

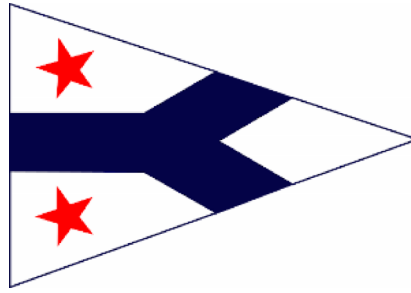
Boat 7: Corinthian:

1. At the Dock

- a. Get Corinthian Boat Keys (port and starboard engine keys) from locker in Men's locker room (Combo: 2001A) --- 3rd locker immediately on the right as you enter Men's locker room labeled RC
- b. **RC boat is on Dock O, Montrose harbor (Gate code: 253).**
- c. Remove COVER and stow forward.
- d. SHOREPOWER – TURN OFF breaker at pedestal on dock and DISCONNECT cable from boat and orange extension cord (both ends) from battery charging system.
- e. Turn on both BATTERIES located aft of engine compartments (and check aft bilge). Check to be sure circuit breakers on forward bulkhead panel are all on (Should always be on). Oil will be checked by boat maintenance team so no need to Check ENGINE OIL Pump out BILGE if needed.
- f. **Run Bilge BLOWER for 5 minutes --- engines are GAS, not diesel, so need to run blowers before starting.**
- g. **Check fuel level. Key needs to be turned on click clockwise for gauges to register.**
- h. Ensure each shift lever is in vertical (center) position with throttles closed before starting. There should be no need to advance the throttles during starting. The computer does the work. After start at idle check to make sure you have oil pressure. Check each exhaust for cooling water. Repeat for PORT ENGINE
- i. Turn off Bilge BLOWER.
- j. Allow engines to idle for about 5 minutes to warm up.
- k. Fuel tanks are cross-connected; keep fuel above ¼ . If you buy fuel, buy GAS (not diesel). There are 2 tanks, starboard and port. Capacity 50+ gals per side.

2. Driving the Corinthian

- a. Controls: The Corinthian is a "Dual Screw" inboard, which means it has two engines, two engine controls and two propellers. When standing at the helm, the left control is a gear shifter / throttle for the left engine and the right control has a gear shifter and throttle for the right engine. For each control, forward on the shifter puts that engine in forward, straight up is neutral, and pulling it back puts that engine in reverse. Please be at a low throttle / low RPM when shifting. The throttle for each side is - forward more power, aft for less power / idle.



When in the harbor and at a slow pace, using the throttles / propellers is often a more effective way to maneuver the boat than is the steering wheel / rudder. The faster you go when in a straight line, the more you will want both engines working at the same pace and to start using the wheel and rudder to maneuver.

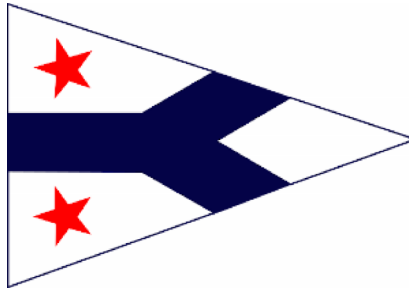
- b. Maneuvering at the Dock and in the harbor:
 - i. **You don't need much throttle at all**, these are big engines so you really just need to put the boat in and out of gear to get the boat moving where you want it to go.
 - ii. Generally, at slow speeds use the wheel / Rudder to "support" the direction you want to go, but let the engine do much of the work for you:
 1. If you want the bow to move to the RIGHT then shift the LEFT engine into FORWARD.
 2. If you want the stern to move to the RIGHT then shift the LEFT engine into REVERSE.
 3. If you want the bow to move to the LEFT then shift the RIGHT engine into FORWARD.
 4. If you want the stern to move to the LEFT then shift the RIGHT engine into REVERSE.
 5. If you want the boat to spin in place in a clockwise direction then shift the RIGHT engine into REVERSE and the LEFT Engine into FORWARD.
 6. If you want the boat to spin in place in a counter-clockwise direction then shift the RIGHT engine into FORWARD and the LEFT Engine into REVERSE.


3. Anchoring the Corinthian

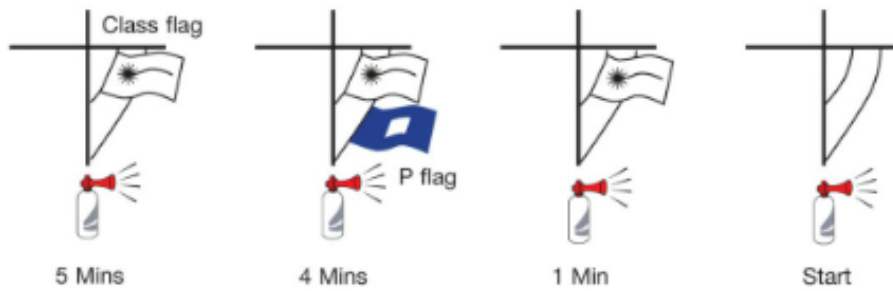
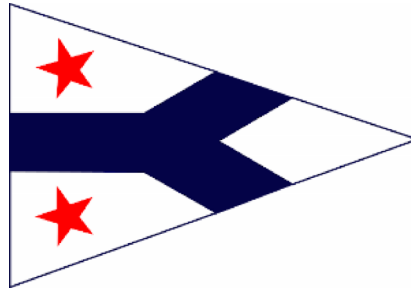
- a. Rule 1- Do not use the windlass to haul the boat up to the anchor. It is not a winch.
- b. Rule 2- Do not use the windlass as a cleat.
- c. Arrive at the drop spot, drop anchor to the ground until the anchor line starts going slack, ease the boat back with wind or light reverse, and pay out until at proper scope as dictated by the chart. Cleat the anchor line and make sure the anchor is holding. Generally everywhere on the circle that we anchor is 20' deep, though the boat does not have a depth sounder. Pay out a minimum of 100 ft of anchor rode (see markings) as a starting point depending on wind and sea state.

4. Race Committee

- a. Setting the Start / Finish line:

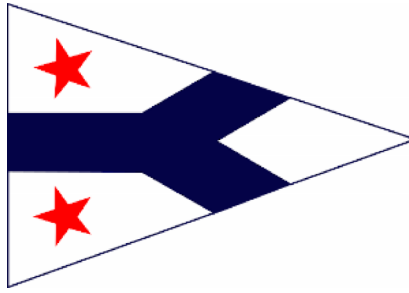


- i. Leave yourself plenty of time to do this, and if you don't get it right the first time, try it again. Ask the Race Committee to provide input on the wind direction, wind shifts and course starting mark if it's shifty. Once you have a plan, put Course signs in both windows (under the captain's seat there are N, S, E, W, NE, NW, SE, SW course sign designations).
 - ii. Set a line at least 1.25 x the total length of the largest fleet. As you may not have a feel yet for how many boats are going out yet, a good starting point for nice weather is about 425 to 500'. There are marks with distances in feet (EX: 400') on the Port Side along the ceiling which are a visual indicator of where the pin should line up with the boat when you are pointing the corinthian at a 90 degree angle to the first mark. These marks assume you are sitting in the captain's seat and looking back left, and account for a healthy amount of Anchor Rode being let out once you drop the anchor. You can adjust the final anchor Rode that you let out to get the line as straight as possible, but better to have more Rode and not be quite straight than to have the boat drift in the waves.
 - iii. Once the line is set, focus on check-in documentation and flag and horn prep, getting the crew organized with roles and duties, etc. Many like to organize by: 1) Time keeper / Horn / Finish time boat calls 2) Check ins / Finish time recording and flags 3) flags and anchor support 4) Helm, radio and calling the start line.
- b. The Flags and Horns:
- i. **Note: There is a fantastic support document on board which gives you all of the times and signals for a wednesday evening race**
 - ii. A quick review of the NOR, SI's and specifically Appendix F in the Racebook (USS RRS 26 based)
https://www.ussailing.org/wp-content/uploads/2018/01/RRS26_Start_Sys.pdf will provide the sequence and planned start times for each action (unless there is a postponement), air horn durations, etc. Get all class flags ready, hoist the start line flag (Orange), make sure your horns are working, assign roles for each person, talk about what's coming next and have other potential flag needs ready such as the individual recall flag 



and general recall flag  and AP flag .

- c. IF SHORTENING THE COURSE after starting all fleets:
- i. Please remember that JAM boats and SPIN boats have different courses, so you can only shorten the course to the upwind mark or the downwind mark, as it must be a mark that both fleets round.
- d. Score Sheets and Scoring
- i. Wednesday Night Master Check In Sheet, a list of all boats that may compete with sail numbers and identifying information
 1. [Wednesday Night Master Checkin Sheet 2024](#)
 - ii. Wednesday Night Scratch Sheet, a section break sheet with the sail numbers to document finish times
 1. [Wednesday Night Score Sheet 2024](#)
 - iii. If you find these documents to be incorrect or out of date, please email details to racecommittee@corinthian.org
- e. Using the Anchor Windlass to pull the anchor up:
- i. Please use the engines to slowly move the boat over the anchor as you retrieve the anchor rode with the windlass. The windlass was not intended to pull the boat through waves towards the anchor.
 - ii. CAUTION: YOU DO NEED TO MAINTAIN TENSION ON THE ANCHOR RODE OR IT WILL BIND ON THE WINDLASS. If binding does occur, reverse the windlass and apply tension to resolve the issue. The last 10' of anchor pull up should be nudged up in a very slow and deliberate fashion by turning the windlass on and off quickly many times as it goes up a small amount each time. The goal is to avoid having the anchor arrive on deck in an uncontrolled way, and also not to burn the



motor out by running the windlass after the anchor has arrived on deck. Often it is best to handle the last few feet manually.

5. Docking:

- a. Take it slow, speed doesn't help most any docking situation. Take a few laps around the star docks if the first run at it didn't set up right. Ask for help on O dock with lines, etc., or worst case, dock the boat on one of the pump out docks and ask someone on Race Committed to come help.

6. Close up:

- a. Starting sequence in reverse order. Deliver boat keys back to locker and score cards to Branwell L. at gumbolou@yahoo.com.

7. Support Videos:

Coming Soon!