Operational Checklist for Rhodes

READ and UNDERSTAND ALL OF THIS BEFORE OPERATING THE RHODES

Upon arrival, inspect the boat, rigging and sails for damage.  Report damage immediately by phone to the **ASA Sailing Coordinator (859-338-7939)** or **HARBOR MASTER (304-541-9356)**.  Failure to do so will result in YOU being charged for fixing damage reported by the next user.

BOARDING:

·         Cabin hatch lock on RHS; key is in lazerette stuck in white battery box on starboard.

 Securely replace it in its hole in the battery box immediately upon unlocking the hatch.

 Additional keys are in port locker on MMII

·         Put hatch boards on V-birth to avoid damage

·         Check rigging for tightness

STARTING ENGINE: (this is a 4 cycle engine; do **NOT** add oil to the gas)

·         The gas tank is on port side beneath cockpit seats. It does NOT have vent cap

. Be sure you have gas. Add only NON-ETHANOL FUEL.   Fuel is available at Marina

. Pump pressure bulb on gas tank

·         PLACE GEAR SHIFT IN NEUTRAL

·         Be sure kill plug on RED CORD is attached to kill switch on the front of engine

·         LOWER ENGINE INTO WATER so that the lower unit is covered by water.   Leave the

 engine in the water when finished using the boat

·         Straighten rudder (put tiller sleeve in cabin)

·         Set choke and throttle.  Pull Tee Handle smoothly and quickly. Adjust choke and throttle

 as needed for warm up. The choke is on the front of the engine; throttle on engine tiller

·         Check to see that there is turbulence in water above the prop; this is cooling water. If

 **NOT**, **shut the engine off** and report situation to one of the two phone numbers above.

LEAVING SLIP:

·         Check that furling lines, halyards, and mainsheet and jib sheets are in working order

·         Secure dock lines on board.  Pelican loops must be hung off bow pulpit.

·         Store fenders in cabin

HOISTING and STRIKING SAILS:

·         Start engine

. Head directly into the wind

·         Unfurl mains’l. Be sure the furling line is released so the sail will come out of the mast.

. THEN RELEASE THE TOPPING LIFT FROM THE BOOM

·         Come VERY SLIGHTLY OFF WIND and unfurl head sail; be sure furling line is released

·         Stop engine by PULLING THE KILL PLUG FORK OUT OF THE KILL BUTTON or just

 PUSH IT IN very hard

·         After the engine stops, REPLACE THE KILL SWITCH FORK if removed so that the

 engine can be re-started at a moment’s notice.

·         To STRIKE SAILS, turn MOTOR ON and come INTO THE WIND

* Furl HEAD Sail keeping slight tension on jib sheets so the sail wraps tightly on foil
* Put 3 wraps on furled sail, and secure jib sheets tightly
* ATTACH TOPPING LIFT BEFORE STRIKE MAINS’L
* Furl Mains’l buy keeping TENSION ON BOTH lines so the sail wraps tightly on foil
* Furl both sails BEFORE COMING INTO THE SLIP or MOORING BALL.

COMING INTO THE SLIP or MOORING BALL:

·         Engine should already be running before striking sails.

·         Deploy fenders over the side (generally two) off hand rails on cabin

. Have at least one free fender on deck for quick use.

·         Put engine into neutral when approaching dock/mooring ball; the boat will coast for a

 considerable distance.

·         Have CREW FORWARD AND AT STERN to handle lines to be slipped onto horn cleats

 on dock and to FEND OFF the boat from collision with dock.  Fenders in-hand should

 be used.

·         In slip, adjust docking lines to secure boat: TWO off the bow, and at least ONE off the

stern.  Attach WHITE SPRING LINE from bow to stern cleat on pier.

Have the BOW AT LEAST 2 FEET AWAY from the front of the dock.

. Hang horizontal fender off the wench to absorb shock with dock

·         Once secured to the dock, DETACH fuel line from engine and let the engine stop from

 fuel starvation.  Leave the engine in the water.

·         Hang all lines and halyards off of boom or bow pulpit as needed.

·         Install tiller sleeve and secure the tiller toward side of the boat with spare stern line

. Place cover back on engine and secure so it won’t blow off

·         Wash deck and cockpit down with buckets of lake water and deck brush.  Supplies in

 lazerette

·         Tidy up the cabin by placing equipment back in proper location:  store life vests in

 container; place winch handles, tools, and other items in proper storage bins.

·         Do NOT leave any paper material in boat that is NOT in a sealed bag.  Paper will absorb

 moisture that then damages the boat’s interior.

·         REMOVE all TRASH

·         Put ALL cushion up on their edge to let air reach BOTH top and bottom sides to prevent

 mildew.

·         Install hatch boards, **LOCK THE BOAT (you don’t need key; just push lock in).**

MISCELLANEOUS:

·         When rafting up to other boats or temporary dockage:

1.    Have lines and fenders ready in appropriate locations

2.   Be sure that your spreaders do not interfere with the other boat(s)

3.   Do NOT let boats rub against one another or the dock as TOE RAILS are easily damaged along with boat hulls.

·         If you have a problem or damage the boat, call the ASA Sailing Coordinator or Harbor

 Master immediately (see top of these instructions).  Leave a message if no one answers.