

[illegible]

2024

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1 QUICK REFERENCE BOAT INFO

BOAT INFO	BOAT NAME	Adventure	
	Year	2001	
	Model	Hunter 260	
	Hull #	HUNF0886F001	
	Licence #	ON448402	
	LOA	26'3"	8.0m
	LWL	23'3"	7.09m
	Beam	8.58"	2.62m
	Water draft board up	1'9"	.53m
	Water draft board down	6.0'	1.83m
	Air Draft	40.0'	12.9m
	Displaced Tonnage tank empty	3000lbs	1360kgs
	Displaced Tonnage tank full	5000lbs	2270kgs
	CE Classification	C max 6 people 578 kg	

TANKS	Water	20 gallons	75 litres
	Gasoline Fuel	20 litres	
	Waste		

COMMS		
	MMSI #	316
	Call Sign	Adventure

2 DAILY BOAT CHECK – FLOAT PLAN AND CHECKLIST

Every time a Skipper takes a boat out for a sail, they are to complete the Daily Boat Check Float Plan Checklist . The items on the list are to be checked prior to heading out and also upon return to make sure that the boat is ready for the next group.

If anything is missing from the list it is up to the Skipper to decide if the boat is sufficiently prepared to head out. Deficiencies in the list are to be noted in the deficiencies log and noted with the boat captain by email immediately. This is the only way they can be rectified, and safety of the vessels maintained.

3 STEPS TO GO SAILING

Please follow this procedure before you cast off. If there are any deficiencies, please note it in the deficiencies log book and report it to the boat captain, immediately.

1.	Open up boat and stow companionway boards
2.	Confirm boat is charging via shore power
3.	Turn the AC panel at the boat off.
4.	Disconnect shore power and either stow onboard or on the dock.
5.	Check for water in bilge. Vacuum out any water in the bilge if it is too low for the pump
6.	Turn on DC power and set Battery Selector Switch to "All"
7.	Complete Daily Boat Check – Float Plan document
8.	Store sail cover
9.	Check the engine overall for anything that looks out of place
10.	Check you have enough fuel for your trip
11.	Prepare halyard and sheets
12.	Start engine following the engine's start procedures in the Boat Binder
13.	Check for water circulating and pumping out the side or back of the engine.
14.	Cast off
15.	Remove fenders
16.	Store all lines and fenders in the boat.
17.	Enjoy your sail

4 SNUGGING DOWN AFTER SAILING

Please complete the following steps before you leave the boat to ensure that the next person can also enjoy their time onboard. If there are any deficiencies, please make sure to note it in the deficiencies log book and tell the boat captain immediately.

1.	Prior to docking, if you have used the head, complete a pumpout either with the gas dock or the honey wagon.
2.	Plug the boat in and confirm it is charging via shore power. Follow the steps in the Boat Binder.
3.	Confirm boat is charging via shore power. Follow the steps in the Boat Binder.
4.	Check for water in bilge and vacuum out. Note in checklist how much water and report it to the boat captain.
5.	Confirm Bilge Pump set to AUTO.
6.	Complete Daily Boat Check – Float Plan document back side of the page.
7.	Have a quick visual of the engine to ensure nothing looks out of place.
8.	Close up the companionway.

5 NOTMAR(S)

6 LIST OF LIGHTS BUOYS AND FOG SIGNALS

7 VESSEL LICENSE(S)

8 INCIDENT REPORT

9 STABILITY REPORT

10 CONTINGENCY PLAN

11 SAFETY EQUIPMENT AND COMPLIANCES

Adventure is a Pleasure Craft Licensed vessel berthed at ABYC which is in the Toronto Harbour. As such, she is required to be compliant with the Transport Canada Pleasure Craft regulations. Please see the following for the list of required compliances.

- Canada Shipping Act
- Competency of Operators of Pleasure Craft Regulations
- Small Vessel Regulations
- Charts and Nautical Publications Regs
- Ship Station Regulations
- Vessel Pollution and Dangerous Chemicals Regulations (Environmental Protection Act Reg 343)
- Vessel Operation Restriction Regulations
- Toronto Harbour Regulations

You are the operator of this vessel. As such, it is your responsibility to ensure compliance with all of the required regulations. If a vessel is inspected by local authorities and found to be deficient, you as the operator are held accountable. Please make sure you give the boat a full Boat Check before heading out. See Daily Boat Check attached on the following page, along with Through Hull diagrams and Safety Equipment diagrams.

12 THROUGH HULLS

See diagram on bulkhead adjacent to safety equipment list for through hull locations. All through hull valves should be exercised before heading out.

13 SAFETY EQUIPMENT CHART

14 STANDING RIGGING

14.1 Specs

Standing rigging is 1x19 18.1 stranded wire.

1 – Mast

1 – boom

B and R rig

Adventure's mast is designed to be stepped on the boat. It has a tabernacle. The tabernacle has been removed but the feet are still bolted to the deck. The tabernacle is stored on the boat. The mast is stored in the mast rack. The details and specifications of the standing rigging are detailed in the Hunter Manual

The standing rigging is original and will be replaced at haulout 2024.

14.2 Foresail Furler

Presently a CDI furler

15 RUNNING RIGGING

The running rigging is itemized in the Hunter Manual. There is a complete layout of the deck gear as a drawing as well.

16 DECK GEAR

The deck gear is original and itemized in the Hunter Manual

17 SAILS

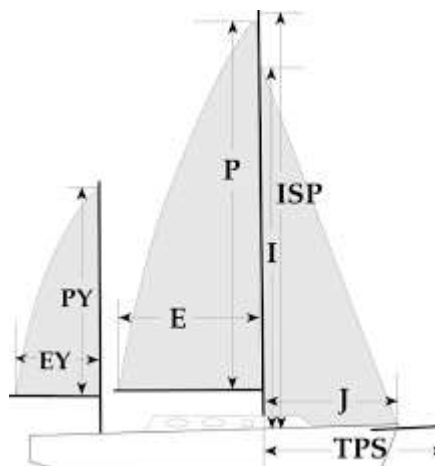
17.1 Definitions

J1 = genoa

J2 = smaller genoa

J3 = Jib non overlapping

- Measurements are “pin to pin”
- Sails have been stretched loosely by hand to take measurements.
- No cord measurements have been taken into account



17.2 Measurements

SAIL	LABEL	SAIL #	MANUFACTURER	DESCRIPTORS	FOOT	LUFF	LEECH
J1			Doyle		10'6"	24'6"	27'9"
J1	spare						
Main			Doyle		10'3"	31'5"	29'4"
Main	spare		Doyle		10'	30'	29'

There is no spinnaker.

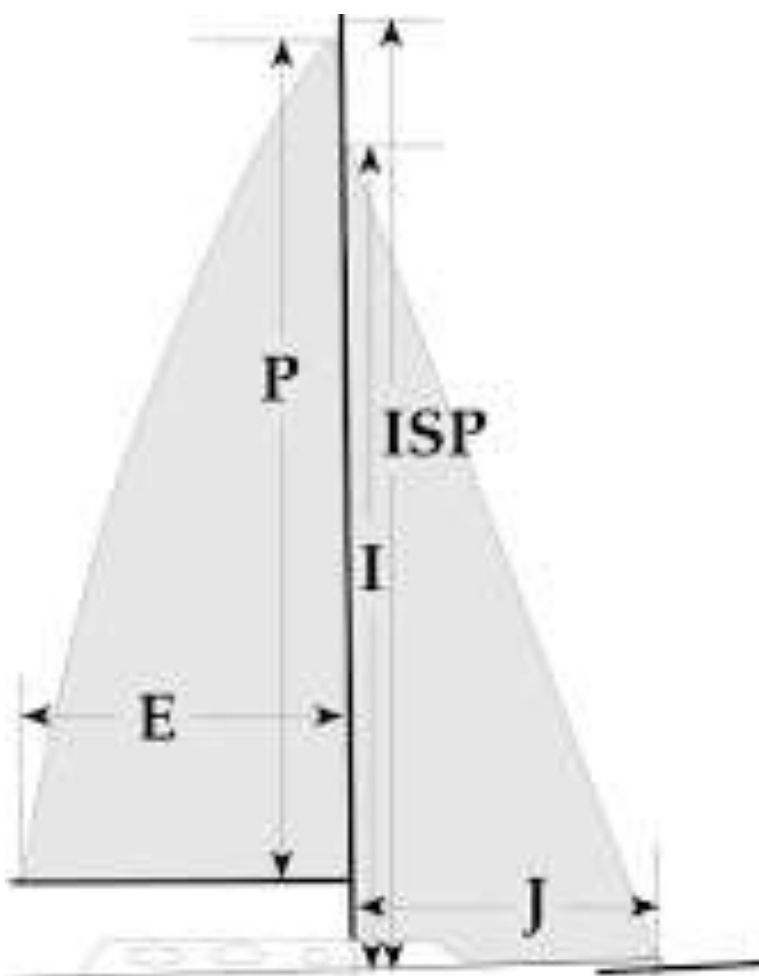
17.3 Maintenance

Sails are inspected for service after the masts are pulled in the fall and sent to the loft (North) for service as needed, annually. If a sail needs to go to the loft during the season, a replacement sail needs to be bent on so the boat remains in service.

17.4 Sail Repair Identification Form

The Sail Repair Identification Form is an easy form to mark up exactly where and what the damage is on the sail, before it goes to the loft for repairs. Please mark the form and take a picture and send it with your email to the Lead Instructor or Boat Captain to forward to Maintenance.

Ashbridge's Bay Yacht Club 30 Ashbridge's Bay Park Road
c/o Diane Reid 4168782677



Notes

18 ENGINE

18.1 Specs

ENGINE	Honda 15 hp 4 stroke
SERIAL #	BAAU-1400123
FUEL	gasoline
OIL	4 stroke
STARTING	Key and push button
PROP	

18.2 Startup Procedures

1.	
2.	
3.	
4.	
5.	

18.3 What If It Won't Start

Smell for gas. How many times did you try pulling on the cord? Have you gone through the steps a second time and not found anything wrong? It is likely that you have flooded the carburetor full of fuel and the spark plug is also full of fuel.

1. Disconnect the fuel line from the engine. Be mindful... it will leak a little bit of gasoline everywhere.
2. With the choke open, pull the pull cord 15 or 20 times as if you were going to start it. It will work the fuel through the carburetor and possibly also through the spark plug and clear the excess out.
3. If the engine starts while you are doing this, fantastic! Reconnect the fuel line right away and close the choke right away.
4. If the engine still hasn't started, reconnect the fuel line and close the choke.

5. Try starting it again with the choke closed. If it doesn't start with three or four pulls then open the choke and try three or four pulls again.
6. If it still doesn't start, there could be something genuinely wrong. Send a report.

* Note. These engines run very well. Unless something is actually broken, the error is usually with not knowing how to start the engine. However, if you still can't get it started then file a report and maintenance will check it out.

18.4 Stop Procedures

18.5 Spare Motor

Adventure does not have a spare motor. The fleet spare motor is underpowered for Adventure.

18.6 Winterizing

This engine is winterized in place and not stored in the off site storage. It is too heavy to lift. There are also several connections for the alternator and remote cockpit controls that complicate removal. If the engine needs to be removed, use the mast crane. Make sure you find the sticker "this side up". This is a 4 stroke engine and can't be placed incorrectly.

18.7 Service Schedule

This is an outboard engine and is serviced by

19 ELECTRICAL

19.1 Electrical Components

Adventure has a 12 volt DC system and a 110 volt AC charger. The AC is only for charging the battery. The DC panel has a master switch located in the aft cabin along the back wall. The DC panel is located at the companionway starboard side when you enter the boat. There is one DC deep cycle battery that serves the house system and one house battery. They are located aft of the aft cabin behind the access panel.

Electrical Lights include: side lights, stern light and masthead light. There is no anchor light.

Wiring Schematic

The mast only contains the steaming light. **TO BE CONFIRMED**

The VHF antenna is located **TO BE CONFIRMED** maintenance purposes. This limits the range to 5-8 miles, which is sufficient to call the Coast Guard.

19.2 DC Electrical Startup Procedures

1. Turn master switch to 2
2. At the main panel, turn on the item you want to use.
3. If the item does not turn on, then go to the item and push/turn the power button for it. It may not come on automatically when you turn it on at the panel.
4. When shutting down the DC, turn all of the switches on the panel off first and then turn the master switch off.

19.3 AC Electrical Startup Procedures

The AC on the boat only supplies a charging source. **OUTLETS TO BE CONFIRMED AS PRESENT OR NOT**

Electrical Shorepower Charging

1. Plug the shorepower into the 110 volt cord located coming out from under the galley sink. If you can't find the plug, find the charger in the port lazaret and "fish" the plug back through the hole under the sink.
2. Plug the shorepower into the electrical source on the dock, ensuring that there is slack in the cable, but that it does not fall into the water.
3. Check the battery charger in the lazaret to ensure that the system is charging. The charger should show power and charging when charge is needed.

17.4 Charging The Battery

Charging is accomplished by

- plugging the boat in to charge with the shorepower cord
- Solar panel recharging

To charge by plugging the boat in with the shorepower cord:

1. Plug the shorepower cable in to the boat and to the shorepower outlet
2. Make sure the breakers are not tripped at the dock.
- 4.
- 5.

For solar panel charging

20 ELECTRONICS

Adventure's electronics are as follows. Manuals can be found on the shelf.

- Uniden Solara DSC
- Stereo
- Axiom chartplotter

21 PLUMBING

21.1 [Fresh Water](#)

Adventure's fresh water tank is located in the V berth. The boat does not have pressure water. There is a sink with hand pump at the galley and in the sink. The water has been regularly used by the previous owner.

21.2 [Head](#)

The head presently has a portapottie. It is fully available to use, but must be emptied right away. It has limited storage capacity. It is intended to install a marine head and holding tank.

21.3 [Winterizing](#)

Steps for Fresh water

- 1.
- 2.
- 3.

Winterizing the toilet is done with emptying the tank and pouring plumbing antifreeze into the bowl and dropping it into the holding tank.

22 TRAILER

22.1 Specs

VIN #	1M5BM2622Y1E48362
Make/Model/Year	MGTL, S5402-73206-21216, 2000
# of axle	2
Colour	galvanized
RIN #	C0197-61945-20817
Plates	
Vehicle Weight	00636

23 HAULOUT / LAUNCH PROCEDURES

23.1 Mast Setup

Although this rig has a tabernacle for stowage on deck, the yard space does not facilitate this. The tabernacle has been removed and the mast is stepped with the mast crane. With the Band R rig, you must put a lifting strop above the spreaders, with a tie off at the gooseneck.

23.2 Stepping The Mast

1. Insert spreaders and spreader boots and tape the cap shrouds in place for anti chafe with spreader boots and black vinyl tape.
2. Install the mast head fly and tape the base screw so that it won't shake loose
3. Hoist the mast with a strap located above the spreaders and a strop down to the gooseneck preventing the lift from capsizing.
4. Lift the mast in place. Pin the heel of the mast at deck level
5. Connect all shrouds strongly hand tight or with a few turns of the turn buckles with leverage.
6. Proceed with dock tuning.

23.3 Raising and Lowering The Centerboard

- 1.
- 2.

24 ALARMS

There are no alarms intentionally set on any electronics. If an alarm sounds, it is sounding at a factory setting. Inspect the alarm and ensure you are not in harm's way. Make a note in the deficiencies book if you think it should be adjusted and let the boat captain know.

TO BE CONFIRMED

25 WHAT TO DO IF SOMETHING BREAKS

If something breaks onboard, please manage as best you can to get back to the dock safely. If you cannot manage, please seek what you feel is appropriate help while on the water.

Once ashore, please:

1. Inform the boat captain of the problem
2. Make a note in the maintenance log for the next person coming to use the boat.
3. If you think the circumstances are critical and the boat should not go out, please telephone the boat captain directly or receive an email confirmation that they have the information. The boat captain will pass the info along through the online form. There is a sign on the boat that can be hung on the wash board stating "out of service".

OUT OF SERVICE

26 UNDOCKING / DOCKING

These steps assume a minimum of 3 people on the boat. As always, practise makes perfect. Prudence is taken to prevent collisions and to not wrap mooring lines in the propeller.

Undocking

Prep the crew as follows.

- Plan to motor the stern into the wind if you can.
 - Give yourself as much distance as possible to get the boat moving forward after you have backed out of the slip.
 - If needed, with outboard engines, turn the engine by hand to help facilitate turning.
 - Steer before gear.
 - Tell everyone the plan
1. Place one person at the bow lines
 2. Place one person on the windward stern line who is mobile
 3. Place one person on the engine and the leeward stern line.
 4. Cast off the leeward stern line into the tire or on the adjacent boat as it is not being used
 5. Engine in reverse
 6. Cast off the bow lines
 7. Windward stern line gets walked forward to the shrouds then dropped into the tire or on the boat adjacent.
 8. Continue backing until you have enough room in front of you to go forward and to leeward.

Docking

Prep the crew as follows:

- Boat hook for the bow and for the windward mooring line
 - One person on the bow lines
 - One person on the windward tire mooring line
 - Ignore the leeward mooring line until last.
1. Approach the mooring, holding the boat close enough to the windward tire that the line can be picked up by the boat hook.
 2. Look at the leeward mooring tire to see where the line is to ensure that you don't have the motor in gear as you run it over.
 3. Have the bow lines person fend off to leeward and then walk to the bow to catch the bow with the handrail on the V dock.
 4. Pick up the leeward stern line
 5. Once the V dock and stern tire lines are in hand, ease the bow lines and pull back on the stern lines

27 CO-OPERATIVE SAILING PROGRAM

End of Document