

906. SANTEE BASIN SECURING CHECK LIST

- _____ ENSURE BOW OF BOAT IS ABEAM THE YELLOW MARK ON FINGER PIER.
- _____ SECURE THE ENGINE BY PULLING UP ON THE T-HANDLE. ONCE ENGINE IS SECURED, PUSH THE T-HANDLE DOWN.
- _____ CROSS STERN LINES. FAKE BITTER END OF LINES ON STERN PULPIT.
- _____ CROSS BOW LINES. CLEAT LINES SUCH THAT THE WORKING END COMES TO THE AFT, INBOARD SIDE OF THE CLEAT FIRST. FAKE BITTER END ON BOW PULPIT.
- _____ RUN SPRING LINES THROUGH MIDSHIPS CLOSED CHOCKS TO PRIMARY WINCHES. MAKE DOWN TO HORN CLEAT, DO NOT USE THE WINCH JAMCLEAT.
- _____ ENSURE BOOM IS LEVEL (PARALLEL TO CABIN TRUNK), WITH OUTHHAUL EASED. RUN TRAVELER TO EXTREME END ON SIDE AWAY FROM FINGER PIER.
- _____ ENSURE MAIN IS FLAKED OVER BOOM WITH BATTENS ON TOP OF BOOM.
- _____ COIL REEFING LINES, HANG THE LINES ON THE REEFING HORNS.
- _____ MAKE JIB HALYARDS FAST TO THEIR RESPECTIVE TACK SHACKLES AT STEM, SPINNAKER HALYARDS MADE FAST TO BASE OF FIRST STANCHION, PORT AND STARBOARD SIDES. INNER FORESTAY ATTACHED TO TANG ON FOREDECK. MAKE TOPPING LIFT TO THE STORM JIB TACK SHACKLE.
- _____ ENSURE ALL SHEETS, GUYS AND EXTRANEIOUS LINES ARE COILED NEATLY AND HUNG FROM THE STOWAGE RACK IN THE PORT COCKPIT LOCKER.
- _____ STOW ALL WINCH HANDLES AND SNATCH BLOCKS IN THE HERNIA BOX. PLACE HERNIA BOX IN THE STBD COCKPIT LOCKER.
- _____ FURL ENSIGN AND PLACE IN AFT END OF BOOM.
- _____ SAIL COVER PROPERLY BENT ON (MAST END FIRST, WORK AFT).
- _____ WHEEL COVER ON
- _____ WHEEL DAMPENER TIGHTENED. (DO NOT OVER TORQUE DAMPENER. JUST TIGHTEN UNTIL SNUG)
- _____ DORADES FACING FORWARD EXCEPT THE TWO ON THE TRANSOM, WHICH FACE AFT
- _____ BACKSTAY TO 500 PSI
- _____ INSTRUMENT COVERS IN PLACE

- _____ TEST THE REVERSE POLARITY LIGHT BY PUSHING IT IN.
- _____ CONNECT SHORE POWER AS FOLLOWS: VERIFY AC SHORE POWER OFF, LEAD CABLE BETWEEN THE LOWER LIFELINE AND TOERAIL, LEAD CABLE AFT AND PLUG INTO COCKPIT RECEPTACLE THEN PLUG CABLE INTO THE PIER.
- _____ CONFIRM NO REVERSE POLARITY AND ENERGIZE THE 110VAC MAIN CIRCUIT BREAKER AND BATTERY CHARGER
- _____ DEENERGIZE ALL COMPONENTS DRIVEN BY THE 12VDC BUS AND SECURE THE DC MAIN AND BOTH ALTERNATOR CIRCUIT BREAKERS
- _____ ENERGIZE THE BILGE ALARM
- _____ SECURE HOUSE AND ENGINE START PERKO SWITCHES BENEATH NAV DESK
- _____ SHUT/LOCK ALL HATCHES
- _____ RINSE TOPSIDES WITH FRESH WATER (AS REQUIRED)
- _____ REPORT ANY DISCREPANCIES TO ROBERT CROWN AND CUTTER SHED
- _____ RETURN THE ENGINE LOG TO THE CUTTERSHED
- _____ REMOVE ALL TRASH AND PLACE A CLEAN TRASH BAG IN THE TRASH CAN

NOTE

IF MOORING AWAY FROM SANTEE BASIN, OTHER FACTORS TO CONSIDER INCLUDE:

- POSITIONING CHAFE GEAR ON MOORING LINES
- PLACING MULTIPLE FENDERS WHERE REQUIRED
- RIGGING STORM LINES IF EXPECTING INCLEMENT WEATHER
- IF MOORED IN A NEST, STAGGERING BOAT ALIGNMENT TO PREVENT RIGS FROM TOUCHING WHEN ROCKED BY WAKE. RECOMMEND MOORING BOW-TO-STERN ("CHINESE") TO ENSURE RIGS REMAIN WELL CLEAR OF EACH OTHER.

NOTE

IF KEEPING THE REEFER OR ANOTHER DC LOAD ON:

- LEAVE THE DC MAIN SWITCH ON
- KEEP THE DC PERKO SWITCH IN BOTH