

# *Kipper Kite*

## *Cruising Checklist*

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**Emergency Information**

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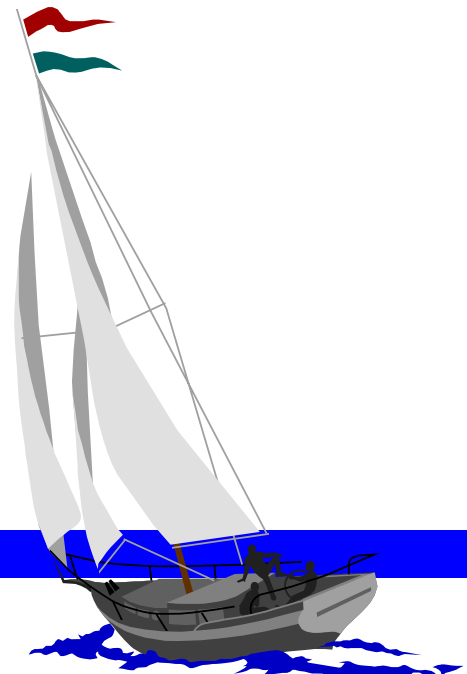
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# Emergency Information

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## LEAKS

- The emergency bilge pump is located in the stern port cockpit just below the boat starter. The handle is in the stern port lazarette.
- Determine the source of the leak (first by smell, then by taste). Is it a salt water leak, or is it coming from either the fresh water or holding tanks? Although fresh water and holding tank leaks are a cause for concern, they will not endanger the boat.
- Locate the source of the leak and try to plug or slow the flow of water. Soft-wood plugs may be used to stop leaking through-hulls and other circular holes. Rags may be used to plug other leaks in a pinch, and duct tape wrapped with a rag and bound with rope will patch a leaking pipe.

## ENGINE OVERHEAT

- If the buzzer sounds while the engine is running, immediately check the oil pressure and temperature gauges. Also check to make sure that raw water is gurgling out with the exhaust.
- Shut off the engine.
- If water is not gurgling out with the exhaust, most likely the raw water strainer is clogged with eelgrass. Remember to reopen seacock after clearing the strainer. If water is gurgling normally from the exhaust, check the engine's coolant levels and thermostat, check for leaking hoses, and check the tension on the belt for the water pump.

## FIRE

- There are three BC and 3 ABC rated fire extinguishers on board. They are located in each cabin (BC rated), galley, nav station and companion way step (ABC rated). A BC rated extinguisher will put out electrical, grease, and wood or fiber fires.

## HITTING A ROCK OR LOG

- In case of a rock or log hit, immediately contact San Juan Sailing.
- Check for cracks at the forward and aft edge of the joint where the keel meets the hull.
- Proceed to the nearest harbor and have a dive performed to check the condition of the keel and the hull

# Getting Underway

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## Preparation

1. Check dinghy secure (two cleats) - a cleat tie with 4' long painter and the bitter end tied onto the stern rail
2. All movable items in cabin secure
3. Shore power disconnected and AC switch turned off.
4. Foredeck and cockpit clear
5. Sails & lines ready

## Starting the Engine

1. Check the oil level on the engine. Do Not Overfill!
2. Turn on all batteries located in the port aft cabin under the stairs.
3. Check that the gearshift is in the neutral position.
4. Turn the key to the "on" position on the engine panel and a buzzer should sound. This is the warning buzzer you would hear if the engine overheats or if there is loss of oil pressure. Do not continue to crank for more than 3-5 seconds.
5. After the engine starts, ease the throttle back to just above idle (1100RPM) for warm-up, then check for water gurgling out of the exhaust.
6. Allow 5 minutes of warm up before placing a load on the engine.
7. Shift smartly from neutral to forward or reverse.
8. Accelerate enough to give yourself way and steerage, especially in wind.

## Raising the Anchor

1. Slowly motor forward (toward the anchor) while a crewmember at the bow takes up the slack in the anchor rode.
2. When the bow of the boat is positioned directly above the anchor, shift gear into neutral.
3. The crew at the bow will raise the anchor. Dunking the anchor into the water a few times before securing it will help to keep mud from drying onto your anchor and bow.
4. In the bow anchor locker, you can connect a hose to wash the anchor before securing it.

### **Cleaning Up / Setting Sails**

1. After 15 minutes, turn off the engine battery.
2. Set sails (see Owner's Notes for information about setting the sails.)

### **Engine shutdown**

1. Check that the engine is at idle and gearshift in neutral.
2. Pull the fuel cutoff handle located by your left ankle
3. When the engine dies, turn off the ignition key on the panel

**IMPORTANT:** Never touch the power switch while the engine is running

### **Engine Access and Overheat**

Access to the engine compartment is under the companionway stairs. The engine box cover is removed by rotating knobs counter clockwise on each side of the stairs and lifting the stairs away.

1. If the engine overheats, the water strainer is likely plugged with eelgrass. To clear it, close the seacock,
2. Remove the wing nut on top of the strainer. Take the lid off. Extract the stainless steel filter element.
3. Remove the eelgrass.
4. Open the seacock to assure that it is not clogged. Close it again and carefully reinsert the stainless steel filter element. Note the two nubs on the bottom which must seat into two receptacles in the base of the strainer. (Otherwise the lid won't seal).
5. Replace the lid and tighten the wing nut to assure the lid remains flat on the strainer. Reopen the seacock. If the engine overheats again upon restarting, check that the seacock is open and check the lid seal. If it draws air, it won't draw water.

## **Navigation**

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### **Knotmeter: Speed through the water**

If the digital knotmeter shows a reading of "0.00" while underway, the impeller is most likely clogged with a piece of eelgrass.

The impeller is located under the stern of the boat.

### **Depthsounder; Depth**

The digital depthsounder will not give accurate readings beyond 200'. It is designed for use in shallow waters. In deeper water, the sensitivity on the unit increases as the transducer tries to get some reading back.

Consequently, you will receive many false readings caused by currents, changes in water temperature, fish, and underwater seaweed. Use the depthsounder only as an aid to navigation in shallow water.

### **GPS: Location, heading & true speed**

1. The antenna is affixed to the stern starboard railing.
2. Push the red button for 2-3 seconds until the screen activates. About 30 seconds later, the GPS will have acquired its satellites, calculated position and display the lat/long, heading, and speed.
3. To turn it off, again hold in the orange button a couple seconds until it beeps.

# Arrival / Docking

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## **Restart Engine (see Getting Underway)**

### **Lower sails**

The lines for the main and jib all run to the cockpit and are clearly marked.

Please note that slight tension on the roller furling line when deploying the headsail, and on the sheets when furling, prevents problems from either a rat's nest on the drum or "wrinkling" of the furled sail.

Check furling line (white/black tracer) on port side to make sure that it is free. This line winds around the drum on the forestay as the sail is let out. It is used to furl the sail after sailing.

The main is nicely shaped and supported by jack lines to contain it when dropped. The main is pre-rigged for two reefs.

The mainsail is fully battened. There is a rigid boom vang which must be slackened slightly to fully hoist the main. Also, the main sheet may have to be slackened. The main halyard is white and blue 'candy striped' led aft on the port side to a Lewmar self-tailing winch on the cabin top. This winch shares the mainsheet (white and blue colors running lengthwise parallel).

### **Anchoring**

The primary anchor is forward and equipped with chain and rode. The secondary is in the stern starboard lazarette. Use a scope of 3 or 4 to 1. Most coves are 15'-30' deep, so expect to pay out about 50'-100' of rode. After you have paid out the suitable amount of rode, 30 seconds of idle reverse both sets the anchor and will test its holding power.

## **Engine shutdown (see Getting Underway)**

### **Going Ashore**

The Kipper Kite's inflatable dinghy is light in weight, stable, rows very well, and tows with the least drag if brought close to the boat--about a foot off the stern. Beware beaches covered by barnacles with extra sharp rubber cutters. Here's what works best: launch a person off the dinghy bow as you approach shore, then off load everyone over the bow. Now lift the dinghy above barnacle height and deposit it gently on the beach. Secure the painter under a rock or to a log.

### **Using Shore Power**

Your vessel is equipped for 110v shore power and cord with 30A fitting. (Additional 20A adaptors and pigtails are stored in the second side drawer of the navigation station to adapt to the various electrical supplies encountered in marinas in Western Washington State and Canada.) We do suggest turning on the battery charger when connected to shore power especially when anticipating a lot of electrical use: lights, refrigeration and/or heater.

# Cooking

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## **Water System:**

The water pressure switch is located on the electrical panel. Two 80 gallon water tanks are located under the bunks in the forward and aft port cabins.

## **Propane System:**

A 10-lb propane tank is located in the stern port lazarette. The main cooking stove and oven utilize this tank. The canister propane tank serves the BBQ and is attached at the bottom of the BBQ.

## **Refrigerator/freezer:**

The thermostat is a rotary switch mounted just inside the cabinet along the back of the galley to the far left. Turn clockwise to lower the temperature (larger number). The gauge is set at 5. Higher numbers (lower temps) could freeze some items like lettuce.

## **Barbecue:**

The stainless steel propane barbecue sits on the stern port rail. Please remember to turn off the valve to the BBQ after each use. Also, as a courtesy to the next guest, please use the wire brush wired onto the BBQ to clean it after use. Thank you!

## **Using the Stove:**

1. Open the hand valve on the propane tank all the way open and very slightly snug.
2. Make sure all stove controls are in the "off" position.
3. Slide the work space cover from the stove top towards the wall.
4. Turn on the gas valve switch at the main electrical panel. A red light will show on the panel. There is a propane sniffer mounted below the stove to check for any propane leaks. The system will self check for any propane leaks. If there are any, a high pitched noise will be heard as when the LP gas is turned on.



5. Push the control and turn to "high" for the burner you wish to light (far left = oven; middle = left burner; right = right burner). You need to keep pushing the control in for a few seconds after lighting to keep the burner lit.
6. An igniter is located in the utensil drawer to the left and under the sink.
7. When finished with the stove, immediately turn off the flame with the burner knobs. Turn off the gas valve switch on the main electrical panel and the mechanical valve at the tank after each use.

**Should the propane sniffer detect any evidence of propane gas leak, it will automatically close the solenoid valve whether the stove is burning or not. In addition, *if there are any fires in the galley turn the LP gas switch off to turn off the gas* - even before reaching for a fire extinguisher.**

# Using the Head & Shower

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## USING THE HEAD

Please do not put anything in the toilet that has not been eaten. Experienced sailors deposit toilet paper in a plastic bag or in a wastebasket, not down the toilet. Use only the marine paper provided.

Each head has a holding tank. The forward tank is located under the forward bunk and the aft tank is located in the cockpit port lazarette. The "Y" valves are located under the respective sink. The "Y" valve must be placed in the discharge position before pumping the tank empty. San Juan Sailing staff will discuss holding tanks and pump outs on your arrival. Our one plea is this--if you use the holding tank, please monitor it carefully! Exploding or leaking sewage is most unpleasant! The tank should be pumped out, filled with fresh water through the deck fitting label "waste" to rinse, then pumped out again.

## USING THE SHOWER

Water is heated automatically by the engine running under load (after about a half an hour). CAUTION: the engine can heat the water to scalding temperatures! It can also be heated electrically when on shore power.

1. Please put the carpet in a dry area.
2. Use the sailor's shower: get wet, turn it off. Soap up. Rinse off. If you overflow the shower basin you have used too much water!
3. After the shower, empty the shower basin with the sump pump switch located in the head by the light switch and wipe the head down.
4. Cracking the window will help to dry everything.

# Sails and Rigging

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## **Mainsail**

The main is fully battened, which gives good sail shape and reduces flogging during the hoist. Reefing may be done by lowering the main to the reef point, attaching the latch to the clew of the boom and pulling in the reef line to the 1 or 2 reef points. The simplest way to reef is to heave to. The main is pre-rigged for two reefs.

## **Headsail (Jib)**

The 135% *Genoa* is furled on roller furling. It has good sail shape at the full out position and at a storm jib position with the clew forward of the mast. Intermediate positions are less ideal. They produce a baggy deep draft sail shape because the sunshield wraps up sail fabric faster at the head and foot than in the center.

Please note that slight tension on the roller furling line when deploying the headsail, and on the sheets when furling, prevents problems from either a rat's nest on the drum or "candy striping" of the furled sail.

# Communications

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- VHF licensed call numbers are WDB4281. Channel 16 is reserved for emergencies and boat-to-boat initial contact. After contact, move to channels 68, 69, or 79. San Juan Sailing monitors channel 79 during business hours.
- Weather channels are 1, 2, 3, or 8 (whichever gives the best reception).
- Channels 28 and 85 are Bellingham Marine, for placing long distance telephone calls (much more expensive than cellular).
- You can also contact San Juan Sailing via your cell phone at 1-800-677-7245.