

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.

****If you are **NOT FAMILIAR WITH THE BOAT**, take pictures of the lines securing the boat and tiller so you will put it to bed correctly upon return from your sail.

BOARDING:

- Cabin hatch lock on RHS; key is in lazarette 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
- Place cushion flat on benches in cabin
- Store hatch boards under cushions on benches to protect them
- Check rigging for tightness

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

- Open vent cap on top of gas can and perhaps loosen the filler cap.
- Add only NON-ETHANOL FUEL if gas can is near empty. The engine will NOT use much fuel in a days' time.
Fuel is available at Marina
- Connect fuel line to the engine if it has been removed
- **PLACE GEAR SHIFT IN NEUTRAL**
- Be sure kill plug on **RED CORD is attached** to kill switch on the front of engine
- If not in the water, LOWER ENGINE INTO WATER so that the lower unit is covered by water. It is best to **leave the engine in the water** upon return from your sail.
- Straighten rudder (put tiller sleeve in cabin)
- Pump pressure bulb at least 7 times. Check throttle to be sure it is on START, NOT WARM START unless the engine has already been used that day. Pull Tee Handle smoothly and quickly. If it doesn't start after several pulls, put on a CHOKE, pump bulb and pull chord again as needed.
- Once engine is running, **check pee hole in back of engine** to be sure water is coming out of the engine cooling system. If **NOT**, shut the engine off and report situation (telephone 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 or on deck after leaving slip so you **DON'T LOOK LIKE A ROOKIE!**

HOISTING SAILS:

- Start engine
- Head directly into the wind
- Unfurl mains'l by pulling on the OUTHAUL LINE (blue color at end of boom). Be sure the furling line (BLACK LINE on boom) is released so the sail will come out of the mast.
- THEN RELEASE THE TOPPING LIFT FROM THE BOOM if you so desire. You will most like have to ease the mainsheet to allow the boom to rise in order to release the topping lift
- Come VERY SLIGHTLY OFF WIND and unfurl head sail; be sure furling line (BLACK LINE coming back to the cockpit) 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.

STRIKING SAILS:

- **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 furling MAINS'L**
 - Furl Mains'l by keeping **slight TENSION** on outhaul line (Blue line) as you **pull on the FURLING LINE** (Black line) so the sail wraps tightly in the mast.
 - 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, and one off port side if coming into slip
- 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: With the boat loosely secured to dock with stern and bow line, run the **WHITE SPRING LINE** from bow cleat to stern cleat on pier and adjust so that the **BOW IS 2 FEET OFF THE DOCK**. You will have to re-adjust the bow and stern lines after securing the spring line.
- 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. **DON'T LEAVE** lines laying on seats, cockpit, deck, or cabin as they collect dirt and leave "rust" on the gelcoat
- Install tiller sleeve and secure the tiller toward side of the boat with spare stern line
- Wash deck and cockpit down with buckets of lake water and deck brush if needed. Supplies in cockpit locker
- 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 spreaders on 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.**