

Welcome aboard Silver Lining 8421

Please leave the boat moored in the same way as when you found it. Two mooring lines fore and two aft. The span line can be left joined and draped over the guard rails and deck to keep it out the water. The tiller should be lashed tightly and centrally to stop the tiller moving whilst on the mooring.

Engine

The fuel is a 2 stroke mix 50:1 petrol to oil. If the can is looking low please report to the office.

There is an outboard engine bracket stowed in a locker below which hooks in the top section of the mounting bracket whilst the engine is started. When started, the engine can then be dropped to the lower position. Please use the Lanyard to tie the engine to the boat as they have been known to jump off!

The engine can be flooded easily – so after opening the tank vent, turning the fuel tap on and set the throttle position to start. Turn the choke lever up – closed.

Pull the starter rope once and then take the choke off before pulling anymore.

It should start.! Don't over choke.

It has a Neutral and drive position. If you want to go in reverse you need to swivel the engine around.

Battery

The battery needs connecting which will power up the depth sounder.

Depth Sounder

This is set to depth below keel in metres. You need to be thinking of tacking when down to 1 metre. If you do go aground get everyone on the leeward side to get the keel out of the mud as you sail off.

Sails

You have a Mainsail, No 1 Genoa, No2 Jib and a spinnaker.

Mainsail

Run the foot luff into the boom groove starting at the mast end first. Shackle at the mast end – release the outhaul and attach. Hoist in normal way and tighten so that the creases in the luff are virtually gone. Pull the outhaul firmly on.

As breeze increases pull on more mainsheet and kicker. Stronger breezes pull on the backstay as well which flattens the sail.

Genoa

Good for F4ish. Stronger than that you need to be thinking of dropping down to the No2

Halliard tension so that there are slight scallops in the luff. Sheet in until the sail is just on the guard rails, off the spreaders by about 10 inches. Car positions are 5 holes showing and as the wind increases bring back to 4 then 3. Halliard tension goes on a little as wind increases.

No 1 Jib

Use forward position for the Jib cars with 2 holes showing at the front. Bring back 1 if really windy. Don't choke the No 2 with too much sheet tension. Clew should be just off the shrouds.

Spinnaker

Launch from the spinnaker bag in the bow pulpit. Twinning line needs to be on guy side and fully released on the sheet side. Aim to have the pole horizontal and 90 degrees to the wind with the luff of the sail just breaking.

As the wind increase you will find the spinnaker gives you 2 major problems. On a reach the boat will broach easily if overpowered. As soon as the helm feels control going - ease the kicker aggressively. If this still doesn't gain the helm control then the spinnaker needs easing until it is no longer drawing. A lot of flapping later the sheet can be pulled on again and kicker on and away you go until the next time. Too much wind then it's better to use a white sail.

The other problem is when on a run in a breeze. The Sonata can develop a nasty roll which can lead to a broach or worse a Chinese gybe.

The only way to minimise this is to come onto more of a broad reach although pulling on the sheet twinning line aggressively can help a bit as well as hiding the sail behind the main a bit by easing the pole forward.

All in all the spinnaker can lose you a lot of time if it is a bit too windy and it's best sometimes to stick to the white sail.

To drop the spinnaker, first raise the genoa and set. Release all the spinnaker lines and halliard (controlled) as the foredeck person pulls the spinnaker into the bag at the front. Middleman can stow the pole if time is short.

The Sonata is sensitive to fore aft trim - usually, if 4 up, then middleman straddles the stanchion and foredeck man just forward of him.

Leaving the boat

When leaving the boat please check:

Mooring lines are on correctly.

Battery is disconnected

Sails are rolled and stowed in sail bags below unless wet when they are rolled and left on the cabin floor

Tiller is firmly lashed to prevent movement

Please note any breakages or missing items and report in to the office on the signing off sheet.