

# IMPORTANT NOTICE FOR ALL PJ DRIVERS.

## Mooring for PJ

PJ is now moored near the North Wall and nearest the harbour entrance. The mooring dries out at approx the same time as the old one but this may improve slightly due to the dredging work that has taken place alongside the wall. Getting on and off the mooring is probably marginally more difficult but once we get used to it there should not be a problem. Barry Clouds boat is alongside us and Barry and myself spent some time talking to him, John Wiscombe and others. As a result it has become apparent that we need to make a few changes.

Firstly the mooring layout is as it was previous with the pick up buoy on the starboard side, but we have moved the buoy to about 1 metre from the bow mooring ropes. When returning to pick up the mooring we strongly recommend motoring forward and picking up the bow moorings first rather than trying to reverse onto the mooring. There is nothing close on the port side and the only problem we can envisage is that in a strong SW the bow will tend to be blown off as one moves from running parallel to the wall to heading W. By moving the buoy to nearer the bow lines, the radius of the turn to pick up the buoy is much less severe and your final line is more likely to be ahead of Barry's bow.

( In a strong **Easterly** it is thought that the protection from the wall would still make a forward approach to the mooring preferable. )

Secondly we **must** tie the tender to the aft port mooring line rather than the pickup buoy, otherwise Barry cannot get back onto his mooring and the tender will bang against Barry's boat.

Lastly when coming off the mooring in a S or SW take care not to wrap the pick up line around the prop. I would suggest pulling her to port on the fore and aft lines and being prepared to motor to starboard to throw the stern away from the pick up lines.

## **PJ Driver Check List.( Updated 11/3/2015)**

- Ensure you have collected PJ Keys from the Garage.
- Tie the tender to the port aft mooring line.
- Stow oars in tender.
- Check level of water in bilge is below the top of the pipe.
- If above use the hand pump to remove it.
- Switch on isolator at back of cupboard under consul.
- Check engine is in neutral.
- Switch on radio and check it is on CH 37.
- Turn Key to left and hold for 10 secs if cold.
- Turn right and hold until engine starts.
- Check that cooling water is coming out of the exhaust.
- Untie the tiller.
- Take the starboard aft line and drop it over the side.
- Take the port aft line off its post and wrap it taught around the starboard post.
- Throw the pickup line over the starboard side and check that the aft starboard line and pick up line have sunk and are not caught on the fenders etc.
- Get crew to cast off bow lines.
- Cast off remaining aft line ensuring it drops clear and sinks.
- Engage forward gear and motor hard to starboard thus throwing aft clear of mooring lines etc.
- Engage reverse gear so as to motor in reverse away from mooring and towards harbour mouth.
- During the duty ensure that the engine is made to work at max load for at least 5mins.
- When going from forward to reverse allow time in neutral for gears to stop rotating.
- Returning to mooring motor slowly a few feet away from north Wall, turn to port and instruct crew to use boat hook to pick up mooring buoy and pick up line just aft of forward consul.
- Use reverse gear to bring boat to a halt and rotate into line, and engage neutral.
- Crew pulls up bow lines and places on post whilst helm pulls up aft lines.
- Before leaving PJ. Check all mooring lines. Turn off engine isolator. Tie up tiller. Lock consul hatch and door. Tidy boat.
- Return PJ Keys to Garage
- Report any problems.
- **Never leave PJ unattended for prolonged periods by the steps on the North Wall. This can lead to swamping if the tide is high enough to carry the boat over the concrete edge and the tide then falls.**

## **Starting PJ.**

**Before starting PJ check the bilges by lifting the hatch in front of the engine to see that the water level is below the pump.**

**ON NO ACCOUNT START THE ENGINE UNTIL THIS IS THE CASE.**

**A hand pump is situated on the port hand aft bulkhead. This may need priming by placing your hand over the outlet.**

**The electric bilge pump is permanently connected to its supply and generally fails due to debris being washed into the impeller. However it can be that this will lead to the fuse being blown which is situated in its own holder on the top of the port battery.**

## **Advice on leaving and returning to the mooring.**

**Damage has occurred to PJs gearbox which may have been due to catching ropes around the prop. To avoid this, the following method is recommended and is just about full proof.**

- 1. Tie the end of the tender's painter to the aft port line.**
- 2. Release the aft starboard line.**
- 3. Remove the port line from its post and attach it to the starboard post so that it is tight and all warps and lines lie to starboard of PJ and clear of the prop.**
- 4. Check the pick up line is not caught on fenders etc and the tender is to starboard of PJ.**
- 5. Start the engine having first checked that it is in neutral.**
- 6. Release the bow line seeing that it has dropped away clearly.**
- 7. Release the aft port line.**
- 8. Select reverse and steer south and parallel to the wall, being prepared to fend off as necessary. Alternatively engage forward and give a quick blast to starboard throwing the aft to Port.**

## **Returning to Mooring.**

- 1. Steer slowly a few feet away from wall and then westerly to take the pickup buoy on the starboard side with the bow pointing slightly in front of Free Spirit.**
- 2. Use reverse to stop the forward motion with the pickup buoys being just aft of the chain locker bulkhead. CHECK THAT THE PROP IS NOT ROTATING.**
- 3. Pick up the bow lines with the short boat hook and put them on the forward post.**
- 4. Use the pick up line to pull the aft to its proper position and locate the aft lines on their respective posts.**