

HOLBORN DIVER

Cox'n Check List - use two people, one to read, other to check

<u>General</u>		
Lighting tail board	◆	Remove, fit plug cap, store safely, place in bow when boat is in marina/yard
Cover	◆	Remove and store safely
Two stern retaining straps	◆	Remove and store safely in black box
Large boat box black	◆	Remove and store safely, padlock 2 spare wheels to this and padlock box closed
Hull bung	◆	Closed (position under engine in V of hull)
Boat tubes	◆	Correct inflation, valves secure (pump in anchor box)
Yellow boat boxes x 3	◆	Check contents and attach to 'A' frame:- flares, fire extinguishes, spares, puncture repair lit, medical kit, tool kit, throwing line, underwater recall gun, hand held radio – radio check general dry box (situated on front of console) O_ tool enclosed, small wire brush for cleaning electrical contacts on GPS, echo sounder, leads etc. Hand held GPS and case plus spare set of batteries
Anchor	◆	Attached and coiled properly
A flag + mast	◆	Check and working
Two paddles	◆	Check and working
Stern boat lines	◆	Attached and coiled
Bow boat lines	◆	Attached and coiled
O_ sets	◆	Stowed on board and secured by bungies
Shot lines, weights and buoy	◆	On board
Engine	◆	Remove cover making sure engine is fully in down position, check engine oil in sump using the dip stick for correct level. We should not use any oil between services but it is essential to always check level. Spray engine with Duck oil and replace cover.
<u>Start Sequence</u>		
Battery	◆	Connected working
Main isolator switch	◆	Switch on to 1
Second isolator switch	◆	On, red light on
Panel switches	◆	Working ON/OFF
Radio	◆	Connected ON and tested
GPS	◆	Connected ON and tested
Echo Sounder	◆	Connected ON and tested
Navigation lights	◆	Working
Console – Side Hatches	◆	Remove port hatch lighting spray Duck oil on electrics to keep off moisture. Just before putting on boat cover remove port hatch and leave on top of console, this stops moisture forming on electrics from fuel tank whilst in storage.
Main fuel tank	◆	Full unleaded, total running time approximately 15 hours
Spare fuel tank	◆	Full and secured to 'A' frame
Kill switch	◆	Up – cord connected to cox
Fuel line	◆	Primed
Engine	◆	In FULLY down position
Hydraulic steering	◆	Checked and working (rotate full left & right twice)
Throttle/gear lever	◆	In neutral position
Ignition	◆	Turn ignition to the “ON “ position, four lamps – 1. Rev limit, 2, Oil, 3. Temperature, 4. Buzzer will sound for 2 seconds. Then turn to Start and the engine will fire up, warm up for a few minutes, check the water spray is coming out of the pilot water hole at the rear of engine, this confirms the cooling system is working correctly. If no water is running out of pilot water pipe, stop engine and consult your Suzuki dealer. If any of the four lamps fail to light up or the buzzer does not sound when the key is turned to the “ON” position, check water intake on engine and pilot water spray outlet, check the hand book and then call your Suzuki Marine Dealer, i.e. AQUA-TEC Gordon Sutherland 01903 762610.
Tell tale pipe	◆	Check water flow
Engine not starting	◆	Repeat above (watch for fuel in water at rear of boat) over choked, leave engine to stand
Engine	◆	If you are at sea and any of these lights or buzzer sound, STOP THE ENGINE , check hand book kept in dry box, if in doubt call AQUA-TEC