

FLYING SCOT - Maintenance

Pre & post sailing inspection

Check standing rigging – frequent locations of damage

Frayed **Jib** and **Main** halyards at shackles, halyards should **be free running**

Frayed Downhauls at **jib tack** and **forestay**

Frayed **Rudder head extension**

Blown boom **FUSE** (helps prevent bent or broken booms)

Fish hooks in **Jib** and **Main** halyards and **centerboard** cable

Loose fasteners

Forestay & side stay **clevis pins & rings** (should be taped)

Jib sheet cam cleats (**snug to deck** and **flippers work**)

Other preparation best before loading on equipment and sails

Bail out bilge & mop/sponge dry

Clean out seat drains / mop top deck

Sailing (in addition to not running into objects)

Do not over tighten main halyard (aluminum cranks designed to break, steel won't)

Do not over tighten boom vang (**let out on jibe**) - FUSE as boom protection

Never use steel rudder keeper pin (only plastic or brass)

NO sculling (overstresses rudder blade and gudgeon screw fasteners)

RAISE centerboard and rudder blade when run aground or near rocks

Seamanship – Flying Scot

Keep bilge **clean and empty** (leaves, cans, bottles, bailers, sponges, etc)

Keep **lines** out of bilge (lay short lines on CB trunk, others on boom)

Snug forestay halyard to keep mast rigging taught **not** real tight (protects mast butt)

Secure **rudder tiller** from hitting boom crutch (use **center** boom crutch deck plate)

Seamanship – Scot Dock

Record any needed repairs or safety issues on whiteboard (verbal is not sufficient)

Anchor lines **coiled and neatly stowed**, rest of equipment in their place

Day boats (has no running lights) – operate **daylight** times ONLY

Registration copy (copy of insurance in DYC office – copy may be in the boat)

Use **BOAT LOG** in seat if available

Fuel and oil – only run engine in tilt DOWN position w/ water stream

GAS ONLY – 6 gallon portable tanks, **ALWAYS** prime fuel bulb **before starting**

Extra fuel in white/green dock box – **fuel tanks may be stored there also**

DO NOT REFILL fuel in the boat (do on the dock)

LOGIC 1 – 4 cycle engine – **NO oil in fuel**

LOGIC 2 – 2 cycle engine – **2 cycle oil** in console tank auto mixes in engine

Safety Equipment (some required by COAST GUARD / MARINE / POLICE)

Throwable + lifevests per person

Bailing device - check for empty bilge before going out

Sufficient fuel

FIRE EXTINGUISHER in center console

Sound device – air horn on top of console , **Anchor** kept under forward deck

Optional items suggested :

Boat hook & Towing line(s) (or could use bitter end of anchor line)

VHF radio (Scot Shed normally on **CH 68** – DYC harbormaster on **CH 9**)

REMEMBER to put radio back in key box and **on CHARGE**

DO NOT OVERLOAD boat (obey load limit on safety plaque)

SAFETY BOAT duties

Watch **all the boats** – suggest station in middle of pack, slightly up river, do 360's

RESCUE : PEOPLE first !! – equipment later

Watch weather – any thunder or any sign of lighting, squall line, heavy rain, etc.

Time limit (ask Scot Shed for time to come in, inform boats 5-10min prior to limit)

Towing

back to dock MAX tow 2 Flying Scots – use bridle with more than 1 FS

off the rocks - keep bow **toward shore** while in shallow water

trim up motor if needed (**if no cooling water – turn engine OFF**)

When finished

Moor boat with **3 or 4** point tie, Trim outboard **up out of water**

Remove TRASH and equipment (except anchor, fire extinguisher, horn)