

Lake Lopez SLYC Sailboat Instructions

(5/23/14)

TO GO FOR A SAIL

1. Bring your own regular unleaded gasoline with you.
2. Obtain marina dock key from the small lock box to your left on the outside wall as you exit the store headed for the slips. Lock box combination is 760.
3. Board boat and unlock two lockers and cabin hatch. Lock combinations are “**7676**”. Leave all three unlocked while using sailboat. Note that your gas can and a small anchor and 150’ of line is located in the starboard locker. Have line ready in a neat coil for fast use if needed. A fuel funnel is there as well.
4. Check bilge for water and sponge dry if needed.
5. Check all standing rigging. If any shrouds are loose tighten them. .
6. Take an inventory. You should have two paddles, the anchor and line, a hiking stick, a fire extinguisher, a first aid kit, a life jacket for each person aboard, an air horn, two winch handles, a boat hook, and two dock fenders, a funnel, and a compass. Note anything that is missing or damaged.
7. Remove compass cover and leave it where it is if convenient. If you remove the compass place it securely below where it won’t bounce around during your sail.
8. Check, and if not already loose, loosen side pressure centerboard locking bolt located on port side of centerboard trunk. Crank board all the way up-then lower centerboard half way down (13 crank turns).
9. Change outboard from near horizontal to vertical position by first pulling outboard upward while tripping release lever located on starboard side of motor. Then lower outboard to lowest notch on bracket. Check fuel supply tab lever located at lower front face of motor cover. It should ALWAYS STAY IN THE MIDDLE “OPEN” POSITION. LEAVE IT THERE! Open motor fuel cap and top off with gasoline if needed from your personal fuel container. Use the funnel to carefully put gasoline into engine tank. Replace motor fuel cap and open small vent cap located on top of fuel cap. Pull out choke lever, position throttle in mid position, put shift in neutral middle position, pull starter crank, and when it starts, immediately push choke in. PLEASE-only shift gears when engine is running at a VERY LOW SPEED.
10. Remove mainsail cover and tiller cover and tiller centering lines..
11. Untie two dock fencers and stow in boat.
12. Cast off and back out of slip. Leave all four dock lines cleated to the dock, keeping two paddles close by in cockpit in case motor quits.
13. Motor into channel. **NEVER ever sail out or into the slip.**
14. Once in the channel lower centerboard to fully down position (13 more crank turns) or until you see its cable is slightly slack, then tighten side pressure locking bolt hand tight. This should keep centerboard fully extended in event of an unlikely 90-110 degree knock-down..
15. Free mainsheet; motor slowly into the wind and hoist mainsail. Turn off outboard by pushing in red safety shut-off switch. Shift motor to neutral. Raise motor to high position on bracket. Close small cap vent. You can tilt motor to close to horizontal position by pulling on lever on starboard side of motor while pulling up on back of motor if you want the propeller completely be out of the water, if not just leave it in vertical position.
16. Unfurl roller furled jib to size desired. NEVER SAIL WITH ONLY THE JIB! A wind gust could spin you 180 degrees in a split second. Sailing with only the main is fine.

HAVE A NICE SAIL

PUTTING BOAT AWAY

1. Roll up the jib. Roll it so that the jib sheet lines take about three turns around the forestay. Tie two jib sheets to the two jib sheet winches.
2. Put outboard back into proper running position. Open small vent cap. Start motor.
3. Motor into the wind and take down the mainsail and secure to boom.
4. Loosen side pressure centerboard locking bolt. Raise centerboard half up by cranking 13 turns.
5. Keep two paddles close by in cockpit in case motor quits.
6. Motor back into slip. Go SLOW! Don't depend upon putting motor into reverse, etc. to stop you. We don't want you looking backward fiddling with the motor when you should be looking straight ahead. With practice, you should be able to push the motor shut-off switch when you get close to the slip and continue to glide in, and paddle in if you have misjudged a bit.
7. Secure your four dock lines to the boat. They should be the correct length. If not-adjust them at the dock cleat end. Be sure they still run through the CENTER HOLE of each cleat and then are properly cleated. Put out your two dock fenders. Use a double half hitch to secure the fenders to the life lines-not clove hitches. You want them to stay put.
8. Leave the centerboard where it is (halfway up).
9. Close small vent cap on top of the gas cap. Shift motor into neutral. Raise motor to vertical position on bracket. Open gas cap and top off with fuel. Then tilt and click lock it close to a horizontal position.
10. Neatly flake and secure mainsail to boom. Install sail cover, and tiller cover and tiller centering lines. We want to avoid any wear and tear due to the rudder swinging back and forth.
11. Put everything neatly away. Lock both lockers and the cabin hatch.
12. Mop off the deck and cockpit as needed. Leave the mop in the cockpit.
13. Fill out boat user checklist in loose-leaf book in cabin, and write any necessary comments about any discrepancies found. PRINT your name legibly and date it. PLEASE! BE SURE TO USE THE CHECKLIST, IT ENABLES US TO TRACK AND CORRECT MAINTENANCE PROBLEMS AS THEY ARISE.
14. Return the dock key to the lock box..
15. If boat is left with any problems that prevent its use the next day, or need immediate attention call the Boat master and inform him of such.