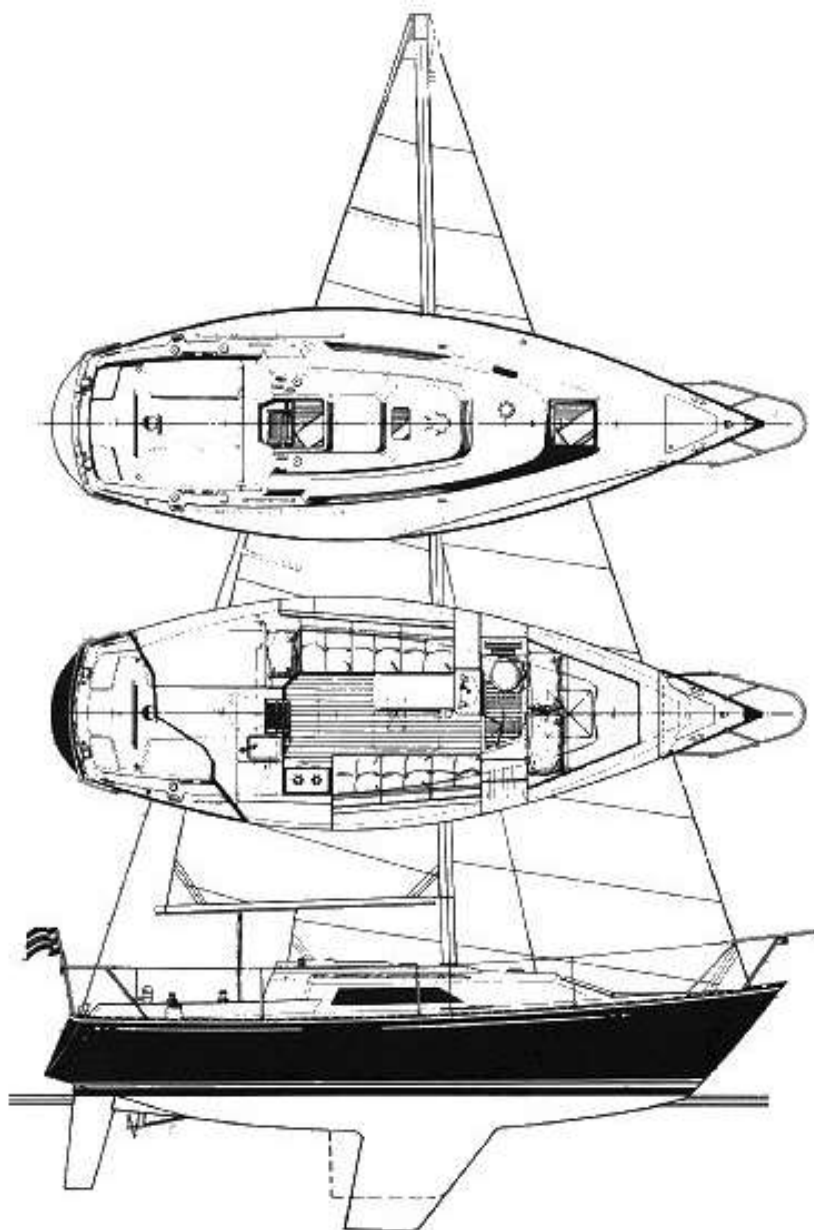




# Destinee Boat Binder



2024



## Table Of Contents

<b>1</b>	<b>QUICK REFERENCE BOAT INFO.....</b>	<b>4</b>
<b>2</b>	<b>DAILY BOAT CHECK – FLOAT PLAN AND CHECKLIST .....</b>	<b>5</b>
<b>3</b>	<b>STEPS TO GO SAILING .....</b>	<b>6</b>
<b>4</b>	<b>SNUGGING DOWN AFTER SAILING .....</b>	<b>7</b>
<b>5</b>	<b>NOTMAR(S) .....</b>	<b>8</b>
<b>6</b>	<b>LIST OF LIGHTS BUOYS AND FOG SIGNALS .....</b>	<b>9</b>
<b>7</b>	<b>VESSEL LICENCE(S) .....</b>	<b>10</b>
<b>8</b>	<b>INCIDENT REPORT .....</b>	<b>11</b>
<b>9</b>	<b>STABILITY REPORT .....</b>	<b>12</b>
<b>10</b>	<b>CONTINGENCY PLAN .....</b>	<b>13</b>
<b>11</b>	<b>SAFETY EQUIPMENT AND COMPLIANCES .....</b>	<b>14</b>
<b>12</b>	<b>THROUGH HULLS.....</b>	<b>15</b>
<b>13</b>	<b>SAFETY EQUIPMENT CHART .....</b>	<b>16</b>
<b>14</b>	<b>STANDING RIGGING .....</b>	<b>17</b>
14.1	SPECS .....	17
14.2	FORESAIL FURLER INSTALLATION .....	17
<b>15</b>	<b>RUNNING RIGGING .....</b>	<b>18</b>
<b>16</b>	<b>DECK GEAR.....</b>	<b>19</b>
<b>17</b>	<b>SAILS .....</b>	<b>20</b>
17.1	DEFINITIONS .....	20
17.2	MEASUREMENTS .....	20
17.3	MAINTENANCE .....	20
17.4	SAIL REPAIR IDENTIFICATION FORM.....	21
<b>18</b>	<b>ENGINE.....</b>	<b>22</b>
18.1	SPECS .....	22
18.2	STARTUP PROCEDURES .....	22
18.3	STOP PROCEDURES .....	23
18.4	WINTERIZING .....	23
18.5	SERVICE SCHEDULE .....	24
<b>19</b>	<b>ELECTRICAL.....</b>	<b>25</b>



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19.1	ELECTRICAL COMPONENTS.....	25
19.2	DC ELECTRICAL STARTUP PROCEDURES.....	26
19.3	AC ELECTRICAL STARTUP PROCEDURES .....	26
19.4	ELECTRICAL SHOREPOWER CHARGING DISCONNECTING AND CONNECTING.....	26
19.5	SOLAR PANEL CHARGING.....	27
<b>20</b>	<b>ELECTRONICS.....</b>	<b>28</b>
<b>21</b>	<b>PLUMBING .....</b>	<b>29</b>
21.1	FRESH WATER .....	29
21.2	HEAD .....	29
21.3	WINTERIZING .....	29
<b>22</b>	<b>HAULOUT / LAUNCH PROCEDURES .....</b>	<b>30</b>
22.1	MAST SETUP .....	30
22.2	STEPPING THE MAST .....	30
<b>23</b>	<b>ALARMS .....</b>	<b>31</b>
<b>24</b>	<b>WHAT TO DO IF SOMETHING BREAKS .....</b>	<b>32</b>
<b>25</b>	<b>UNDOCKING / DOCKING.....</b>	<b>34</b>
<b>26</b>	<b>CO-OPERATIVE SAILING PROGRAM .....</b>	<b>36</b>



## 1 QUICK REFERENCE BOAT INFO

<b>BOAT INFO</b>	BOAT NAME	Destinee	
	Year	1986	
	Model	CC29 Mk2	
	Hull #	ZCC29503F586	
	Licence #	24E11922	
	Length	28.5'	8.69m
	Beam	9.42'	2.87m
	Water Draft	5.3'	1.62m
	Air Draft	42' apprx.	12m apprx.
	Displaced Tonnage	6700lbs	3039kgs
	Vessel Loading	Max 6 persons	

<b>TANKS</b>	Water	32 gals	121 litres
	Gasoline Fuel	20 gals	76 litres
	Waste		

<b>RACING</b>	PHRF LO Rating	
	PHRF LO Cert #	
	Bottom Paint	VC17

<b>COMMS</b>	EPIRB ID #	
	MMSI #	316
	Call Sign	



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## 2 DAILY BOAT CHECK – FLOAT PLAN AND CHECKLIST

Every time a Skipper takes a boat out for a sail, they are to complete the Boat Check Checklist. The items on the list are to be checked prior to heading out and also upon return to make sure that the boat is ready for the next group.

If anything is missing from the list it is up to the Skipper to decide if the boat is sufficiently prepared to head out. Deficiencies in the list are to be noted in the deficiencies log and noted with the boat captain by email immediately. This is the only way they can be rectified, and safety of the vessels maintained.



### 3 STEPS TO GO SAILING

Please follow this procedure before you cast off. If there are any deficiencies, please note it in the deficiencies log book and report it to the boat captain, immediately.

#### Steps to Get Ready to Sail – Destinee

	Checklist Items
1.	Open up boat and stow companionway boards
2.	Confirm boat is charging via shore power
3.	Turn the AC panel at the boat off. See image below. The switch is in the on position.
4.	Disconnect shore power and either stow onboard or on the dock.
5.	Check for water in bilge. Vacuum out any water in the bilge if it is too low for the pump
6.	Turn on DC power and set to Battery 1 for diesel start. Battery 2 is for House. For all the steps, see the electrical section
7.	Confirm Bilge Pump set to AUTO (see image below)
8.	Complete <b>Daily Boat Check – Float Plan</b> document
9.	If taking Destinee overnight, file an ABYC Sail Plan (via <a href="https://abyc.ca/docks/abyc-sail-plan/">https://abyc.ca/docks/abyc-sail-plan/</a> )
10.	Store sail cover
11.	Check there is oil in the engine between the marks on the dipstick
12.	Check the engine overall for anything that looks out of place
13.	Check the sea strainer for weeds/clogging
14.	Ensure that the water intake is always open
15.	Check you have enough diesel for your trip
16.	Prepare halyard and sheets
17.	Start diesel engine ( <b>see section 16.2 – Startup Procedures</b> )
18.	Check for water circulating and pumping out the side of the boat.
19.	Cast off
20.	Once engine is off, switch DC power to <b>Battery 2</b> for sailing (to avoid draining Battery 1 for diesel start)
21.	Remove fenders
22.	Store all lines and fenders in the boat.
23.	Enjoy your sail



## 4 SNUGGING DOWN AFTER SAILING

Please complete the following steps before you leave the boat to ensure that the next person can also enjoy their time onboard. If there are any deficiencies, please make sure to note it in the deficiencies log book and tell the boat captain immediately.

1.	Prior to docking, if you have used the head, complete a pumpout either with the gas dock or the honey wagon.
2.	Plug the boat in and confirm it is charging via shore power. Follow the steps in the Boat Binder.
3.	Confirm boat is charging via shore power. Follow the steps in the Boat Binder.
4.	Check for water in bilge and vacuum out. Note in checklist how much water and report it to the boat captain.
5.	Confirm Bilge Pump set to AUTO.
6.	Complete Daily Boat Check – Float Plan document back side of the page.
7.	Have a quick visual of the engine to ensure nothing looks out of place.
8.	Close up the companionway.





## 5 NOTMAR(S)





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## 6 LIST OF LIGHTS BUOYS AND FOG SIGNALS



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## 7 VESSEL LICENCE(S)



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## 8 INCIDENT REPORT



## 9 STABILITY REPORT



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## 10 CONTINGENCY PLAN



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## 11 SAFETY EQUIPMENT AND COMPLIANCES

Destinee is a Pleasure Craft Licensed vessel berthed at ABYC which is in the Toronto Harbour. As such, she is required to be compliant with the Transport Canada Pleasure Craft regulations. Please see the following for the list of required compliances.

- Canada Shipping Act
- Competency of Operators of Pleasure Craft Regulations
- Small Vessel Regulations
- Charts and Nautical Publications Regs
- Ship Station Regulations
- Vessel Pollution and Dangerous Chemicals Regulations (Environmental Protection Act Reg 343)
- Vessel Operation Restriction Regulations
- Toronto Harbour Regulations

You are the operator of this vessel. As such, it is your responsibility to ensure compliance with all of the required regulations. If a vessel is inspected by local authorities and found to be deficient, you as the operator are held accountable. Please make sure you give the boat a full Boat Check before heading out. See Daily Boat Check attached on the following page, along with Through Hull diagrams and Safety Equipment diagrams.



## 12 THROUGH HULLS

See diagram on bulkhead adjacent to safety equipment list for through hull locations. All through hull valves should be exercised before heading out.



## 13 SAFETY EQUIPMENT CHART





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## 14 STANDING RIGGING

### 14.1 Specs

Standing rigging is 1x19 316 stranded wire.

1 – Mast

1 – boom

1 – removable babystay. Baby stay has been removed.

In line spreaders

Destinee's standing rigging was replaced in 2023

### 14.2 Foresail Furler Installation

Selden Furlex

Furling line goes to starboard



## 15 RUNNING RIGGING

The running rigging includes the following:

RIGGING	COLOUR	SPECS	LENGTH	REPLACED
Jib Sheets	Blue/white	10mm	40'	2020, 2024
Jib Halyard stbd	Green/white	8mm XLS3	60'	2020
Port jib halyard	Black/white	10mm yacht braid dacron	60'	2020
Main Sheet		10mm 3/8		
Main Halyard	pink	8mm XLS3	60'	2020
Spinnaker halyard		none		
Topping Lift		3/8 dacron	60'	2020
Downhaul		None		
Spinnaker Sheets		None		
Backstay		adjustable		
Traveller		8mm 5/16		
Vang		8mm		
Tag Lines	Green/white	12mm	50'	
Mooring lines	Navy bow and stern	3/8	15'	
	White spring		40'	



## 16 DECK GEAR

Destinee has very simple deck gear as follows



## 17 SAILS

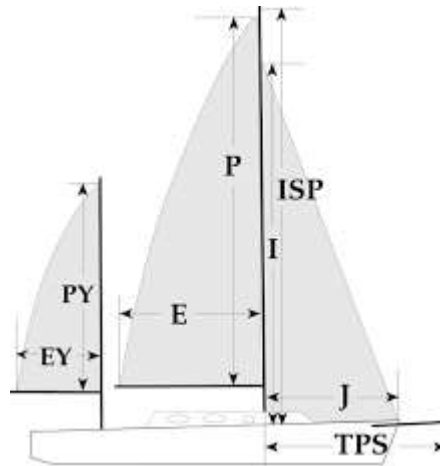
### 17.1 Definitions

J1 = genoa

J2 = smaller genoa

J3 = Jib non overlapping

- Measurements are “pin to pin”
- Sails have been stretched loosely by hand to take measurements.
- No cord measurements have been taken into account



### 17.2 Measurements

SAIL	LABEL	SAIL #	MANUFACTURER	DESCRIPTORS	FOOT	LUFF	LEECH
J1	North		North	Furling Genoa UV strip on leech	4.9m 15'6"	11.3m 36'10"	10.6m 34'11"
J1	spare		North	Old with blue UV stripe	15'5"	36'	34'2"
Main		34818	North	2 reefs	10'3"	34'9"	32'4"
Main	Spare	34818	North	CC29-2	10'5"	34'	31'11"

Spin

Destinee is not equipped for spinnaker.

### 17.3 Maintenance

This boat does not yet have a spare main sail but will once the current one is replaced. Sails are inspected for service after the masts are pulled in the fall and sent to the loft (North) for



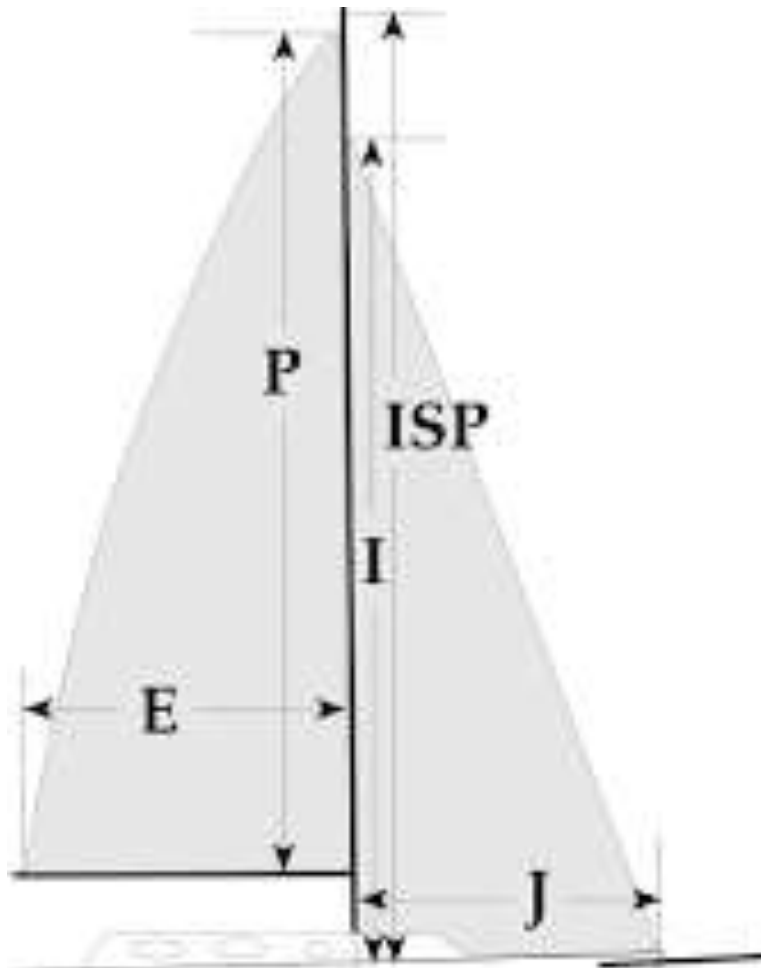
service as needed, annually. If a sail needs to go to the loft during the season, a replacement sail needs to be bent on so the boat remains in service.

#### 17.4 Sail Repair Identification Form

The Sail Repair Identification Form is an easy form to mark up exactly where and what the damage is on the sail, before it goes to the loft for repairs. Please mark the form and take a picture and send it with your email to the Lead Instructor or Boat Captain to forward to Maintenance.

Ashbridge's Bay Yacht Club 30 Ashbridge's Bay Park Road  
c/o Diane Reid 4168782677

Boat Name: \_\_\_\_\_



notes



## 18 ENGINE

### 18.1 Specs

ENGINE	2GM20F
IMPELLER	Jabsco Profile G 22799-0001-P 124223-Y2092 (yanmar part #)
FUEL	Diesel - Located under cockpit sole Yanmar 124223-42092 FK006542
FUEL FILTER	Replaced fall 2021 104500-55710, FH811814
OIL	Heavy weight diesel Filter - Sierra 18-7910-1 119305-35170 Yanmar oil 2 litres oil
PROP	Fixed
CUTLASS BEARING	Replaced in either 2017 or 2018
ENGINE HEAT EXCHANGER COOLANT	Prestone Heavy Duty Diesel Coolant
Belt – water pump	Yanmar 104511-78780 V belt M/19 FA914536 Replaced spring 2021
Belt – alternator	AX37 – 9012-2037 “Gates” – may not be Replaced spring 2021 Yanmar 25132-003700,

### 18.2 Startup Procedures

Engine should be checked every time you start the engine to head out on an adventure.

1. Isolate the master switch to OFF
2. Check raw water intake valve is open and sea strainer is clean.
3. Check there is sufficient coolant in the expansion bottle
4. Check oil is full between dipstick marks.



5. Check belt tension is sufficient. A good rule of thumb is .5" deflection over a 12" run from pulley to pulley. Check belt has no apparent wear and tear.
6. Check engine bilge contents, empty and clean it. Make note of any contents in the deficiencies log.
7. Check for obvious leaks and corrosion
8. Check for damage to electrics
9. Check sufficient fuel for the trip. There is no fuel gauge for the boat. Check when the last time was the fuel was noted in the log book to have been filled up. Give a quick estimation of how much fuel there is and if in doubt, go to the gas dock and have the boat filled up. The gas dock attendants will charge it to the Coop Program.
10. Engage the master switch to 1 to start the engine.
11. Ensure throttle control is in low throttle, pulled all the way back. Throttle is on the starboard side of the pedestal.
12. Ensure engine is in neutral. The shifter is on the port side of the pedestal.
13. Turn the key until the panel lights up. Two red lights come on. Power and low oil pressure.
14. While the engine is whistling, push the start button until the engine turns over. You may have to give it a little throttle to get it started, but she usually starts quite nicely. If she doesn't start, check neutral on the shifter and fuel in the tank. If the problem persists, call the boat Captain and make a note in the discrepancies log.
15. Check for water circulating and pumping out the side of the boat.
16. Being careful not to hit the dock, check that forward and reverse work and that then engine will stay running under load and not die. This is common on cold days. If you hear it coughing and spluttering, let it warm up some more.

### 18.3 Stop Procedures

1. Ensure transmission is in neutral
2. Push the stop button and hold it down until the engine fully stops.
3. Turn the key to off.
4. Return the key to the hook above the galley sink.

### 18.4 Winterizing

Destinee's engine has a heat exchanger. The engine is winterized each year in the fall. This includes an oil change while in the water and circulating engine antifreeze once hauled out. In 2018 the oil change was postponed to post launch 2019.



Steps to winterizing the engine:

1. Remove the sea strainer's strainer and clean it.
2. Remove the water from the sea strainer.
3. Remove the out line off of the sea strainer. This will be your pickup for the antifreeze.
4. Circulate 2 jugs of diluted antifreeze (stored on Tricanna) and then one jug of 100% antifreeze through the engine.
5. Catch the antifreeze out the stern tail pipe.
6. Remove the impeller for inspection. Replace if it looks good. If you remove the impeller, it is your job to replace it for the spring. Make a very large note in the Maintenance Log.
7. Add any leftover antifreeze to the sea strainer to keep the top gasket lubricated from drying out.

### 18.5 Service Schedule

Service	When
Heat Exchanger specific gravity test completed	Every 2 years Scheduled for coolant flush in 2020
Oil change	Late fall while in water, annually
Impeller replaced	During winterizing annually
Belt – alternator	2021 replaced
Belt – water pump	2021 replaced
Sea strainer	Cleaned out frequently....weekly, Should be inspected before every startup of engine
Stuffing Box	Repacked 2018 when new shaft was installed Inspected annually at launch
Heat Exchanger flush	2020 fall
Engine hoses	All that required replacing were replaced in march 2023
Cockpit scupper	The one that was leaking (port?) was replaced.





## 19 ELECTRICAL

### 19.1 Electrical Components

Destinee has a 12 volt DC system and a 110 AC system. Both have dedicated panels on the port side in the main salon. The master switch is located on the port side of the companionway stairs. There are two DC deep cycle batteries located in the quarter berth that serves the house system and engine. The electrical system has been upgraded a few times over the years with various modifications.

Compass Light Switch is a plunger located adjacent to blower at start panel behind wheel.

Lights include: side lights, stern light, anchor light and masthead light

#### Wiring Colour Code Base of Mast

There is an anchor light at the top of the mast, steaming light at the spreaders and side lights and stern lights at deck level. The old wind instrument wiring has been left inside the mast as a chase line.

Fixture	Colour At Mast	Colour At Boat Under Sink
Steaming Light	Red +	Yellow
	Black - joined with black anchor light	Black
Anchor Light	Red +	Red and white
	Black - Joined with black anchor light	Black

Anchor light wiring red + and black - . The wiring harness is a three strand. One has been discontinued.

Steaming Light – Green(ground), Brown and purple (faded to blue) +

Working decklight - Green (ground to be confirmed), Brown and purple (faded to blue) + (not active)COAX – removed from top of mast and located at pushpit.



## 19.2 DC Electrical Startup Procedures

1. Turn master switch to 1 or 2 (1 is for the engine and 2 is for the house system)
2. At the main panel, turn on the item you want to use.
3. If the item does not turn on, then go to the item and push/turn the power button for it. It may not come on automatically when you turn it on at the panel.
4. When shutting down the DC, turn all of the switches on the panel off first and then turn the master switch off.

## 19.3 AC Electrical Startup Procedures

The AC on the boat only supplies power to outlets while on shore power.

1. Turn off the main AC breaker on the boat and at the electrical pedestal on shore.
2. Plug shorepower into the receiver in the cockpit and then the electrical box on shore. Make sure there is enough slack in the cable to not become a mooring line, but also not fall in the water. Wrap the shorepower cable around a cleat to take the strain.
3. Turn on the breaker on the boat and on the electrical pedestal on shore.
4. Ensure AC outlets switch is on at the panel.
5. Use the outlets, but be sure not to overload them and trip the breaker. They are only good for items that draw low power.
6. When shutting down shorepower, turn off the main breakers.
7. Turn off the AC panel.
8. Disconnect the shorepower cable

## 19.4 Electrical Shorepower Charging Disconnecting and Connecting

1. Follow the steps in AC electrical startup.
2. On the AC panel, turn on the red switch to bring power to the AC panel.



3. Turn on the battery charger switch.
4. Check the actual charger to make sure that the charge light has come on.

### 19.5 Solar Panel Charging

The solar panel should be continuously charging. You can check incoming charge by looking at the little controller (grey box). If there are no lights, please file a report. The solar panel is only going to allow a tiny bit of charge. It will not recharge batteries fully while you are sailing.



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## 20 ELECTRONICS

10.1 Destinee's electronics are as follows. Manuals can be found on the shelf.

- Raymarine knotmeter and depth meter. (I40).
- Standard Horizon Explorer VHF Marine radio with DSC
- Garmin Ecomap+
- .
- .



---

## 21 PLUMBING

### 21.1 Fresh Water

Destinee's fresh water tank is located in the main salon on starboard side. It services two sinks, one at the galley with foot pump and one in the head. The boat has pressure water which services the galley and head sinks. The water system has not been used in many years. It is being brought online for launch 2019. As such, the water tank will be cleaned and flushed and the pressure water system will be investigated. At the moment, all of the taps do not turn. This may be due to negative pressure in the lines as the system has not been maintained.

The hot water tank is disabled and unsure whether it works or not. In the interim, hot water can be created through the heat exchanger on the engine. To get hot water, run the engine for 20 minutes. As of fall 2018, this needs to be confirmed.

### 21.2 Head

The toilet is maintained for active use. The holding tank is in the V berth. To use the toilet:

1. Open the water intake
2. Ensure the pump lever is in the wet bowl position
3. Add some water to the bowl to facilitate future flushing
4. Use the toilet. Nothing goes in the toilet that didn't pass through you. The plumbing is very old and easily clogged.
5. Once finished using the toilet, pump on the wet valve to flush the contents through. Pump 20 times to ensure that it has gone into the holding tank.
6. Flip the switch to dry and pump the bowl empty.

The toilet needs to be pumped out during the summer. This needs to be recorded in the Maintenance Log.

### 21.3 Winterizing

2018 winterizing found the fresh water system partially filled and filthy. It has been emptied. The fresh water system was brought back on line for 2019. Winterizing is easily done by pulling the out line off of the bottom of the tank with its quick connect.

Winterizing the toilet requires a pump out and then pumping plumbing antifreeze through the bowl and into the holding tank.



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## 22 HAULOUT / LAUNCH PROCEDURES

See Yearly Maintenance Checklist for details of what is to be done

### 22.1 Mast Setup

The mast for Destinee is painted white with a Harken furler.

### 22.2 Stepping The Mast

1. Insert spreaders ensuring they taper aft and pin them.
2. Insert cap shrouds through the forward holes in the spreader tips and tape.
3. Tape the spreader boots and cap shrouds in place for anti chafe with vinyl tape.
4. Install the mast head fly and tape the base screw so that it won't shake loose.
5. Hoist the mast with a strap pulling the hoist sling down to the lower section of the mast, preventing the lift from loading on the spreaders or damaging the steaming light.
6. Lift the mast in place being careful while lowering it into the keel step.
7. Place the plastic white partners at the base of the mast to secure it from shifting
8. Place the wood deck partners matching the profile to the mast.
9. Connect the two hooked deck collar ties to the mast with the through bolt.
10. Connect all shrouds strongly hand tight or with a few turns of the turn buckles with leverage.
11. Proceed with dock tuning.
12. Connect the steaming and anchor light electrical through the white puck on deck.



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## 23 ALARMS

There are no alarms intentionally set on any electronics. If an alarm sounds, it is sounding at a factory setting. Inspect the alarm and ensure you are not in harms way. Make a note in the deficiencies book if you think it should be adjusted and let the boat captain know.



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## 24 WHAT TO DO IF SOMETHING BREAKS

If something breaks onboard, please manage as best you can to get back to the dock safely. If you can not manage, please seek what you feel is appropriate help while on the water.

Once ashore, please:

1. Inform the boat captain of the problem
2. Make a note in the maintenance log for the next person coming to use the boat.
3. If you think the circumstances are critical and the boat should not go out, please telephone the boat captain directly or receive an email confirmation that they have the information. The boat captain will pass the info along through the online form. There is a sign on the boat that can be hung on the wash board stating "out of service".





# OUT OF SERVICE



## 25 UNDOCKING / DOCKING

These steps assume a minimum of 3 people on the boat. As always, practise makes perfect. Prudence is taken to prevent collisions and to not wrap mooring lines in the propeller.

### Undocking

Prep the crew as follows.

- Plan to motor the stern into the wind if you can.
  - Give yourself as much distance as possible to get the boat moving forward after you have backed out of the slip.
  - If needed, with outboard engines, turn the engine by hand to help facilitate turning.
  - Steer before gear.
  - Tell everyone the plan
1. Place one person at the bow lines
  2. Place one person on the windward stern line who is mobile
  3. Place one person on the engine and the leeward stern line.
  4. Cast off the leeward stern line into the tire or on the adjacent boat as it is not being used
  5. Engine in reverse
  6. Cast off the bow lines
  7. Windward stern line gets walked forward to the shrouds then dropped into the tire or on the boat adjacent.
  8. Continue backing until you have enough room in front of you to go forward and to leeward.



## Docking

Prep the crew as follows:

- Boat hook for the bow and for the windward mooring line
  - One person on the bow lines
  - One person on the windward tire mooring line
  - Ignore the leeward mooring line until last.
1. Approach the mooring, holding the boat close enough to the windward tire that the line can be picked up by the boat hook.
  2. Look at the leeward mooring tire to see where the line is to ensure that you don't have the motor in gear as you run it over.
  3. Have the bow lines person fend off to leeward and then walk to the bow to catch the bow with the handrail on the V dock.
  4. Pick up the leeward stern line
  5. Once the V dock and stern tire lines are in hand, ease the bow lines and pull back on the stern lines



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## 26 CO-OPERATIVE SAILING PROGRAM



End of Document