

Daily, on long passages, away from land, it is essential to do morning and evening deck "walk" to check that everything on the boat is well secured and in order. Look for things that are not quite right.

Deck Walk (Daily Checks)

| System | Look / Listen for |
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| Hull | Inspect bilge for water |
| | Check that there is no water anywhere below the deck |
| | Check deck and brightwork for stains |
| | Check lockers in the cockpit and saloon are free of damp and not mouldy-smelling |
| Running rigging | Visual check of running rigging for chafe especially around blocks and knots. To inspect the mast higher up, lie flat on the foredeck and use pair of binoculars |
| | All shackles and other pins in place |
| | Blocks / sheaves are not squeaky, worn or cracked |
| | Check for frayed, damaged and wrapped lines |
| | The control line of jib furling is not twisted inside the drum |
| Standing rigging | Stays are not loose (shrouds, forestay, backstay etc.) and don't have broken strands |
| | Mast straight when standing at the foot of the mast and looking upwards |
| | No fractures and fatigue around fittings, all angles equal on each side of spreaders |
| | Cotter and clevis pins are not bent or damaged |
| | No cracks on welds around the gooseneck or vang, all rivets holding boom mounts in place |
| Sails | Chafe or damage on any running sail |
| | Sail battens are not broken or loose |
| Steering | Autopilot is not squeaking / groaning |
| | Rudder bearings are not squeaking / groaning |
| | No other unusual steering noises |
| On-deck safety | Jackstays / lifelines are not loose, frayed, damaged, or stretched |
| | Guardrails, stanchions, pushpit, and bow pulpit are not loose |
| | Safety equipment is in place (horseshoe, lifering etc.) |
| | Anchor is firmly attached to the anchor chain, and not loose on board |
| Engine | Oil and Coolant levels are ok, no leakage of fuel, oil or coolant |
| | When in operation, water is coming out in regular bursts from the exhaust pipe |
| | Visual inspection of engine exterior. "Finger tight" check on engine mountings and coupling bolts |
| Plumbing | No sign of "rotten egg" odour in heads |
| | No water leaking to the toilet floor |
| | Water pumps are working and switching off when pressurized |
| | Sniff the bilge for LPG gas vapours |
| Radios | Test DSC without radiation of signals, e.g. internal loop test |
| Consumables | Log: engine and domestic batteries, fresh water, fuel tank level, if any gas bottles used. Voltage: 11.5V – fully discharged; 12.1V – 50%; 12.7V – fully charged; 13.2/4 – charging |