

HOW TO EVALUATE A USED INTERLAKE

FIRST IMPRESSIONS:

- Check overall first appearance. Does the boat look clean, neat, and clear of clutter? Does it look like it's been cared for? Ask how long it has been stored. Did it sit outside during the winter? Was water kept from standing inside the hull?
- Does it look ready to sail or does it need work?

HULL:

- Original gelcoat or painted? Paint may be hiding problems or become a problem later.
- Check for cracks, chips and gouges. These can be portals for water to enter the core.
- Tap gently on surface of hull and deck with screwdriver handle. A change in sound may indicate possible decay or delamination below the gelcoat.
- Check interior floor. Are there water lines indicating that water was left standing? Could cause seepage through gelcoat and cause decay in centerboard trunk or delaminating of core.
- Bailers in hull? Possible source of leaking if old or not maintained.
- Flootation tanks or Styrofoam blocks under the seats? Original factory blocks are minimal requirement.
- Centerboard - Stainless steel board is best. Older steel boards rust (try to look at it). Aluminum boards don't have enough weight to drop down while sailing on a beat and they flex when sailing upwind.
- Centerboard trunk - Is it cut down? This modification has greatly added to the mobility and comfort of the crew. Any cracks in gelcoat around the base? Any sign of leakage around pivot bolt? Discoloring may indicate decay in the wood core underneath.
- Are rudder and tiller in good shape? Does tiller have an extension? Is rudder blade smooth? Older, flat metal blades can cause the boat to stall while tacking.
- Can the boat be weighed? An over-weight boat could indicate that the core is saturated with water.

MAST AND BOOM:

- Are they straight with no bends?
- Any cracks visible, especially at bottom of mast?
- Any holes drilled where hardware has been removed or relocated? These should be filled.
- Is gooseneck and outhaul system in good condition?
- Does mast have old mast-head system that takes the main halyard over the top? The sheaves in this system are usually old and cracked, causing the wire to jump off the sheave and bind up.
- Have older blocks been replaced with smoother running Harken or Ronstan blocks?

DECK:

- Have holes and cracks been sealed or left open for water to enter core?
- Any hollow sounds from tapping on surface?
- Is spinnaker system on surface or under the deck?
- Walk on the deck. Do you feel soft spots?

RIGGING:

- Check all stays and wire halyards for fraying. This indicates a weakness and can really cut your hands.
- Are lines and sheets frayed? Are they long enough for the crew to use when sitting in proper position?
- Are lines made of Dacron? These have great strength and last a long time.
- Does jib furling system operate well?
- Do lines run through old Shaeffer blocks or new and better Harken or Ronstan blocks? The nylon sheaves in the older blocks deteriorate and either fail or drag under pressure.
- Do the main and jib sheets run through new Harken or Ronstan block systems that include ratchet blocks to assist crew in holding the lines?
- Do the lines run smoothly through the traveler and spinnaker blocks?
- Are the cleats located in areas easily reached by the crew and skipper? Do the cleats hold the lines?

TRAILER:

- Rusted frame, in need of paint?
- Is rubber on tires cracked? Will tires hold recommended pressure?
- Do wheels have bearing buddies to keep water from the bearings? Have bearings been wet?
- Is cradle in good condition and padded?
- Do brake, turning, and running lights work?
- Does hitch tighten on ball properly?
- Are chains present on tongue and are they heavy enough to be effective?

SAILS:

- Are all sails present - main, jib and spinnaker?
- Older sails are soft and have little stiffness. Check at clew of sail for measurer's date. If present, this would help determine the minimum age of the sails. Older sails have probably lost their competitive shape, however would be fine for day-sailing.
- Any rips in sailcloth? Be sure to check batten pockets.
- Are all battens present?
- Do the sail numbers match the hull number? Hull number is found on the transom or in a drilled-hole pattern on the centerboard trunk under the deck.

BOAT COVER:

- Full cover or cockpit cover? Full covers help keep trash from blowing into the boat and offers some security. However, if not kept taut, they will pocket when it rains and collapse into the boat.
- Does the cover fit the boat? Sometimes covers get traded around from boat to boat.
- Is the stitching on the cover in good condition? Poor stitching will soon separate as it is stretched over the boat.
- Has the material remained in relatively good condition?

After checking over the used Interlake, the buyer can use this checklist to assess the condition of the boat and determine the cost of possible repairs. This document was prepared by former class President, Dan Graf, April 2000.