

Canadian 505 Class Assoc.(www.505.ca)
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Check List for Buying a Used 505

Buying a boat is stressful. The following is a starter list of things to check for. Some of the items you might think are silly but please pick and choose what things you want to look for when considering a purchase. Make your own list before you show up to preview a boat.

For what is worth, here is my checklist:

1. Soft spots where boat meets dolly. Mark the four spots where the boat meets the dolly (ie. front near knuckle, midsection and each gunnel) and then tap to verify that it is solid and not soft. Look for depressions where the core could have been crushed.
2. Mast Step. Check that there is NO rot at the mast step and that water has not been sitting there during storage.
3. Port Covers. Verify that the boat does not get stored with the port covers on.
4. Pintal/Gugeons. Check the wear on the pintal and gugeons and look for anything that would indicate that the boat has hit ground. Typically the pintal would have a bend in it or there was damage to the fiberglass, if it hit something while sailing.
5. Partners. Verify that there is equal wear on both sides of the mast deck partners. If it is not even, then that means that the mast is not standing straight out of boat and the mast step bracket was installed incorrectly.
6. Square Centre Board Case. This is a hard one but see if the center board case is true by using a set of calipers to test for consistency. Do this check from within the cockpit and from underneath. Inspect the wear of the inside surface of both sides to verify that the board was gybing evenly.
7. Rabbit Bites. Inspect the port transom (along the top) for collisions with the rabbit. Our boat is especially heavily abused in this area - and not just by us!!
8. Goose Neck. If you looking for negotiation material, inspect the female and male part of the gooseneck. Most likely it will be well worn and will probably need replacing. You can point this out to the owner.
9. Too Much Rig Tension. This is unlikely, but check for any stress cracks along the center board case on the bottom of the boat. Often if boats undergo too much rig tension, it will stress out this section.
10. Check that the compass works.

11. Verify that the boat can fit a high aspect board into it. This is VERY important because your next major purchase will be a High Aspect (HA) board. This is essential for sailing in breeze of 15 knots or more.

12. Block alignment. Go through the boat looking for wear marks on the hull from lines. You should not see too many and if you do, it may indicate the boat was rigged in a rush.

13. Holes in Mast. Check to see that the mast does not have too many excessive holes in it. If it does, then it could be weak and is compromised. This can be used for negotiating.

14. Re-enforced RAM. Ask the owner if the Ram track on the mast has a backing plate. If it only has screws then the mast ram was not rigged for heavy air and installed in a rush.

15. RAM. Inspect thoroughly the area where the RAM meets the deck. Check above and below the deck.

16. Straight Mast. With the mast off the boat and using your eye ball, look down the track of the mast and verify that it is straight. If it is not, then they were sailing in shallow water and had a dump or two in the sand.

17. Boom. Verify that the boom is straight by inspecting the track. If it is not, then it was stepped on during a capsize.

18. Vang Reinforcement on Boom. Booms that have been properly fitted out have a sheet of metal that spreads the load of when vanging hard.

19. Pole Launcher. Verify that the pole launcher on the mast is solid. If there is any movement, it might breakoff eventually. Also check for three holes because this will indicate the installer set it up for heavy air.

20. How is the boat stored. When you arrive at the boat, make note of how the owner has the boat stored. Is it tilted up? Are the port covers on, is there water sitting in it? Does it have a proper cover that is well maintained? If not, the weather can make a good boat old.

21. Backing plates. Verify that all major blocks have backing plates. If they do not, then the rigging of the boat was rushed. An obvious test would be to check plates for the blocks of the spinnaker sheets.

22. Dyform. If the boat has any dyform, verify that there are no nicks in it. If there is, point it out to the owner because this MUST be replaced.

23. Papers. Verify all the claims made on the boat certificate. If you want, you can borrow the Canadian Association's scales. They will have to be recalibrated. Chris has the scales if you want.

24. Ronstan Flipper Cleat for pole launcher. I can almost guarantee that the block for the flipper cleat for the pole launcher is dead or will soon be dead. I have gone through two of these myself and the force of launching the pole is too much for this piece of hardware.