

## Miss R - Dynamic 3000 - familiarization sheet - V3

Scan the QR code for the video :

Or use this Url :

<https://youtu.be/vdqveU8UThk>



### Boat Preparation

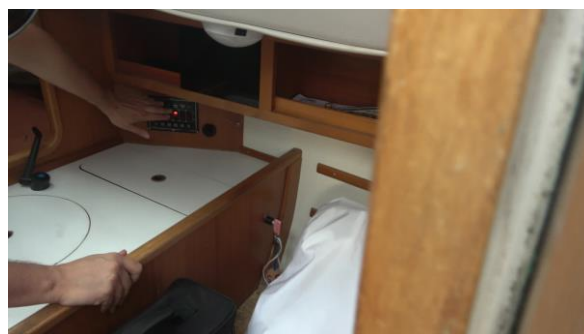
The key of the boat cabin is to be found among all the other YCC keys, in the YCC phone booth. After opening the boat, put the two cabin doors in the rear starboard container.



The key for the engine is to be found in the compartment on the port side, behind the sliding glass (actually plastic), also where the two removable instruments are located.



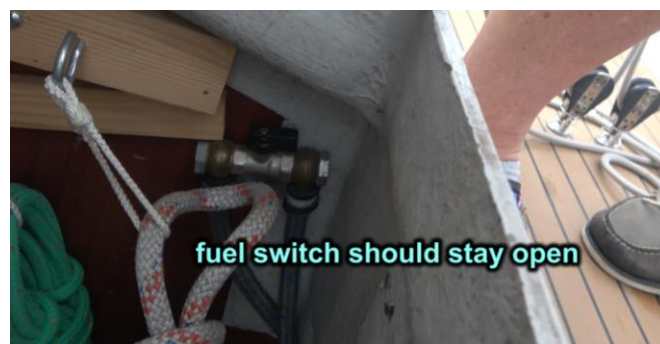
The electricity switch located on starboard side, just after the cabin entrance. As with other boats, you need to insert and turn the key by 90 degrees to power on the electricity in the boat



The (manual) bilge pump is in the rear starboard container. There is also a fire extinguisher in the same rear starboard container.



There is a fuel switch in the rear port container (the one that has all ropes and sheets in it). The fuel switch should be left open at all times, but it should be checked before powering on the engine. (As the boat has a diesel engine, if you run out of fuel, you may not be able to restart it).



To start the engine ensure that the boat has the electricity powered on, then insert and turn the key in its location starboard close to the tiller. To avoid losing the key, hook it to the carabiner. You should hear a beep, that you should let sound for few seconds. Check that the gear is in neutral and press the ignition button to start the engine.



The batten used for measuring fuel level is on the port side shelf above the cushion. Note that opening and closing the fuel tank can be tricky. When the fuel tank is open, ensure that the fuel does not get contaminated from dirt or liquid lying on the floor.

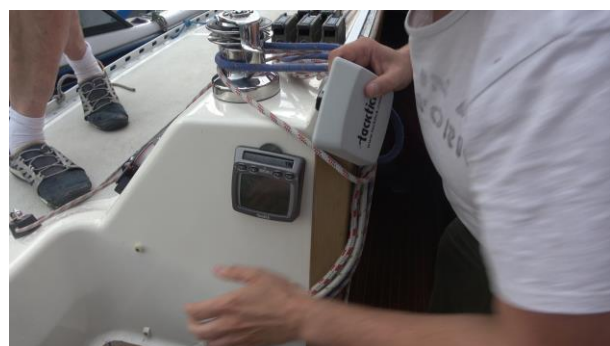


**IMPORTANT:** to power off the engine, you need to pull the "decompressor" handle. Do not turn off the engine with the key.

Following the rule everything that is out should stay out, the sail covers should be stored in the rear starboard container. Similarly, the fenders, should be stored in the rear port container.



The boat has two instruments that are found where the key for the engine is, in the small cupboard on the port side. These instruments should be clipped outside under the halyards' winches.



There are also two bags that need to be fixed outside under the two instruments to store the winch handles while sailing.



## Rigging:

Ropes and sheets are stored in the rear port container; they should not be stored inside.



There is one jib sheet attached to the jib with two bowlines making a continuous loop. It is also possible to attach the middle point of a longer sheet to the jib or have two separate sheets rather than one loop (this is a matter of personal preference). Note that there is currently no longer sheet on the boat to support the two sheets configuration. The current jib sheet is only long enough to support the loop configuration.

You should rig the jib sheets **inside** the shrouds and you will need to adjust the jib traveller depending on the wind direction: when close hauled the traveller **must** be moved toward stern to avoid damaging the sail, in beam or broad reach the traveller needs to be moved forward towards bow. This configuration will give the maximum boat performance but **requires** the crew to correctly position the traveller when switching from close hauled to beam reach to avoid that the sheet touches the shroud.



Traveler position in beam reach or broad reach



Traveler position in close hauled

The jib furling system **cannot** be used as a reef (i.e. as a means to reduce the surface area of the jib). When sailing, the jib must be either completely rolled in or completely deployed. Careful: with strong wind it may be difficult to roll in the jib using the furling line in the cockpit alone. It may be necessary to have a crew member on the bow to help the roll in the jib manually.

Miss R has also a large genoa. For the moment, we have not decided yet what use we want to make of it.

If needed, in the cabin another batten can be found to be used to help removing the jib battens if needed.

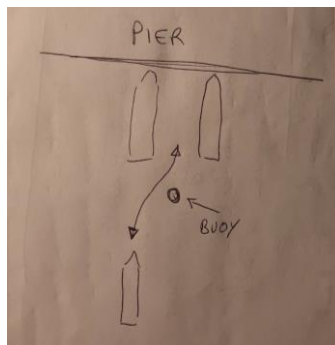
During the main sail hoisting it's helpful to have one crew member at the mast pulling on the main halyard.



As the boat has no handrail, know where you have available a lifeline and ensure the crew is trained on how to use it.

### Leaving the mooring

In backing out of our docking space (and returning) the stern buoy remains on the starboard side. This is a convention to avoid having the keel hooking on the underwater chain going from the pier to the mooring buoy.



Be aware that the propeller cavitation brings the stern to starboard during backward manoeuvres.

## Sailing

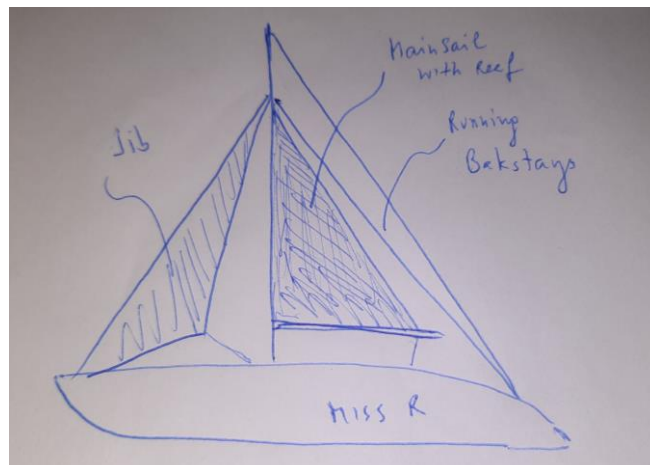
Crew configuration (works well with three or four). The helmsman is the only person aft of the traveller. All other crew members should be forward of the traveller. As a general safety precaution, avoid leaving the cockpit during navigation.

The main sail has two adjustment. The "raw" big adjustment of the main should be done by a crew forward of the traveller. The "fine" adjustments done by the helmsman using the other set of sheets that are more de-multiplied.



The boat should be operated by at least three persons: the helmsman, one crew member on the starboard winch, one on the port winch. There is no need for the crew to switch side during tacking and jibing to manage the jib sheet and the backstay on their respective side.

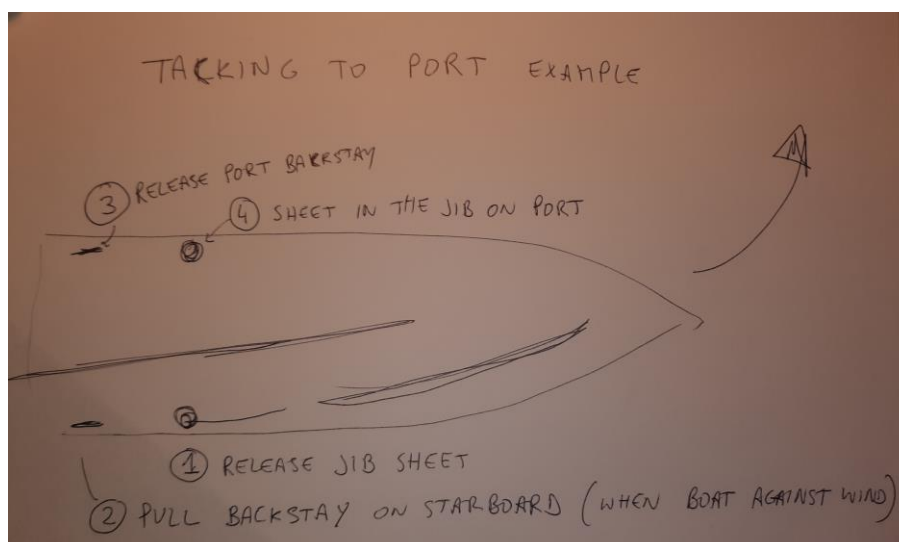
If the main sail is reefed, both backstays can be pulled and there is no need to operate them. This is a simplified operation that will allow you to safely sail and ignore the backstays. When reefed, keep the backstays always tightened.



If you navigate with the full main sail, you need to pay attention to the backstays and the batten pockets on the mainsail whenever tacking and jibing, following the procedure below.

### Tacking procedure under full sail:

1. When bow is into the wind and the jib starts to luff, **take the old leeward jib sheet off the winch**.
2. On the same winch, make one wrap with the old leeward backstay (i.e the windward backstay), and snap it tight (with a "coup sec").
3. On the opposite side (the new leeward side), release the backstay. Accompany manually the pulley of the released backstay on the deck. Ensure that the backstays remains behind the bome.
4. Tighten the jib on the winch on the leeward side. Adjust the jib (and the traveller) to its new position according to the wind and boat direction.



### Jibe / Gybe procedure under full sail:

Use the same sequence, but it's best to avoid swinging the boom with the sheets (a racing gybe). **Sheet in completely the main sail before reaching the gybing point**, and when the main sail is secured at the centre of the boat swap the backstays using the same procedure described for tacking.

In windy conditions with full sails you may also have to release the fixed backstay to allow the main to pass freely under the stay. Setting the kicker tight may accomplish the same thing as releasing the backstay.

### Reefing / unreefing

To reef the main sail, release the halyard and pull the reefing line.

To remove the reef from the main sail, it is important to put the bow upwind, otherwise the backstays will prevent the main sail to be hoisted. You have to decide on which tack you will resume the navigation and release the leeward backstay. Keep the windward backstay tight. Also the fixed backstay should be released to prevent the mast for being bent. Important: as it may be a delicate operation to maintain the correct tack while keeping the boat almost against the wind, it is recommended to start the engine when unreefing the main sail.

### Spinnaker operation

Nothing in particular noted, it is the normal operation of a symmetric spinnaker.

During the spinnaker operation you may have to use the two main winches for the spinnaker sheets. Therefore you either roll the jib, or you use the halyard's winches for the jib's sheets.

## Swimming in the lake, anchoring the boat

The boat anchor is in the rear port container together with the ladder. Important: when deploying the ladder, always use the red rope and secure the ladder to the boat before using it (risk of losing it). Also use a floating life line for safety.



## Returning to the mooring place

Ensure you are familiar with the boat that has lot of inertia. Slowdown in time to avoid hitting the pier.

Remember, that in returning to the docking space the stern buoy remains on the starboard side.

The mooring lines on the pier have been trimmed to have the correct length. No knot are necessary but these must go into the holes at the bow and crossed, to be hooked to the boat's cleats.

