

904. WEIGHING ANCHOR CHECK LIST

_____ COMPLETE DIESEL ENGINE CHECK

_____ START ENGINE IAW ENGINE START CHECK LIST.

NOTE

DEPARTURE FROM ANCHORAGE MAY BE MADE UNDER EITHER SAIL OR POWER. MOTORING IS THE NORM; PROCEDURAL DIFFERENCES FOR “SAILING OFF THE ANCHOR” WILL BE HIGHLIGHTED BELOW.

_____ HEAVE IN ON ANCHOR RODE UNTIL ANCHOR IS AT “SHORT STAY” (TENDING STRAIGHT UP AND DOWN).

NOTE

IN HEAVY WINDS, IT MAY BE NECESSARY TO ENGAGE THE TRANSMISSION AND MOTOR SLOWLY FORWARD IN ORDER TO REDUCE THE STRAIN ON THE ANCHOR RODE BEFORE HEAVING AROUND. IF UNDER SAIL, THE SAME END MAY BE ACHIEVED BY EXECUTING A SERIES OF SHORT TACKS, HAULING IN THE SLACK IN THE RODE EACH TIME THE BOAT ROUNDS UP THROUGH THE EYE OF THE WIND. CARE MUST BE TAKEN TO QUICKLY SNUB THE RODE BEFORE FILLING ON THE OPPOSITE TACK OR ANY GAINS MADE IN THIS MANNER WILL QUICKLY BE LOST.

_____ CONTINUE TO HEAVE IN. WHEN IN SIGHT, REPORT ANCHOR IS CLEAR (NOT TANGLED IN DEBRIS, UNDERWATER CABLES, ETC) TO HELMSMAN.

_____ CLEAN ANCHOR, RODE AND CHAIN OF ALL BOTTOM RESIDUE USING A BUCKET AND SCRUB BRUSH AS IT COMES ABOARD.

NOTE

IN CALM CONDITIONS, ANCHOR MAY BE HOISTED UNTIL IT LIES JUST AT THE WATER’S EDGE AND THEN DRAGGED THROUGH THE WATER FOR CLEANING. WHILE EFFECTIVE, THIS METHOD REQUIRES EXTRA CARE TO ENSURE THE ANCHOR DOES NOT CONTACT THE HULL.

_____ SECURE THE ANCHOR/RODE BELOW DECKS IN APPROVED STOWAGE LOCATION.

_____ SCRUB FORECASTLE AREA WITH BUCKET AND SWAB TO REMOVE ANY RESIDUAL MUD/DEBRIS