**Clidive Boat Check Lists**

**Before you leave London**

|  |  |
| --- | --- |
| Have breakdown cover contacts/policy |  |
| Confirm any collection arrangements with Bosun |  |
| Arrange collection of keys |  |
| Ensure boat yard aware of arrival |  |
| Have useful contact numbers handy |  |
| Bring fuel cans, boat boxes, kill-cord, electrics isolator, spare winch handle, handheld radios and chargers, any loose electrics e.g. EPIRB |  |
| Check trailer board in van or been left in boat |  |
| Have matching license plate |  |
| Hammer/crowbar/WD40 to assist tow |  |
| Spare engine oil for Blue boat |  |

**Ready to tow**

|  |  |
| --- | --- |
| Attach to trailer to tow bar |  |
| Attach emergency break wire |  |
| Ensure jockey wheel secure by tying in place |  |
| Remove boat cover and secure cover in boat with weight |  |
| Remove wheel clamp and secure in boat |  |
| Check spare trailer wheel present |  |
| Secure any loose equipment in boat |  |
| Strops on boat to trailer |  |
| Check winch medium tight |  |
| Check painter well tied to take strain off winch |  |
| Check chocks on engine |  |
| Attach trailer board with correct licence plate |  |
| Secure trailer board electrics to boat and to vehicle |  |
| Check trailer lights working  |  |
| Final walk round safety inspection by driver – it’s your licence! |  |
| Check breaks effective after pulling away, and wheels turning |  |
| Check bearings after 50 miles |  |
| If towing to launch, fuel before arrival if at all possible |  |

**Ready to launch**

|  |  |
| --- | --- |
| If the trailer wheel(s) are seized, apply gentle tapping on wheel studs and brake drum plus WD40 to loosen seized brakes - you must NOT hammer the central bearing cover. For Clidive Yellow – remove trailer roller assy locking pins, replace after launch |  |
| Get to near water edge or slip way |  |
| Remove trailer board and number plate attachment poles, strops, engine chock(s) |  |
| Check water depth and tidal considerations |  |
| Remove cover, wheel clamp and spare wheel, any equipment not for sea |  |
| Remove strops and engine chock(s) |  |
| **Check drain plug in** |  |
| **Check engine tilt working and engines fully tilted up** |  |
| Pump tubes to full, (pump stored on boat) |  |
| Check trunk up |  |
| Prime carburettors (squeeze bulbs) |  |
| Check adequate ropes on board and any equipment immediately needed |  |
| Insert keys, isolator key, attach kill-cord to boat and cox’n |  |

**Point of launch**

|  |  |
| --- | --- |
| 3 persons required to launch ideally1 van driver, 1 boathandler, 1 in water or at water’s edge with painter |  |
| Vehicle driver reverse to water, position the boat over sufficient water for a safe launch |  |
| If in doubt about sufficient depth, launch boat using a rope on the tow hitch and allow boat to run well into the water to almost submerge trailer and float boat offShallow launches and use of engines to pull the boat off are to be avoided as they pose a risk to the boat or engines |  |
| Person in water untie / hold painter, release winch hook |  |
| Cox – don’t lower engine fully until fully afloat |  |
| Painter held until engines operational  |  |

**Securing/leaving on pontoon**

|  |  |
| --- | --- |
| Remove boat boxes |  |
| Remove loose electrics e.g. EPIRB and handheld radios **Remove keys**  |  |
| Fit metal cover to blue |  |
| Remove rubbish |  |
| Tie ropes bow and stern |  |
| Tie springs (to boat metal) |  |
| Place fenders |  |
| Engine up in shallow water (avoid obstructions) |  |
| Give keys to DM (or other delegated person) |  |

**Sea equipment checklist**

|  |  |
| --- | --- |
| Adequate fuel and spare oil |  |
| Steering fluid |  |
| Boatman’s knife |  |
| Oars |  |
| Ropes, anchor and shots |  |
| Handheld radio |  |
| EPIRB and any loose electrics |  |
| Protective clothing, lifejackets, water and sustenance |  |
| Boat boxes (1st aid, flares, tools) |  |
| Foot pump |  |
| Fire extinguisher |  |
| Bailing bucket |  |
| 02 (if diving) |  |
| Diving check list (if diving) |  |

**Boat recovery**

|  |  |
| --- | --- |
| 4 persons to recover ideally, dependant on conditionsVehicle driver, cox’n, 2 in water to align boat centrally |  |
| Cox in boat, engine raised before hitting shallows |  |
| Check no excess water in boat, painter ready to throw |  |
| Ensure locking pins removed from Indespension trailer (yellow)Winch up boat with personal care – winch awareness vital |  |
| Check boat centred evenly on trailer during wind-in |  |
| Secure painter and winch hook |  |
| Check boat clear of people |  |
| Remove to level |  |
| Open drain plug, drain, replace plug |  |
| Trunk down |  |
| Hose down boat, trailer, rear vehicle wheels |  |
| Trailer rinsed, with special attention to:Break drums (the yellow trailer has a flushing system)Metal on metal mechanics of roller systemBraking cable/rod mechanismAny part which was submerged in sea water (including towing electrics) |  |
| Sump emptied of water and rinsed |  |
| Muff engines / store muffs on boat |  |
| Remove all lost property |  |
| Remove all rubbish |  |
| Remove keys, radio, EPIRB, boat boxes, O2 etc. |  |
| Fit metal cover blue |  |
| Replace wheel clamp, boat cover, spare wheel, fuel cans |  |

**Storing**

|  |  |
| --- | --- |
| Ensure electrics off |  |
| Check all rubbish removed |  |
| Tidy ropes etc |  |
| Leave trailer board with boat |  |
| Leave spare trailer wheel with boat |  |
| Partially deflate every tube |  |
| Chock wheels on both sides and jockey wheel if appropriate but hand brake left **OFF** |  |
| Spray WD40 on rear of wheels using drain holes in brake back plate for spray access onto brake moving parts  |  |
| WD40 any exposed electrics, e.g. radio knobs |  |
| Fit the wheel clamp |  |
| Chain to something solid if poss |  |
| Check trunk down |  |
| Check hull drain plug in |  |
| Engine cover on |  |
| Boat cover on and secure |  |
| Leave keys with boat yard if appropriate |  |
| Report location, condition, any operational issues via email to the Bosun  |  |