

# PDQ

Skipper: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

## Departure Checklist

- Check boat for damage. If any, note in blue sheet
- Check fuel level (open gas can vent)
- Start/warm up engine
- Attach life ring/sling to stern

### **Crew Safety Briefing:**

- Location of safety equipment (in cabin, **port side**), boat pole (in cabin, **starboard side**)
- Life jackets (PFDs) are on everyone before leaving dock
- Hand for self, hand for boat
- Helmsman be aware of surroundings *at all times*
- Overboard: shout, point, litter – tell crew to not touch the lines until instructed; person who sees overboard points until person is actively being pulled back on board

## Arrival Checklist

- Outboard motor is run dry of gas, lifted out of water, tilted forward (as appropriate)
  - Close gas can vent
- Sails and equipment covered
- Main halyard re-attached to boom end or starboard life line
- Lines and sheets coiled and hung
- Detach life ring/sling from stern and stow in cabin
- Fenders (3) attached on dock side: one at midship (beam), one three forward of midship and one three feet aft of midship, bottom of fender just touching water; 4<sup>th</sup> fender on non-dock side at midship
- Winch handles in sink
- Rinse hull

### **Below deck/Galley/Nav table:**

- “Crumbs” and trash emptied
- Personal items removed
- Light switches off

**Complete green sheet and pay for fuel, with either cash or Venmo. (\$10 for gas)**

**For Urgent Boat Issues, call: 253-383-1774.**

You will reach a staff member on call.

**Do not call anyone else directly. You will be re-directed to this number.**

## *PUGET SOUND SAILING CLUB*



### **PROCEDURES FOR MARTIN 242 “PDQ”**

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**SAFETY EQUIPMENT** – The following equipment is located in the cabin.

**In white tub, port side:**

- Flares
- First Aid/Band aids
- Horns
- Winch Handle
- Manual Bilge Pump

**Attached to port wall:**

- Fire Extinguisher

**On seat, port side:**

- Horseshoe Safety Buoy

**On Starboard side:**

- Boat hook

### **WHAT TO DO BEFORE YOU ARRIVE**

- Check local marine weather, tide conditions and tidal currents.
- Tell a responsible person where you are going and when you'll return.
- Approaching the marina and dock, look for indicator signs of existing winds and currents

### **WHEN YOU FIRST ARRIVE**

Inspect boat for condition and note setup of lines, rigging, etc.

- Dock lines: 2 bow, 1 stern, 1 forward spring, 1 aft spring. Remember: dock lines **remain on the dock**, unless you know you will need them during your outing.
- Fenders: at least 3 correctly placed to protect hull and securely tied

- Tiller: bungeed port and starboard to prevent excess wear on rudder
- Check hull, deck and rigging for any signs of damage or unsafe condition

Remove tarp (in rainy season).

- Remove companionway cover and unlock companionway. Stow all below.
- Stow tarp below.
- Remove and store below the mainsail cover, tiller bungee and cover, and motor cover.

### **ENGINE: unleaded ethanol-free gas**

**Pivot the engine** to the full vertical position by first pulling motor slightly up and forward while pulling up on the small lever on starboard side of motor and then rotating the motor back toward the vertical. Rotate motor to the vertical position before connecting external fuel tank fuel line to make it easier to attach.

**Lower the engine:** Lower the motor toward the water using the rope handle on the slotted lever on motor mount. Be sure the propellor is fully immersed in water, by pushing bracket all the way down in the lowest position. If it is not, the motor could over heat, so this is VERY important. (The motor pulls cooling water in through the bottom of the motor shaft).

**Attach fuel line:** See next page

### **Start the Motor:**

- Be sure engine is in neutral and the throttle rotated slightly into the START position.
- Pull out the choke, for first start of the day and if engine is cold. (If engine is warm, usually there is no need to use choke.)
- Double check that the cut-off switch clip which is on a red lanyard is pushed tightly behind the cut-off button.
- Pull the starter cord sharply while maintaining a tight grip on the starter cord handle.
- Once motor is running, push choke back in *SLOWLY, let motor run at high RPM for a few seconds to warm up*, then turn throttle down and allow engine to continue warming up.
- Check to make sure **motor is pumping water out of the back of the motor. IF NOT, SHUT MOTOR OFF AND CALL THE OFFICE.**

If engine doesn't start, it is usually because fuel vent cap on tank is not open or the cut-off switch clip is not in place. Other causes: fuel line plug is reversed, fuel line is reversed end-for-end (check fuel bulb, arrow should point toward engine). Another cause: choke is out and engine is warm. Repeated pulling can cause carburetor to flood.

## FUEL TANK/GAS CAN:

Plug the fuel line into the motor – the rectangular guide pin must go in the guide pin hole on plug. (Listen for the “click”.) Loosen the vent cap on top of the external tank (tank is in port cockpit locker) and squeeze the primer bulb.



NOTE: During colder weather when the heater is on in the cabin, for safety reasons, the fuel tank (gas can) will be kept in the cockpit. This separates the fuel from an ignition source, i.e., the heater. Be sure to **CLOSE VENT CAP AFTER USE**, so that water does not get into the fuel tank. The fuel line may remain attached to the motor.



## SAILING

- Make sure boat is head to wind before hoisting the main so that sails will luff and you can hoist completely. **Keep motor running** slowly in gear to maintain steerage.
- Before raising main.
- Shackle main halyard to head of main. Loosen mainsheet, cunningham and boom vang before hoisting mainsail. Check that reef lines are slack.
- Remove sail ties and raise main. You can use the starboard jib sheet winch to hoist the main if more leverage needed, but make sure the main slides are running free and not bound up, otherwise you could damage the sail by using winch.
- Once sailing under main, shift motor into neutral and SHUT DOWN by pushing the “kill” button.
- To unroll the jib, ease the jib furling line as you pull the leeward jib sheet. You want sail to luff while unrolling.
- To roll up the jib after a sail, keep a little tension on the jib sheet while pulling in the furling line. If there is more than a corner of sail left unrolled, the sail is rolled too tight and you will need to unroll it and try again.

## RETURNING TO THE SLIP

- Ensure fenders are tied securely and in a position to protect the hull during docking.
- Return to the slip from which you sailed.
- Secure boat with bow lines and stern line.
- Slip spring lines on to bow and stern cleats, checking that the lines are **tight enough to prevent the boat from springing forward into the dock.**
- Attach main sail halyard to aft end of boom and snug up.
- With motor still running, **disconnect fuel line** to clean out carburetor. Run motor until it runs out of fuel and shuts off. Once engine shuts off, raise motor with bracket. Tilt motor so prop is out of the water. Close tank cap vent
- Empty Porta Potti if you have used the head.
- If lights have been turned on make sure they are switched off.

## ELECTRICAL, PORTA-POTTI,

- The **running and steaming light** switches are located on the port, aft side of the bench in the cabin. Flip right to turn the lights on, flip left to shut them off.
- The **porta-potti** is under the center seat. TP and chemical are on the shelf. If you use toilet you must empty the holding tank at the end of the day. Disconnect the bottom (holding tank) and dump it in the Sanican at the end of the dock. Reassemble and add some chemical in the holding tank.

## CLOSING BOAT FOR THE DAY

- Hose boat off and clean interior.
- Put covers back on: mainsail, tiller, hatch. Bungee tiller to one side.
- Put tarp over boat (rainy season) UNDER BOOM.
- Lock up hatch and ensure you leave no footprints or trash inside or out.
- Use Venmo or put \$10 in the Check Out Form envelope and note on the checkout form if any **problems** occurred during the sail or any **deficiencies** were noted.

## THE FINE PRINT

**Failure to empty the holding tank or leave the boat in the condition you found it will result in a \$75 fee as specified in the member contract.**

**FAILURE TO REPORT LOST ITEMS OR DAMAGE TO BOAT WILL RESULT IN FORFEITURE OF YOUR CLUB SECURITY DEPOSIT.**

**Lost key fee is \$50.**

**THANK YOU AND HAPPY SAILING!**