

Voyager Log

Parklawn Sailing Association, Inc.

Departure Date/Time: _____ Return Date/Time: _____

Destination(s): _____

Skipper (Print) _____ Email: _____

Home Phone: _____ Work Phone: _____

Assumption of Risk/Waiver of Damage/Hold Harmless Agreement

My signature indicates that I assume all personal risks in connection with the use of the Parklawn Sailing Association, Inc.'s (PSA) sailboat, dinghy, or related equipment.

I waive all claims of damages or restitution against the PSA, its officers, and its members because of personal injury, death, or property damage or loss sustained by me or my minor children in connection with the use of the PSA sailboat, dinghy, or related equipment; and I agree to hold the PSA, its officers, and its members harmless in the event of personal injury, death, or property damage or loss resulting directly or indirectly from the use of the PSA sailboat, dinghy related equipment.

Furthermore, I waive all claims for damages or restitution against the PSA, its officers, and its members in the event that any personal injury, death, or property damage or loss results in claims for damages or restitution against me or my minor children.

In signing this document, I certify for myself and on behalf of my minor children that I understand and agree to provisions of the "Assumption of Risk/Waiver of Damages/Hold Harmless Agreement" as herein stated.

Skipper's Signature

Crew

Crew

Crew

Crew

Crew

Note: If you encounter any problems which might jeopardize the next scheduled person's usage, please notify them. Also, contact the Bosun, Assistant Bosun, or Fleet Captain with any problems.

Bosun: Andrew Twemlow H: 301-774-7547

W: 310-640-2226 email: aptwemlow@comcast.net

Bosun: John Hals C: 917-273-8689

email: johnhals@hotmail.com

Fleet Captain: Jon Casamento H: 410-442-8218

W: 301-796-2499 email: PSASailor@comcast.net

WARNING: Do NOT open large outlet seacock from head! It is illegal to dump waste into the Chesapeake Bay. Skipper is responsible for any fines resulting from Coast Guard boarding.

Pre-Usage Checklist: Refer to the *PRE-USAGE CHECKLIST SHEET* in the front of the log book.

Check inventory list in front of the log book. Note missing or damaged items.

Empty waste holding tank before returning to the slip!!

Engine Water Level: (OK if level is between min/max):

CIRCLE ONE

Full Add

Engine Oil Level: (Push dipstick down hard – Add if needed but do not overfill)

Full Add

Diesel Fuel Tank on departure: (when instrument breaker is turned on)

Full $\frac{3}{4}$ $\frac{1}{2}$ $\frac{1}{4}$ Empty

Hour Meter Reading at Start of Usage:

If boat is not clean and neat, notify the bosun.

Inspect Log Notes Yes No Throw cushion in cockpit Yes No Life Jacket per person Yes No

Radio Check Yes No Flares & Fog Horn Yes No Clean? Deck, cabin, cockpit Yes No

Weather Check Yes No Fire Extinguishers Yes No Damage to Hull? Other? Yes No

Post-Usage Checklist:

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Pre-Usage Instructions:

General

1. All crew members have signed the waiver.
2. Inspect log and note any problems by previous skippers.
3. Inspect the boat for any damage and cleanliness – note problems and notify Bosuns.
4. Check that the required number of PFDs (V-berth) and throwable cushions (Qtr-berth) are on board.
5. Check for manual bilge pump handles (Nav Station).
6. Check for boat hooks (port on cabin roof) and fenders (stbd cockpit locker).
7. Check for fire extinguisher locations and that they are charged and gauge points to green.
8. Check for flares, flare gun, mirror, air horn, and flashlights are working (port shelf).
9. Check first-aid supplies (above head sink).
10. Check water tanks are full and that the valves are set in the right position (port open/aft closed).
11. Check alcohol for stove (under sink) and propane (port shelf) for barbecue as needed.
12. Locate ships papers in log book in case of USCG boarding.
13. Check for flame blanket in galley.
14. Pump out waste holding tank before returning to slip and add $\frac{3}{4}$ cup blue solution.

Electrical:

1. Red battery selector switches **BOTH – Do NOT switch batteries while engine running**
(Above engine behind curtain) After turn off engine A:1 B:1 on odd days, A:2 B:2 on even days
2. AC Main Breaker OFF (All AC breakers OFF including battery charger)
3. Check battery charge condition meter – should be in green
4. Disconnect shore power first from dock and then from boat storing power cord in lazarette.
5. DC Main ON
6. Cabin Lights (& Holding Tank Alarm) ON
7. Bilge Pump Breaker ON
8. Nav Instruments Breaker ON
9. DC Outlets for GPS & Spotlight ON – turn on as needed
 - a. GPS either in or above Nav Station, Spotlight above engine behind curtain
10. Water Pressure Breaker OFF – turn on as needed
11. VHF Radio Breaker and VHF Radio ON – check weather, push WX button, monitor Ch 16
12. Fridge OFF – except when on shore power or while motoring
13. Holding Tank Alarm ON – under forward stbd settee

Any day you do not connect to shore power, you must run the engine at least one hour a day, at 2800 rpm, to charge the batteries especially if the refrigerator is being used. It is not good to idle diesel engines for an extended period of time. Check battery charge indicators frequently. Both red battery switches have to be on both while charging the batteries with the engine.

Through Hulls: (check that all have emergency wooden plugs)

1. Head Sink Drain Seacock OPEN – as needed
2. Head Inlet Seacock (smaller) OPEN – as needed (under forward dining seat)
3. Head Sewer Seacock (larger) -- Locked in head to comply with USCG
4. Galley Sink Drain Seacock OPEN – as needed
5. Engine Cooling Inlet Seacock OPEN – under qtr-berth aft of engine

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Engine Preparation:

1. Record Engine Hour Meter Reading – below battery switches above engine
2. Check Oil Level – DO NOT OVERFILL. (access from galley on stbd side of engine)
3. Check Engine Water Level – Overflow tank on port side of engine compartment
4. Check Fuel Gauge – Stbd side of cockpit -- key must be on
5. Release Steering Wheel Brake

Engine Start/Stop Procedure:

1. Shift to Neutral.
2. Turn ignition key then push start button. DO NOT CRANK ENGINE FOR MORE THAN 30 SECONDS. WAIT 1 MINUTE BEFORE RE-CRANKING IF NEEDED.
3. Confirm that water is coming out stern. If not, confirm that engine seacock is open. Do not run engine without water circulating or it will overheat.
4. Shift ONLY when engine is at idle. You can damage transmission and lose engine control.
5. Turn off by throttle to idle, shift to neutral, stop engine by pulling back “Engine stop” knob and after engine stops push knob back in and turn off key.
6. When engine stops, push knob back in firmly and turn off key. If you turn off key before engine stops, engine may not restart.

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POST-USAGE Checklist

Engine:

1. Check fuel level before turning key off.
2. Remove key and return to Navigation Table storage.
3. Lock rudder in center position with wheel break.
4. Record Engine Hours in log.

Electrical:

1. Turn VHF Radio Power Switch and Breaker OFF
2. Connect Shore Power – **BOAT END FIRST**. – Route under docklines. Confirm that cord is not stressed by boat movement. Leave excess on side deck.
3. Red Battery Selector Switches set to **Do NOT turn if engine is running**
 - a. Shore power A: OFF B: 1 (for DC bilge pump)
 - b. At anchor or under sail A: 1 B:1 on odd days; A:2 B:2 on even days
4. AC Main Breaker ON – after shore power is connected

If AC panel warning light is on, switch off AC breaker, disconnect shore power and tell dockmaster. In 2004 AC warning light came on because our cord was damaged and had to be replaced. Dangerous condition so do NOT leave connected to shore power if warning light is on.

5. Battery Charger Breaker ON
6. DC Main Breaker ON
7. Bilge Pump Breaker ON
8. All Other Breakers OFF

Through Hulls: Check boat for Water Leaks

1. Head Sink Drain Seacock CLOSED.
2. Head Inlet Seacock CLOSED
3. Head Sewer Seacock CLOSED – Locked Closed, complies with USCG
4. Galley Sink Drain Seacock CLOSED
5. Engine Cooling Inlet Seacock OPEN – Always

Clean-Up:

1. Mail Halyard tied to starboard turnbuckle and other halyards secured or tied back with bungie cords so won't bang.
2. Coil and hang all lines. Do not leave lines on deck or hanging out of main sail cover.
3. Winch handles and blocks returned to port shelf.
4. Instrument and compass covers on.
5. Straighten and clean cabin. Empty trash, scrub counters, clean floors, and clean head. Remember to put blue (or green) solution in head (add ¾ cup).
6. Clean and scrub outer decks with non-abrasive deck cleaner and water.
7. Refrigerator clean, empty and leave cover off.
8. Remove trash bag and put a new one in its place.
9. Check boat inventory for proper stowage of tools and equipment.
10. Secure all portholes and bow hatch.
11. Padlock cockpit locker and lazette and leave combination lock with numbers up.
12. Leave long breast line connected but uncleat on dock side so NOT load bearing and adjust dock lines making sure boat will not hit dock or pilings.

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Bosun's Advisories