

Sea Fever

Skipper: _____ Date: _____

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
- Call 911 (how to use phone's GPS locator)
- 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
 - 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, near center, bottom of fender just touching water
- Winch handles put in cooler
- Rinse hull

Below deck:

- “Crumbs” and trash emptied
- Life jackets stowed (as appropriate)
- Personal items removed
- 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.



PROCEDURES FOR CAPRI 22 “SEA FEVER”

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

In cooler:

- Flares/Flare guns
- First Aid/Band aids
- Horns
- Winch Handles
- Bilge Pump handle (Also use bucket)

On seat, port side:

- Horseshoe

On wall, port side:

- Fire Extinguisher

In cabin, 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: 1 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.
- Tarp (in rainy season): bungeed to protect cabin top (over the boom since this boat has a cloth tarp).
- Tiller: bungeed or tied port/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).

Unlock companionway. Stow below.

Stow tarp below.

Unlock port fuel tank locker. Keys should be in blue envelope in cooler/step.

Remove and store below the mainsail cover, plus tiller bungees/ties and cover.

Turn off heater (if in use during the rainy season) beginning at the shore power breaker.

Stow cord with heater below.

ENGINE:

Pivot the engine to the full vertical position by first pulling motor slightly up and forward while the motor is in forward gear, and then rotating the motor back toward the vertical. Always rotate motor to the vertical position before connecting external fuel tank fuel line to avoid breaking the fuel line. And never tip motor up while fuel line is connected.

Lower the engine: When raising and lowering the motor you should have the motor in a vertical position (it should NOT be tilted or rotated up).

START THE MOTOR:

1. Plug the fuel line into the motor, **be careful to get the GUIDE PIN in the GUIDE HOLE**. Listen for the “click.” If no “click,” you may have the plug reversed.
2. Loosen the **vent cap** on top of the external tank and squeeze the primer bulb several times.
3. Check that the engine is in neutral and the throttle is rotated into the **START** position.
4. Pull out the choke, for first start of the day or if engine is cold. **If engine is warm, do not use choke**. Turn throttle to **RESTART**.
5. Pull the starter cord slowly until you feel the starter engage, then pull hard and fast to crank the engine. Maintain a tight grip on the starter cord handle. Allow the rope to return slowly. Repeat (a few times) until motor starts.
6. Once motor is running, push choke back in slowly, and allow engine to warm up.
7. 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 line plug is not connected properly, vent cap on tank is not open, or clip on red lanyard is not in place. Other causes: fuel line is

reversed end-for-end (check fuel bulb, arrow should point toward engine); choke is out and engine is warm. Repeated pulling can cause carburetor to flood.

If engine floods, push in the choke knob. Wait a while (this can be as much as 30 minutes for carburetor to clear of excess fuel), then continue to crank engine for starting.

Gear Shifting: The outboard has three gear shift position: Forward, Neutral, and Reverse. Reduce the throttle speed to idle speed before shifting gears. Always shift the outboard into gear with a quick motion.

Stopping the Engine: Reduce engine speed and push the red stop button.

BATTERY

- The battery is on the starboard side in the cabin. The switches operate exactly what they say: cabin, anchor and running.
- When **motoring at night**, use a combination of the running light and anchor light. The anchor light acts as the steaming light.



- MAKE SURE SWITCHES ARE SHUT OFF WHEN NOT IN USE.

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, tighten the backstay. This should be loosened after you are through sailing for the day.
- The main halyard is already tied to head of main (on this boat). Loosen mainsheet, cunningham and boom vang before hoisting mainsail.
- Remove sail ties. Use the starboard cabin top winch to hoist the main.
- Once sailing under main, shift motor into neutral and SHUT DOWN by pushing the red “kill” button.
- To unroll the jib, ease the jib furling line as you pull the leeward jib sheet. **Keep light tension on the jib furling line to control speed of unfurling and to avoid line fouling around drum.**

- 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.

REEFING: There is one reef line for both Reef 1 and Reef 2.

The reef line is attached at the end of the boom and run through the respective cringle for either Reef 1 and Reef 2, as needed. To change reefs, the bowline must be untied from the aft end of the boom (green circle), run through the appropriate cringle (red circles) and reattached to the boom, green circles.



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 and stern line.

Tie on spring lines, checking that the lines are **tight enough to prevent the boat from springing forward into the dock**

POST SAIL PROCEDURES

While engine is running, disconnect fuel line to empty 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. GEAR MUST BE IN FORWARD POSITION TO TILT MOTOR. Close tank cap vent and stow fuel line inside port fuel locker.

PORTA-POTTI

- The **porta-potti** is under the V-berth seat. TP is in the hanging bag and holding tank chemical is in the bucket. If you use the Porta Potti, you must empty it. Disconnect the bottom and dump it in the pump-out tank at the end of the dock. Add some chemical in the holding tank and reassemble.

Empty porta-potti holding tank, if you have used the head.

BILGE PUMP

- The **bilge pump** handle is located in the cooler/step. To access the bilge pump, lift the plastic cover on the starboard side in the cockpit. Insert handle and pump up and down to pump the bilge.

CLOSING BOAT FOR THE DAY

- **Empty Porta Potti, if used.**
- Hose boat off.
- Put covers back on: mainsail, tiller.
- Bungee/tie tiller.
- Put tarp OVER the boom (rainy season).
- Lock up hatch and fuel locker.
- Ensure you leave no footprints and trash inside or out.
- Use Venmo or put \$10 in the Sign Out Form envelope
- Note on the Sign Out Form if any problems occurred during the sail or any maintenance issues with the boat.

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!