

# Catalina 22

## **Safe** and best practices book

**Green font** are safe practices that have the intent to create a safe and healthful environment for skipper and crew. Safe practices are no less important than any of the club's Sailing Terms of use. All other content is considered a best practice with the intent of offering a more enjoyable sailing experience for all members of Community Sailing

*This book includes Hurricane and Tropical Storm Emergency Action Plans*

# Before setting sail

**Bold Items *are not supplied by the club*** and the skipper is to:

- Contact** other members of the Club's Catalina 22 Fleet of the plans to use the boat days in advance
- Ensure that everyone on board has a **Life jacket**
- Make everyone on board aware of how to hail the Coast Guard or other vessels for emergency assistance (i.e. **Marine Radio**)
- Make everyone aware of a **First Aid kit** on board
- Ensure enough **fuel** for the day's trip out and back. Be prepared to top-off the the engine's **fuel** tank upon return. Use **ethanol-free, 87 octane** (available at the Exxon on Garden St).
- Be familiar with **shallow and restricted** areas of sailing. TSC isn't responsible for the accuracy nor the availability of the provided link:

<http://fishing-app.gpsnauticalcharts.com/i-boating-fishing-web-app/fishing-marine-charts-navigation.html#14.75/28.5914/-80.7248>

- Make everyone on board aware of the ladder's location
- Prepare not to sail after dark. The club's Catalina 22 has no running lights, making it not only illegal, but it is against the terms of Club Sailing
- Ensure that anyone operating the outboard is wearing the kill switch lanyard
- Review the logbook, kept below for any issues reported by any previous users of the boat!

# Rigging jib and mainsail at the dock

**Anyone on the foredeck must have a life jacket on!**

- Hank, tack and secure jib-sail to foredeck before making your way to the sailing area
- Run the jib-sheets around the OUTSIDE of all mast-shrouds and through the sheet blocks on the port and starboard sides of the vessel. Add stopper knot to each end of the jib sheets
- Roll, or flake and secure mainsail onto boom with a sail tie(s) to make way to the sailing area

**Do not raise sails at the dock**

Operator must:

- Ensure proper oil level.
- Ensure Fuel level to get out on the planned journey and back. Our 4-stroke Tohatsu requires ethanol-free, 87 octane. **NO OIL MIXTURE**
- Open Fuel Vent Valve and Fuel Line Port
- Attach Kill Switch Lanyard (stowed below) to oneself and the outboard
- Place Throttle on Start
- Pull slowly for a few inches to take the slack out of the line until the dogs can engage and not jam
- Choke the engine for the first pull, then push it in for additional pulls
- If it does not start, advance the throttle 1/3 and pull. Open choke soon after start as engine warms up
- Ensure that the engine is pumping water

A helpful video describes the starting sequence for our Tohatsu, 4-stroke outboard:

[https://www.amazon.com/photos/shared/RForx9LQTuS\\_W2wmvFREdw.dnSgFdJaITXxES3WsO5Y-s](https://www.amazon.com/photos/shared/RForx9LQTuS_W2wmvFREdw.dnSgFdJaITXxES3WsO5Y-s)



Once started, avoid fouling the spark plug and run the engine, full-throttle to get out and back. Below deck, on a shelf is a socket wrench and spare plug if a change in seem necessary.

# Leaving the slip

In most cases, it's best to release the piling line last

- Release leeward lines, taking loops off of the boat cleats and storing the line on the dock and pilings
- Ensure boat control with engine at idle speed and release all other lines
- Lower the keel, maybe 10 turns of the crank and head to sailing area

## Raising the mainsail and jib sail

- Point boat to windward to raise sails
- Free the boom-vang and topping lift and raise the mainsail
- Once raised, secure the downhaul
  
- Turn OFF the outboard, raise it out of the water. Fall the boat from windward to sheet-in and sail

# Lower Sails before return

- Lower the outboard engine, **attach Kill Switch lanyard to oneself and the outboard** - start engine
- While the engine warms, point the boat into the wind and lower all sails and secure before heading back to the marina

# Return, enter slip, secure, flush water pump and dry the carburetor

- A helpful video describes an efficient approach to the boat's slip:

<https://www.youtube.com/watch?v=QTIso6okDoc>



- Once all lines are secure, flush the outboard's cooling system. One may use a connector (found on a shelf below) in conjunction with the garden hose at the dock. Alternatively, one may feed a bucket (found under the skipper's port seat) of fresh water to the outboard's lower unit. Close the Fuel Line Port and allow the outboard to idle and consume the fuel in the carburetor and flush the cooling system until it shuts itself off (about 10 minutes)
- Inspect the level of fuel in the tank. It should be nearly full to minimize the detrimental effects of moisture intrusion on the outboard's fuel system. Otherwise, top the fuel tank with ethanol-free, 87 octane. **NO OIL MIXTURE.**
- Close Fuel Vent Valve
- Raise Engine w/ Motor Mount Handle, **DO NOT PIVOT MOTOR FORWARD.** Doing so has resulted in fouling the carburetor. The outboard's skeg may rest in the water.
- Stowe all equipment used to flush the outboard in it's proper place



# Stowe jib, mainsail and hatches

- Store jib sheets and sail below
- Detach boom vang from the mast
- Roll the mainsail onto the boom and secure with a couple of sail ties
- Replace the boom cover over the mainsail and boom vang
- Pass each halyard outside of either shroud to keep the line from banging along the mast in the wind before securing to the mast and take the slack out of the halyards
- Remove mainsheet, coil and stow below
- **Remove all fuels, oils and lubricants from the boat.**
- **Make an entry into the logbook kept below\***
- **Close and lock (if available) all hatches**
- Wash down decks

\*It is important to communicate minor hardware and sailing issues to the next club member who chooses to sail this boat. Historical data from the logbook can also help determine maintenance schedules. Major issues that may present any eminent danger to sailors of this boat must be reported to the Fleet Captain as soon as possible so that the boat can be locked-out and repaired.



# Hurricane and Tropical Storm Emergency Action Plans

- ☑ When the Marina is in the path of a hurricane the boat may be trailered to The Club's Boatyard or further inland with appropriate arrangements
  
- ☑ Under tropical storm warning, consider all options for securing the boat at the marina. We are fortunate to have a slip next to the sea wall, where it will receive less direct exposure to weather:
  - 1) Add mooring lines and fenders to keep the boat away from the pier, seawall and yet enough slack to allow for higher water and tide levels. All lines used to be in good condition and protected from chafing as appropriate
    - Two lines that cross the stern
    - Two Bow lines
    - Breast Spring lines on the starboard and port sides
    - Place fenders on the Pier
    - Place fenders on the Boat to protect it on the seawall side
  - 2) Remove the Tiller, Rudder, Motor and store them at the boat yard.
  - 3) Blow out the scuppers with water pressure from a hose and remove all debris from the inside and outside of the boat. Also remove any items from inside the boat that can be tossed around and possibly cause damage.
  - 4) Close and secure the hatches and lockers by tying them down and locking them where possible (line across the rails next to the cabin hatches)

*Please report any mistakes or omissions found in this book to the Big Boat Fleet Captain*