearings inside the engine
- failure to re-check level of transmission ATF or engine oil

- rotate engine without starting
- drain transmission fluid to maximum level on dipstick (if previously filled before lay-up)

Open Fuel Valves



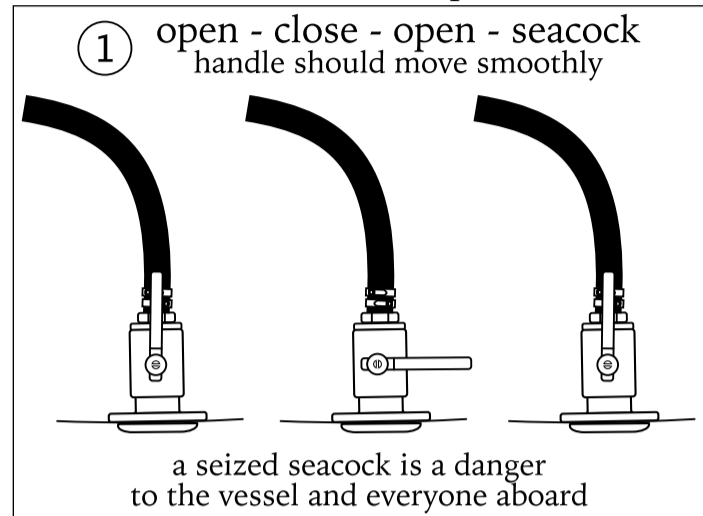
Raw Water Cooling

Main Concerns

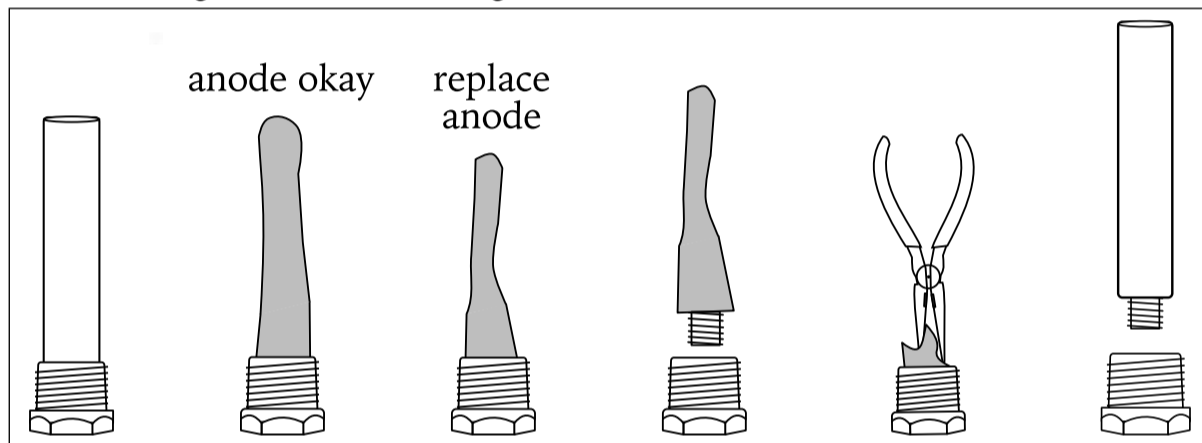
- omitting to check all the raw water circuit before launch and engine start-up
- forgetting to open the raw water seacock

- check seacocks open/close smoothly
- check the raw water strainer
- check engine and heat exchanger anodes
- re-install raw water pump impeller & face plate
- open raw water seacock for engine
- remove plugs from exhaust & raw water intake thruhulls

Check Seacocks Operate



Check Engine & Heat Exchanger Anodes

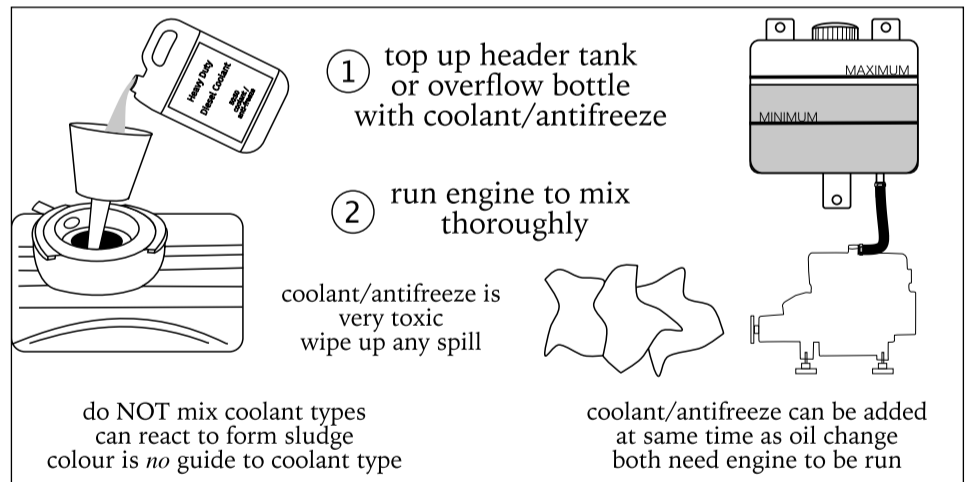


Coolant/Antifreeze

Main Concerns

- loss of coolant/antifreeze
- check coolant level in header tank or over-flow bottle

Check Coolant/Antifreeze Level



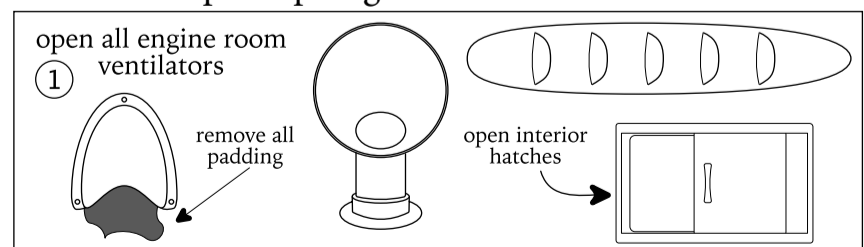
Breathing – Air Intake & Exhaust

Main Concerns

- air intake or engine room ventilation remains closed or blocked

- open engine room ventilation
- unseal air filter/air intake on engine
- re-connect exhaust riser and hoses
- close drain on water-lift muffler or reconnect hose

Open Up Engine Room Ventilation

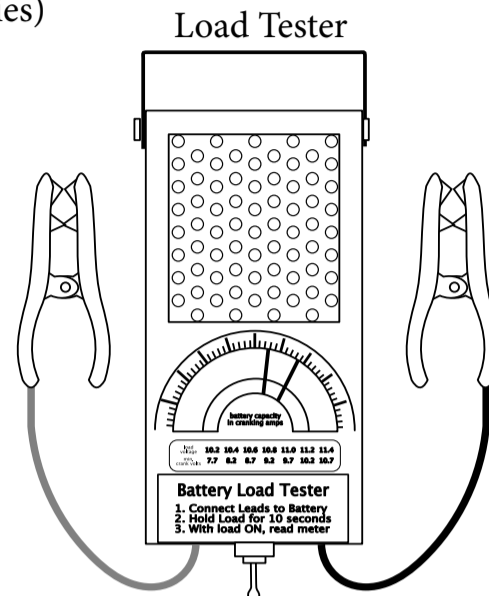


Electrical

Main Concerns

- battery(s) may be dead due to freezing or 100% discharged and hard sulphation
- low electrolyte levels in wet-cell trickle-charged battery(s) (not sealed batteries)

- check exterior condition of battery
- check battery electrolyte level & top up, if needed
- charge battery(s)
- load test a 12 volt battery
- reconnect battery terminals (lugs)



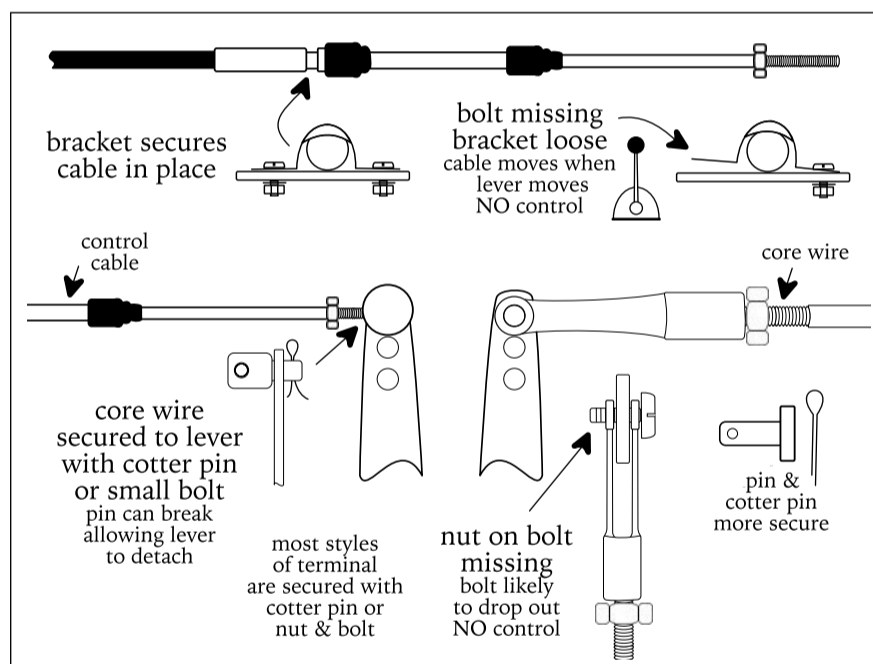
Drive Train

Main Concerns

- linkage controls may have rusted or seized
- failure to “burp” dripless shaft seal or adjust stuffing box (in water)

- check control cable ends are secure
- check throttle cable movement
- check transmission control cable
- check stop cable or solenoid
- grease rubber cup on dripless shaft seal
- hand tighten & lock gland on traditional stuffing box
- check hose(s) on dripless stuffing box

Check Control Cable Ends



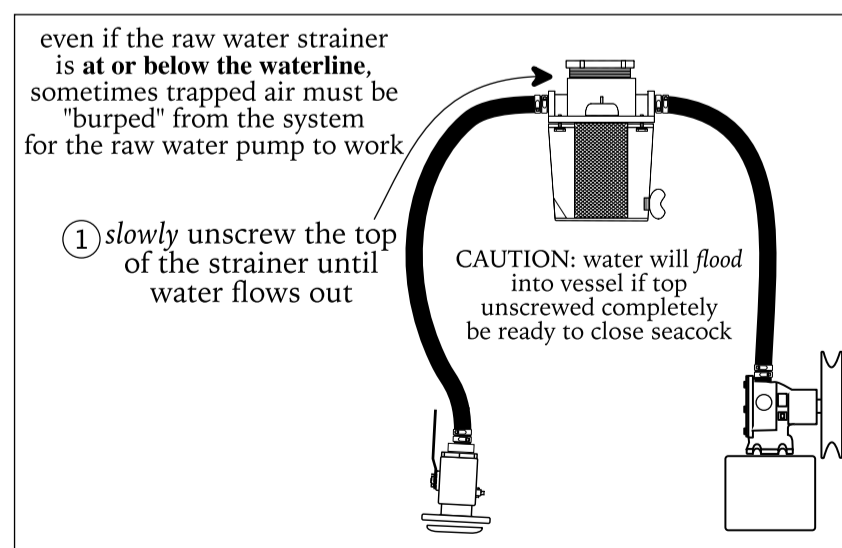
Recommission in Water

Main Concerns

- forgetting routine engine start procedures
- forgetting to adjust the stern gland (packing or burping)

- remove protection from propeller and shaft (if fitted)
- prime raw water strainer
- start engine
- burp raw water strainer to release trapped air
- check oil pressure is normal
- check raw water being expelled with exhaust

Prime Raw Water Strainer

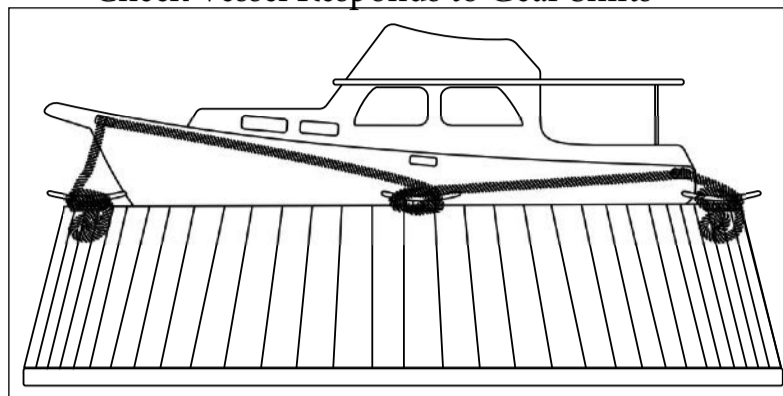


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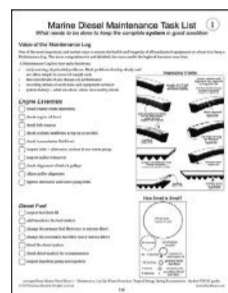
Recommission in Water - continued

- check alternator is charging
- check seacocks, raw water strainer & exhaust for leaks
- check vessel moves in gear
- re-adjust packing in traditional stuffing box
- burp air from dripless stuffing box

Check Vessel Responds to Gear Shifts

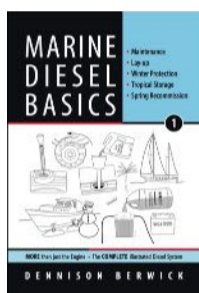


Get more help: marinedieselbasics.com



CHECKLISTS

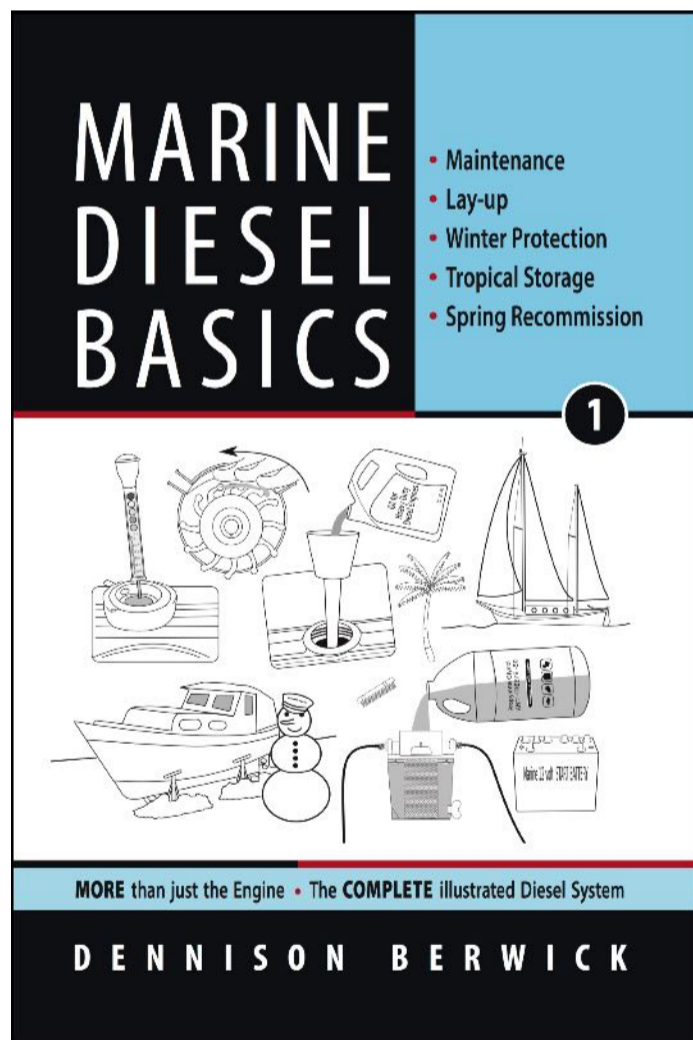
- what to do and when
- how to winterize etc.
- Saildrive Maintenance
- free downloads



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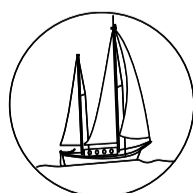
Seeing is understanding! With more than 300 illustrations, the first book in the Marine Diesel Basics series *shows* how to:

- 1) complete all basic maintenance tasks of the marine diesel system - fuel, lubrication, cooling, breathing, electrical, and drive train (coupling, shaft, shaft seal, propeller)
- 2) winterize the complete system and to prepare for tropical storage (high heat and humidity)
- 3) recommission ("summerize") the system to ensure reliable and trouble-free service

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