

DIVE RIB KRAKEN

PRE-TOW CHECKLIST

- **Inspect the boat prior to doing anything with her!** This includes the following:
 - Tubes are inflated (until firm but not over inflated especially on hot days). If you use the bellows provided, there is a safety display marker on it to show if you have overinflated the tubes.
 - Electronic items work correctly. Switch on power isolator and ignition. Check all displays, running lights, GPS, echo sounder and VHF radio. The battery condition can be checked by taking note of the voltage on the Yamaha Trip Meter. Press the mode button until it reads the battery voltage and mark down the reading on the check sheet. This should read no less than 12.3V. If this is the case the engine will not start so disconnect and recharge the battery before taking Kraken anywhere.
 - With the ignition on, trim the engine into the upright position suitable for towing. Push the support catch down on the engine and then trim the engine down so that it is resting on the catch.
 - Take a note of the fuel capacity on the bar graph on the console. Kraken should have been refuelled after the previous trip therefore this should read full. Also note the total number of litres used on the fuel totaliser and mark it on the check sheet. You also need to mark down the Yamaha Trip Meter (in miles) reading and the GPS odometer reading (in nautical miles)
 - Switch off the ignition remove the ignition key from the ignition. Keep it safe until you are ready to start the engine.
 - Ensure the following items are onboard:
 - *Oxygen kit (check it is complete and well secured)*
 - *Paddles*
 - *Flare box (check contents are dry and in good order)*
 - *Tool Box (check contents are dry and in good order)*
 - *Medical Kit*
 - *Fire Extinguisher (check contents gauge on bottom of bottle)*
 - *Shot line and weight (if needed)*
 - Make sure that everything is stowed and secured correctly. Do not allow loose ropes to just sit on the boat floor. Either coil and stow them or put them in your car.
 - Visually inspect the entire boat for scuffs, scratches and dents. There may well be slight scuffs to the fibreglass but certainly no chips that show the fibreglass matting behind the gelcoat. If there are then you cannot use the boat and the damage must be reported to the Boat Officer as soon as possible so it can be repaired.
 - Finally, fit the prop cover to the engine and secure.

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- Inspect the trailer. This includes the following:
 - Check tyres are suitably inflated. Use the pressure gauge in the cupboard. DO NOT run the trailer with flat or partially deflated tyres (tyre pressures must be 45-50psi). Use the foot pump and reinflate and mark the pressure of both tyres on the check sheet. Check there is not a puncture. Attach the spare if required and the tools for doing this are in the cupboard.
 - Check the cable for the trailer board and the lights are all in good order. The lights should be checked for correct operation once connected to the car.
 - Check boat is secured by the painter and ratchet pulley on the front and that she is also secured by the (orange) ratchet strap at the back. This is VERY IMPORTANT.
 - Visually check the trailer to ensure that it is roadworthy i.e mudguards are not loose.
- Attach the trailer.
 - Use a friend/wife/husband/dive buddy to help you reverse up to the trailer. Attempting this on your own is difficult and liable to result in you either straining yourself to pull the boat onto the tow ball or you reversing the back bumper into the trailer. So don't be silly. Get help.
 - Lower the trailer onto the tow ball and ensure it has locked on.
 - Wind the jockey wheel into the top position and lift it into the tow position. Tighten the jockey clamp and secure with a bungee. **DO NOT UNDER ANY CIRCUMSTANCES FORGET TO DO THIS.** This is the **DRIVER'S** responsibility and no one else's. If you forget to do this important step **YOU** will be paying for and repairing the broken jockey wheel. No quibbles!!!
 - Wind the trailer board cable round the rope handles on the top side of the tubes of the boat so that it will not drag on the road but has sufficient slack to allow manoeuvring and attach to the car.
 - Check the trailer board is secured with the bungees/rope. It may fall over due to the pressure of the wind if this is not secure.
 - VERY IMPORTANT – Get your friend/wife/husband/dive buddy to check all lights are working correctly. There are spare bulbs in the cupboard if needs be and replace as necessary. Do not go on the road without working lights.
 - Make sure the handbrake is off and that there is nothing blocking the wheels.
 - Drive out of the shed and onto the road... being careful to miss the concrete pillars as you drive off. **DO NOT STOP ON THE GRASS!** You might not be able to move off again if it is muddy and/or slippery.

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LAUNCHING CHECKLIST

- Once at the slipway find a suitable place to park and check nothing has fallen off the trailer or been damaged during the drive. Also place your hands on both trailer wheels to feel for any excessive heat. The trailer has disk brakes which will heat up under normal towing but excessive heat can indicate a wheel bearing failure or badly adjusted brakes.
- Remove the prop cover.
- Remove the back ratchet strap and store in the car. Don't fling it on the ground where someone can trip over it.
- Uncouple the trailer board from the car and unwind the cable back to the trailer board.
- Remove the trailer board from the boat altogether and stow it in someone's car.
- Manoeuvre the boat and trailer down onto the slip. This can be done on your own if you are very confident reversing a trailer. Otherwise use a friend to help back you down. With open windows this only requires **TWO** people. Not half a dozen giving conflicting advice. So tell anyone other than your nominated reversing helper to go and find something useful to do. Too many cooks is a bad thing when reversing a trailer.
- Back the trailer into the water so that the back of the car is at the waters edge. Make sure your handbrake is on and do not switch your engine off.
- Wrap the painter round the horizontal pull bar on the trailer twice. Now remove the ratchet strap and lower Kraken off the trailer by easing the strain on the painter. She should be easily controlled and slide smoothly into the water.
- Once in the water, secure her to the pier and take the car and trailer off to a secure and safe place. Out of the way of other pier users.
- Now get the boat kitted up and ready to go. Do not switch the engine on and play in the harbour. She is not the old boat. She is new and fresh and will start every time. So get everything ready to go before starting her.

Note: There may be a preference to kit the boat up prior to launching. This is perfectly acceptable as long as the boat is not obstructing other harbour users during this time. It should also be noted that the extra weight of the kit will put a much greater strain on the towing car whilst reversing so this should also be considered at the time.

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PRE-DIVE CHECKLIST

- Make sure everything is stowed and secured properly and everyone is onboard. There is a red ratchet strap which can be used to keep the dive bottles secured.
- Using the trim, lift the engine to remove the safety catch and then drop the engine into the water. DO NOT trim her all the way to the bottom. Just sufficient to get the engine in the water. I suggest 4 degrees on the trim meter.
- Start the engine (Like a car, you do not need to hold the key in the starter position after she has fired. She is very quiet but there is no excuse for you not noticing that the engine has started)
- Let her warm up for **TWO MINUTES**. No less!
- ***FIT THE DEADMANS CABLE TO YOUR LEFT LEG. ANYONE FORGETTING TO DO THIS WILL BE GIVEN ONE WARNING ONLY. HABITUAL MISUSERS OF THIS WILL BE BANNED FROM DRIVING!***
- Make sure everyone is happy and push off from the pier.
- From this moment on the cox is in charge. He/she is responsible for the passengers and the boat. No one else! This is **VERY VERY** important. Polite suggestions on speed and comfort factor is appropriate but the general safety of the boat and her passengers is the sole responsibility of the person at the helm. So if this is **YOU** then it is your responsibility to bring the boat and her passengers back safely and most importantly undamaged. Any damage to boat or person requires a full report to me with the consequences being that you may be asked to do more training before being allowed out as a cox. Kraken is **NOT A TOY**. She is a very serious piece of marine equipment which requires the utmost care. Her capability of injuring a diver is quite real. So anyone being found to use her as a toy, show off or drive in an inconsiderate manner will be severely reprimanded. You have been warned!

Club

Aqua

Sub

Cupar

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RECOVERY CHECKLIST

- Remove all of the kit from her before attempting to get her back on the trailer. This might seem like a waste of energy but with the boat loaded with all the kit this will amount to a substantial extra weight. This extra weight will put a strain on the hull as she is lifted and on the person winching her in. It will also make it more difficult than needs be to tow her back up the slip so you MUST remove all kit.
- Trim the engine up completely and rest it on the support catch. You must have someone to help you do this as you will require someone to hold the painter so that you do not float away.
- Bring the trailer down to the slip and pull the nose of Kraken onto the first set of rollers.
- Attach the winch strap and winch her all the way until the strap is fully retracted and the nose is resting on the front roller. Tie on the painter to the front of the trailer making sure that the painter is fully wrapped round the trailer and not capable of dragging on the ground.
- Pull the trailer and boat all the way up the slip and attach the trailer board, back strap and prop cover.
- Run through the pre-tow checks again in terms of trailer attachment and make sure there are no loose items left in the boat. Ensure the ignition is off and that the sump pump is switched OFF.
- You are now good to go. So collect money and get someone to help at the shed for washing down and reversing into the shed.

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'KRAKEN TO BED' CHECKLIST

- Tow Kraken to Nick's shed and pull her round to where the water hose is (next to the Portacabins) and wash her down thoroughly. This includes the following:
 - Wash her hull inside and out and wash down the console (a quick wash though, not prolonged.)
 - Wash down the outside of the engine. Under no circumstances remove the engine cover!
 - Wash down the trailer and make sure the brakes are well washed.
 - Use the baffles and run the engine for five minutes whilst flushing the system. Be aware that you must have water pumping from the tell tale within 20 seconds. If this does not happen the water pressure is too low and you must use the garden hose connection on the side.
- Take all your money and voyage planning sheet and post it in the letterbox which is on the corner of the main shed as you drive into the yard (marked 'Stoneacre')
- Tow Kraken back to the Boat Shed and have someone help you reverse the trailer back into the shed. **Be very careful not to let the trailer wheels go inside the inspection pit area whilst reversing!**
- Disconnect the trailer.
- Double check the power is off on the main isolator and make sure the bilge pump is switched off on the console. The bilge pump is on a separate power supply to the main isolator so it is very important that it is switched off on the console.
- Pat yourself on the back for all your hard work and arrange to meet in a suitably close public house for some refreshing beverages!