

Windward Passage Getting Underway from a Slip

1. Exchange the thru hull plug with the depth/speed transducer. This is located below the floorboard just inside the forward cabin. If the boat is going to be in a slip for more than two days the transducer should be removed and the plug reinserted. I think you should be able to leave the transducer in for the entire week.
2. Retrieve the “guppie” zinc from the stern and stow it in the transom locker.
3. Turn off the AC circuit breaker but leave the Battery Charger circuit breaker on.
4. Unplug the electric cord and stow it in the starboard cockpit locker.
5. Start the engine and let it run for at least 5 minutes before attempting to leave the slip.
6. Turn on the circuit breakers labeled Autopilot, Electronics, Radar, and VHF Radio.
7. Turn on the chart plotters at the helm station and at the navigation desk and select the display that you want to use while under way.
8. Take in the fenders as the boat will normally not fit through the outer pilings with the fenders deployed.
9. Unzip the sail bag and attach the main halyard to the mainsail.
10. Bring the spare jib halyard and the spinnaker halyard from the bow pulpit back to the mast pulpit and remove the shock cords that keep lines from banging on the mast.
11. If the dinghy is not on deck, make sure it is deployed in a way that it will not get hung up on the pilings.
12. Rig a spring line to turn the boat as it leaves the slip as the fairways are usually too narrow for Windward Passage to safely make a right angle turn and clear boats across the fairway. Use the white with red fleck braided line in the starboard cockpit locker as it does not get hung up on the piling like a three-strand nylon line will. Use a small loop around the spring cleat and have crew take it around the outermost piling as you pass the piling and bring it back to the spring cleat. When the stern just clears the outer pilings snub the spring line bitter end and the boat will turn. Once you have turned let go the bitter end and pull the spring line onto the boat.
13. I usually leave the dock lines at my slip in North Point Marina as I have a complete set of lines in the port cockpit locker to use when cruising. When in a marina other than North Point, retrieve all dock lines as you exit the slip.
14. Slowly exit the slip using the spring line to turn the boat. If you have too much speed you will pull the spring line out of the crew’s hand and will not be able to do the spring maneuver.
15. Stow all dock lines in the port cockpit locker and tie the two fenders to the life raft cradle or stow them in the starboard lazarette being careful to not interfere with the autopilot wiring.