

## CAPRI 25 “SYZYGY”

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**



### **DETAILED PROCEDURES FOR CAPRI 25 “SYZYGY”**

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

**In white tub, port side:**

- Flares/Flare guns
- First Aid/Band aids

**Under seat, port side:**

- Manual Bilge Pump (Also use bucket)

**In sink:**

- Horns
- Winch Handles

**Attached to port wall**

- Fire Extinguisher

**On seat, port side:**

- Horseshoe Safety Buoy

**Attached to wall, 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
  - Tarp (in rainy season): bungeed to protect from cabin top leaks (under boom)
  - Tiller: bungeed port and starboard to prevent excess wear on rudder post
  - 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.
- ✓ Unlock cockpit lockers.
- ✓ Remove and store below the mainsail cover, tiller bungees and cover
- ✓ If heater in use, shut off shore power at shore power breaker and store extension cord below

## ENGINE: Unleaded ethanol-free gas

LOWER ENGINE INTO WATER. It should already be vertical. Lower the motor toward the water using the handle on the slotted lever on motor mount (see circle). Make sure the bracket is all the way down in the **lowest** position when operating the engine. If it is not, the engine could over heat, so this is VERY important. (The engine pulls cooling water in through the bottom of the drive shaft).



CONNECT EXTERNAL FUEL TANK: Plug the fuel line into the engine, **being careful to align the guide pin” with the guide hole in the connector hose**. Listen for the “click”. If no click, you may have the plug reversed. Loosen the **vent cap** on top of the external tank and squeeze the **primer bulb**.

TIP: Use your foot on the white handle to push the lever down, and then again to release it.



**START THE MOTOR:** Check that the engine is in neutral and the throttle is in **START** position. Pull out the choke for first start of the day and if engine is cold. (If engine is warm, usually no need to use choke.) Pull the starter cord sharply while maintaining a tight grip on the starter cord handle. Once motor is running, push choke back in slowly, turn throttle up slightly, if necessary, and allow engine to warm up. Check to make sure **water is pumping out of the back of the engine**. **IF NOT, SHUT ENGINE OFF AND CALL THE OFFICE.**

**NOTE:** If you are having **problems starting the engine or it does not continue** to run once started, check the following:

- 1) Connector is firmly attached to the engine port (connector), as air might be getting sucked into the line;
- 2) If the engine is already warm, that the choke is not pulled out (it will cause flooding). Only waiting until gas in carburetor evaporate will work. 10, 15, 30 minutes?
- 3) There is fuel in the gas can in the port lazarette/locker
- 4) There is no kink in the fuel line;
- 5) The switch for the engine internal fuel tank has not been accidentally switched on. (it can have carburetor-clogging sediments in it). It should be in the **EXTERNAL TANK** position turned abeam to port.
- 6) Double check that the black clip-on red cord is pushed tightly behind the shutoff button.

## LIGHT SWITCHES (ELECTRICAL/BATTERY)

**Electrical switches** are located in the cabin, on the port side below companionway.

- Cabin lights – for the two interior lights
- Running light – for the bow red/green and white stern “restricted visibility” or night lights

**There are no steaming or anchor lights, as this boat is intended for day use only.**



## PORTA-POTTI

- The **porta-potti** is under the center V-berth bench. Toilet paper and handwipes are in “emergency box.” If you use the porta-potti (toilet), you must empty it at the end of the day.
- Disconnect the bottom and dump it in the Sanican (at pump out station) at the far end of the pump out dock, where you first enter the marina.
- When done emptying, reassemble. No need to add chemicals or water.



## SAILING

- Make sure boat is head to wind before hoisting the main so that sail will luff and you can hoist completely. **Keep engine running** slowly in gear to maintain steerage.
- Tighten the backstay. This should be loosened after you are through sailing for the day.
- 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. Hoist by hand. You can use the starboard cabin top winch to tension the main, if 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 engine into neutral and SHUT DOWN by pushing the red “kill” button on the side of the motor facing you (toward boat).
- Only then, unfurl jib. To unroll the jib, ease the jib furling line as you pull the leeward jib sheet. You want sail to luff a little 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 the sheets can't be rolled a couple turns around the furled sail, 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.**

## **POST SAIL PROCEDURES**

With engine running, disconnect fuel line to clean out carburetor. Run engine until it runs out of gas and shuts off. Once engine shuts off, raise engine with motor mount lever, keeping the **motor vertical (prop out of the water)**. Close the tank cap vent.

Ensure jib sheets are wrapped a couple times around furled sail and that jib sheets are cleated tight on both sides (this helps prevent accidental unfurling during a wind storm).

Loosen backstay tension.

Main halyard should be shackled to end of boom. Tighten main sheet to secure boom.

**Empty porta-potti if you used it**

**Check that electrical switches are turned off.**

## **CLOSING BOAT FOR THE DAY**

- Hose boat off – hull, cockpit and deck.
- Wipe down interior and remove trash, crumbs, footprints, etc.
- Again, **empty holding tank if you have used the porta-potti.**
- If you found a heater running at beginning of day, reconnect shore power cord, turn on heater to medium heat/fan and be sure heater is in an unobstructed position on cabin deck
- Put covers back on mainsail, tiller, hatch.
- Tie tiller in place so it does not “swing.”
- Lock up hatch and cockpit lockers and again ensure you leave no footprints or trash inside or out.
- Put tarp over boat (October-April).
- Use Venmo or put \$10 for gas in the envelope in box by office, and note on the checkout form if any **problems** occurred during the sail or any **deficiencies** were noted.
- Return Boat Envelope to office box.

## **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 MAY RESULT IN FORFEITURE OF YOUR CLUB SECURITY DEPOSIT.**

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

**THANK YOU AND HAPPY SAILING!**