

Chessie Jr. Racing Manual: J105 Operations Manual

Combination is XXXX. Place the lock in the chart table drawer when you get the key out to go sailing. The hatch boards store nicely under the bunk cushions.

Post Race Check List

If there are any mechanical issues make sure it's written on the post sail checklist, so they can be attended to. If Fuel level is less than ½ hull note on sheet.

Slip/Dock lines

Please have your crew pay attention when untying the boat so that you can return it the same way.

Boat Systems

Thru hulls Speedo is located in starboard thru hull under V Berth. Depth is port side

In case of emergency and water is entering the boat, turn the handle perpendicular to the hose to stop the flow. If the thru hull is broken, pound the soft wooden plug into the hole.

Engine thru hull

The engine thru hull is accessed via starboard hatch. Next to batteries is hatch to go under cockpit. Thru hull is next to engine. To open make sure handle is vertical.. If you do not have cooling water coming out with the exhaust, stop the engine immediately and check that the thru hull is open, if so, close it and check the strainer basket for obstruction. After clearing the strainer, re-open the intake thru hull and restart the engine. Do not operate if cooling water is not flowing.

Head

Head water inlet is under V Berth. Outlet is under sink. Only human waste and small amounts of toilet paper should be flushed through the marine toilet. If pumping is difficult or pressure builds up, stop and check that all thru hull fittings are open (intake and discharge). Turn valve to "fill" position to rinse bowl and then turn valve to "dry" to empty bowl. Federal regulations prohibit overboard discharge of raw sewage inside the three mile offshore limit. The y-valve is used to direct the discharge from the head directly overboard or into the holding tank.

Head Sink Drains into toilet bowl. Remember to pump head after sink use.

Shower Hand held nozzle from sink. Water from the holding tank (cold) and have to use pedal to power. Water drains into bilge.

MAIN SALON

Bilge Pump **Switch is next to electrical panel.** Auto On at ALL times. Bilge should be dry and not full of fuel. Manual bilge pump is gray hose and can be pumped out. If filter gets gunked up it will continuously run. Notify on post race check out sheet, if continuously running.

Batteries **Nest to steps.** The battery switch should be OFF, before & after sail. Use *Position 1* on odd calendar days and *Position 2* on even days. If one of the batteries is dead, use the good battery to start the engine and then switch over to charge the dead battery. Run the engine at 1200-1500 rpm for approx. one hour to get a full charge. * Do not switch battery (when engine running) through OFF position. When running do not use Both position to recharge low battery (this will only drain good battery)

Water tank The 20 gallon water tank is located under starboard settee with screw cap fill on the top. Generally is left empty.

Fuel Tank Under port berth. Lift the cushion and bunk board to check the gauge (you will run out when gauge reads $\frac{1}{4}$ tank). Diesel fuel with capacity of 12 gallons and consumption is approximately $\frac{1}{2}$ to $\frac{3}{4}$ gallons per hour. Fuel deck fill is located portside amidship. Honor system for fuel (1/2 gallon tank).

Should always check! If less note on check out sheet or fill at fuel dock.

Galley Sink Manual foot water pump which has thru hull for drain.

Ice Chest Pull ladder down to remove.

Stove Stove works on alcohol.

NAVIGATION STATION

Electrical Panel Turn on Instrument Switch and VHF radio switch.

Chart Table and Drawer Key, winch handles, bilge pump handle, portable anchor light which fits into cigarette lighter (great for cockpit light as well).

Charts

VHF Radio Sea Tow monitors Channel 16 (should monitor). WX Channel 1, 2, or 3

COCKPIT

Ignition Panel Key switch, START button, Tachometer (rpm), Engine hour gauge.

Emergency Bilge Pump Handle in chart table.

Wheel Wheel brake (stbd side) should be off. Unscrew to release friction

Prop Folding prop. Make sure give prop time to open up into gear before throttling up. Should hear clunk as prop opens up.
Much more efficient in forward due to forward position of prop to rudder.
Remember that folding prop needs more throttle to open up blades in reverse.

Throttle/Gear Shift

Pull up on black ring to shift. Pull silver knob out to stay in neutral and then throttle up.

Instruments Remove all four instrument covers and stow safely in chart table.

Dodger To stow dodger, unzip plastic window to keep from creasing. Fold back over top and secure.

Boat Operation

STARTING Fuel shut off switch on side of binnacle– In to Run and Out to Kill.
Key in and turn – will hear low pressure alarm which is Normal, but bad if goes on while running.

Water should be pumping out transom. If not, turn off engine immediately. If no water check thru hull is open.

Idle up – don't let idle for real long time. Start engine when ready to go!

Listen for prop to open before throttle up to make sure it is in gear.

Should not rev over 2700 rpm.

Cruising rpms 24-2500 at 6-8 knots.

MOTORING

Forward Boat has great turning ability and is better to avoid collision by turning rather than trying to stop.

(It takes about 5 boat lengths at 4 knots to stop).

Reverse Stern will kick out to port and bow will blow downwind/starboard when shift from forward to reverse.

Boat stops more efficiently from reverse.

Hold on firmly to wheel in reverse as rudder flow is disturbed.

SAILING

Main Up ALWAYS bring the bow into the wind. Sheet off and free, release halyard, vang off, jump at mast with one turn on upper winch while helmsman tails. Take main halyard off winch and stuff in pocket (this winch is great for trimming the jib/only without dodger)

Engine off Stop out, key off, and throttle in reverse to fold prop.

Jib Out Pull sheets when unfurling jib, so windward sheet does not catch on forward hatch.

Jib In Ease jib sheets out as pull on furler line.

Clean Up

Flake main sail, secure with sail ties and put on cover. Raise mainsail so boom is perpendicular and use mainsheet to secure/tighten. Coil and hang mainsheet from boom bail. Jib sheets should be cleated and tucked away. Make sure backstay is eased. All equipment is stowed away below and sheet bags/cockpit/cabin are free of trash. Turn OFF radio. Put companion hatch boards in and make sure forward hatch is locked down and secure for evening. Turn off Battery switch.

Clean off salt water from decks and hardware.

If spinnaker is wet please hang to dry.

VHF use

Channel 16 is the Safety and Distress Channel. Channel 16 can also be used to hail another party, but once the party is contacted, your traffic **must be switched to a non-commercial working channel** to keep Channel 16 free for emergency traffic.

Channel 9: Use to contact marinas, fuel docks, the Harbor Master, and for radio checks. Switch to Channel 16 only if you cannot reach your party on Channel 9.

Channel 16: Hailing and Distress Communications only. If you use Channel 16 to hail another party, then immediately switch to a working non-commercial channel.

Non-commercial working frequencies (**Channels 66, 68, 71, 72 & 78**): Used for general traffic. After contacting your party on channel 9 or 16, switch to one of these channels to continue communication.