

READ and UNDERSTAND BEFORE OPERATING THE CRSA CATALINA 22

Upon arrival, inspect the boat, rigging and sails for damage. Report any damage to the ASA Sailing Coordinator (502-544-1472) or HARBOR MASTER (859-893-6774). 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.

BOARDING: Lock combination is 2772 (CRSA on your phone)

- Put hatch boards under cabin cushions and stow rudder cover.
- Check rigging for tightness and ensure both halyards are clear (ALWAYS DO A PHYSICAL CHECK)

STARTING ENGINE—when you first arrive to let it warm up.

- Check **fuel level** in tank. Fuel is not included in the donation fee. Add only NON-ETHANOL gas that is available at the Marina and don't add oil to the gas, it's a 4-cycle. Motor will NOT use much gas under a normal day's use
- Loosen the vent cap on fuel tank, and perhaps the entire cap on warm days.
- Be sure the fuel line is securely attached to the engine. For the 5 hp Mercury, it has a small valve on the port side of the engine toward the back. Rotate it down to operate.
- Be sure the kill switch **Red plastic fork** is in place on the engine.
- **LOWER ENGINE INTO WATER** so that the lower unit is covered by water, if not already.
- Straighten rudder so it does NOT hit engine propeller.
- Pump pressure bulb on gas tank about 5 times or until hard, though it may not feel hard.
- Set choke (probably just half way on mild to cold temp days) and throttle. The choke is on the front of the engine; throttle on engine tiller.
- Pull Tee Handle smoothly and quickly. Engine should start by the 4th pull. If NOT, pump the bulb again and on mild to warm days turn choke OFF AND pull the Tee Handle several times to start
- If it doesn't start, it has probably been flooded. Let the engine sit and try again.
- Once engine is running, adjust choke and throttle as needed for warm up.
- **Check to see that COOLING WATER IS COMING OUT THE PEE HOLE on the back of the engine.** If not, it will overheat so **SHUT THE ENGINE OFF and report the situation** to phone #'s above.

PREPARING TO DEPART SLIP:

- Remove line & mainsail cover and stow cover & line in cabin
- Hank jib onto forestay and secure to deck with bungee cords (located in the cabin) so it does NOT blow off boat while departing slip. Attach jib shackle to the bow chain plate directly.
NOTE: 110% jib for winds > 12 knots; 150% performance jib for winds < 10 knots
- Be SURE keel is in the UP POSITION (in the cabin, under the companion way, check the winch by turning to the RIGHT until it stops)
- This boat has a "kick-up rudder" - be sure it is all the way down. To lower the rudder if necessary, back off the rudder lock handle **BE CAREFUL AS THERE IS NO STOP ON THIS MECHANISM** – straighten the rudder and retighten the rudder lock handle.

LEAVING SLIP:

- Secure dock lines on board. Pelican loops can be hung off bow pulpit and life lines
- ALWAYS THOTTLE DOWN THE ENGINE TO IDLE BEFORE SHIFTING GEARS

- MOVE SHIFT LEVER WITH A QUICK, POSITIVE FORCE. DO NOT GENTLY SLIDE INTO GEAR as this wears the gears.
- DO NOT LET the engine propeller come in contact with the rudder!
- Once out of the slip **LOWER THE KEEL COMPLETELY** (turn the winch to the left until slack).
- Store fenders in plastic bin in cabin to prevent loss overboard while sailing and dirt on cushions

HOISTING SAILS: TURN INTO WIND then...

- Raise the mainsail THEN RELEASE THE TOPPING LIFT FROM THE BOOM
- Come **VERY SLIGHTLY OFF WIND** and deploy the jib
- Stop engine by PULLING THE KILL FORK OUT. Then, **REPLACE THE KILL SWITCH FORK**

STRIKING SAILS—Always take down sails before coming into the slip or mooring ball

- **To STRIKE SAILS**, turn MOTOR ON and come into the wind, drop jib and bungee it.
- **ATTACH TOPPING LIFT BEFORE STRIKE MAINS'L**: Flake mains'l sail over the boom AS IT IS LOWERED, with battens laying on top of the boom, and secure with bungees then sail cover

RETURNING TO SLIP or MOORING BALL:

- **RAISE THE KEEL BEFORE ENTERING THE SLIP.**
- **For the slip**, deploy fenders over the side (generally two on dock side and one mid ship on PORT SIDE) off the stantion bases 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 a while.
- Use **HARD BLIPS OF THE THROTTLE WITH ENGINE IN REVERSE to slow or stop the boat**
- Have CREW FORWARD AND AT STERN to handle lines to be slipped onto horn cleats on finger pier and to FEND OFF the boat from any collision using boat hook or fenders in-hand.
- **In slip**, adjust docking lines to secure boat to finger pier: **TWO** off the bow, and **ONE** off the stern. TIE APPROPRIATE **FIGURE 8 KNOTS on the pier cleats**. **Coil the bitter ends of the dock line; DO NOT continue to wrap them around the cleat.** Have the **BOW AT LEAST 2 FEET AWAY** from the front of the dock.
- Adjust fenders on side of boat so the boat doesn't bang finger pier.
- **Leave** the engine and the rudder down. **KEEP FUEL LINE ATTACHED TO ENGINE.**
- **Hang all** lines and halyards off of boom or bow pulpit as needed. **DO NOT LAY LINES ON DECK OR COCKPIT**; they collect dirt and "rust" the gelcoat.
- Install tiller sleeve and secure the tiller away from propeller, in neutral position with spare line.
- If dirty, wash deck/cockpit down with buckets of lake water and deck brush.
- Tidy up the cabin placing life vests, winch handles, and tools where you found them.
- **Do NOT** leave any paper in boat that is NOT in a sealed bag—it molds. **REMOVE all TRASH!**
- **Place ALL cushions in cabin up on their edge** to let air reach **BOTH** tops and bottoms
- If on a MOORING BALL, **PUT ALL FENDERS INSIDE CABIN.**
- Install hatch boards, **LOCK THE BOAT, CLOSE THE GAS CAP.**

MISCELLANEOUS: DO NOT JUMP OVERBOARD WITHOUT THE SWIM LADDER LOWERED.

- 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) spreaders
 3. Don't let boats rub against one another or the dock as TOE RAILS are easily damaged along with boat hulls