

# PORT SAN LUIS - SLO SLOOP INSTRUCTIONS

(Revised 5/23/14)

## TO GO FOR A SAIL

Bring a working hand held VHF radio with you. DO NOT LEAVE THE MOORING UNLESS YOU HAVE THIS! AND DO NOT LEAVE THE MOORING UNLESS YOU KNOW HOW TO USE IT IN AN EMERGENCY! (Portside Marine monitors channel 12. Harbor Patrol monitors 12 and 16. Bring your cell phone as well. Portside Marine's phone # is 595 7895 Harbor District phone # is 595 5400.

1. Board boat and unlock starboard locker and cabin hatch. Lock combinations are "7676". Leave both unlocked while using sailboat. Note that a small anchor and 150' of line is located in the starboard locker-be sure it is coiled and ready for an emergency. The portable gas tank, and funnel should be there as well.
2. You should own and bring your portable gas tank filled with unleaded gas. NOTE THE OUTBOARD IS 4 STROKE DO NOT ADD OIL TO GASOLINE. IT HAS ITS OWN INTERNAL OIL RESERVOIR.
3. Check bilge and sponge dry if needed.
4. Clean off and mop up any bird residue before you set sail.
5. Stow cabin hatch and all loose gear securely below on floor by the centerboard trunk Check forward deck hatch and tighten if needed. DO NOT OPEN IT.
6. Check all standing rigging. If any shrouds are loose, tighten them.
7. Take an inventory. You should have two paddles, the anchor and line, a fire extinguisher, a first aid kit, a life jacket for each person aboard, an air horn, two winch handles, a boat hook, a whisker pole, two dock fenders, two winch handles, and a tool kit. Note anything that is missing or damaged on your "Put Away Sheet".
8. Check centerboard. It should be in the full down position as indicated by its hoisting cable being slightly slack. Check side pressure centerboard locking bolt located on the port side of centerboard trunk. Make sure it is "hand tight". (For safety reasons you do not want it to slide into the centerboard trunk in the event of a severe knockdown in rough seas). Note that we want to have Slo Sloop's centerboard in the full down position during its entire stay in the ocean.
9. Remove two winch handles from ledge behind ice chest cabin step, and place one in each cockpit winch handle pocket.
10. Change outboard to high vertical position by lifting outboard upward while pulling on locking release lever located on your left when facing the motor. Remove gas cap and top off with gas. Use the funnel, holding it above the motor far enough so you can watch it fill up with fuel, and not overflow. Put gas cap back on and keep fuel supply lever located at center of motor under the handle always at its centered open position. Now, (unless you plan to immediately motor) tilt motor back up and fully out of water; or if you prefer, for quicker access reasons keep it all the way down and vertical and just sail with it that way. If you plan to use outboard immediately go to item # 16 for further instructions.
11. Remove mainsail cover.

12. Free mainsheet, remove tiller cover and its cleated line. Keep traveler centered. It won't affect your sailing or heeling enough to make much difference.
13. Attach main halyard to head of mainsail. Remove sail ties and hoist mainsail.
14. Unsnap white mooring cable's large hook from mooring pennant metal fitting and secure it on deck. Remove mooring tag line from foredeck cleat. Cast off mooring ball and sail away on main only.
15. Unroll genoa to size desired by letting out its barrel winding line, and winching in genoa sheet line. **DO NOT SAIL ON THE GENOA ONLY SINCE A GUST OF WIND CAN SPIN YOU TO LEEWARD OUT OF CONTROL WHILE THE BOAT CAN SAIL QUITE WELL USING ITS MAIN ONLY.**
16. **IF NECESSARY TO OPERATE OUTBOARD.** Change outboard to vertical position. Then lower it to LOWER notch on bracket. Open fuel vent on top of gas cap. Keep shift lever in neutral. Pull out choke lever and position throttle at mid position. Pull starter cord and immediately push in choke when motor starts. **ONLY**-shift gears with engine running at a slow speed. If for any reason engine appears flooded and won't start in this manner, push choke lever in to closed position, put throttle in wide open position. After pulling starter cord about 10 times it should start.

**HAVE A NICE SAIL**

## PUTTING BOAT AWAY

1. Roll up the genoa before you approach the mooring. Roll it so that the jib sheet lines take a minimum of three turns around the forestay. Then pull both jib sheets pulled tight and attach by clove hitches to the winch barrels.
2. Pick up your mooring, and quickly connect the mooring float tag line to the foredeck cleat. Get your sails down. Then later snap the white mooring cable's large snap hook to the mooring pennant metal fitting. Then adjust to two feet of slack on the tag line This puts the strain on the white mooring cable with the tag line as its safety back-up. **IT IS EXTREMELY IMPORTANT THAT YOU MOOR THIS BOAT EXACTLY AS INSTRUCTED!** ( Please discuss this with us if you have any questions about this procedure.)
3. Get your sail ties in-hand. When you take down the mainsail, and secure it properly to boom. Remove halyard from mainsail and secure to lifeline and cleat it tight. Put on mainsail cover.
4. Secure mainsheet, coil it and hang it up to dry.
5. Securing the outboard (if used). Leave centered fuel supply lever alone. Close vent on top of gas cap. Raise motor  
to highest vertical position on bracket then tilt and click lock-it to a horizontal position.
6. Remember to leave centerboard in full down position.
7. Put tiller cover on and secure tiller in mid position with cleated line. Make this as tight as possible so rudder doesn't work back and forth while boat sits at mooring. Mop off the deck and cockpit as needed. Leave the mop in the cockpit.
8. Put everything neatly away. Put two winch handles back on shelf behind the ice chest. Sponge up any bilge water.
9. Sponge up any bilge water.
10. Fill out boat user checklist in loose-leaf binder in cabin, and write any necessary comments on discrepancies found. Print your name neatly and date it.
11. Lock both lockers and cabin hatch. Check forward deck hatch and tighten if needed.
12. If boat is left with any problems that prevent its use the next day, contact the Scheduler and Boat Master and inform them of such. If you can't reach either of them, call our Commodore.