

# Bareboating Astrolabe

## Easy Prep Sheet



LAKE WANAKA YACHT CHARTERS

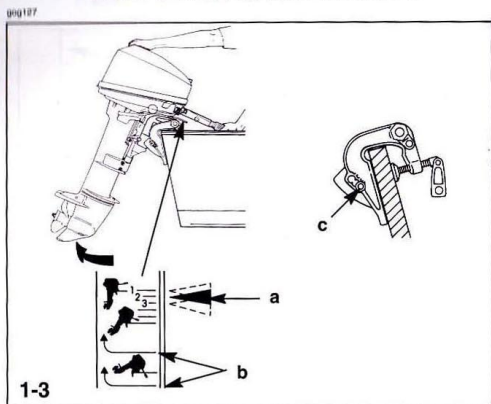
Here's a bit of info to help you get oriented to The Astrolabe, and the lake. (Updated 20161223)

### 1. Communication: Mobile phone & Radio Procedures & Ch 66

- a. Please have a mobile phone. Use this as a preferred mode to contact Randall if needed. If that fails then use the radio telephone which is on board. Keep the radio on and monitor.
- b. Locally, we all use Ch. 66 which is monitored by Coast Guard, Harbour Master and myself. We don't use Ch 16.
- c. Call Sign for Astrolabe is ZMV 7805
- d. Keep communications brief, using to inform ETA's or situations, make sure channel is clear before starting your call . Here's an example of our communications:
  - i. Say "This is Astrolabe ZMV7805 calling base, over"
  - ii. I'll respond "This is base, over"
  - iii. Say "ETA to Marina 16:00 hours, over"
  - iv. I'll respond " Copy, over"
  - v. Say "Astrolabe out"

### 2. Engine:

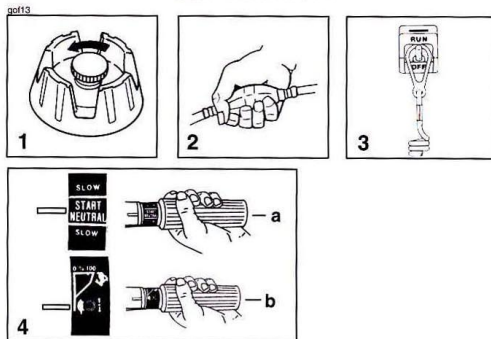
#### FEATURES & CONTROLS



#### Adjusting Transom Angle

- 1 Reduce engine speed to idle. Shift the outboard to neutral or forward gear position. Place your outboard into one of the three transom angle settings (a).
- 2 To release your outboard to a lower transom angle setting, stop engine and tilt the outboard up to one of the tilt release positions (b) and gently lower it down. Move the transom angle preset knob (c) to the number 1 position for the lowest setting.
- 3 Positioning the transom angle preset knob (c) to a selected setting will allow the outboard to return to the desired preset transom angle position each time it is lowered.

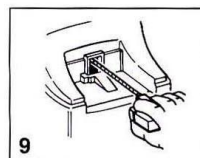
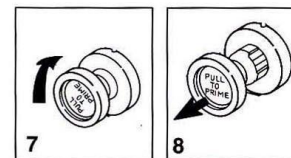
#### OPERATION



#### Starting The Engine – Tiller Handle Models And Manual Start Remote Control Models

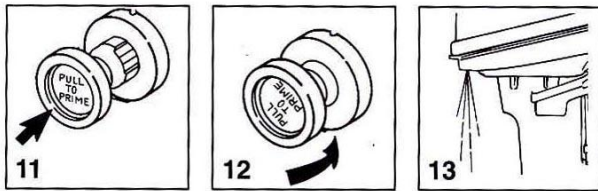
Before starting, read the Pre-Starting Check List, Special Operating Instructions, Pre-Starting Instructions, and Engine Break-in Procedure on the first three pages in the Operation Section.

- 1 Open fuel tank vent on manual venting type tanks.
- 2 Squeeze the fuel line primer bulb several times until it feels firm.
- 3 Set the lanyard stop switch to RUN position.
- 4 Set the throttle grip to start position.
  - a. Throttle Grip Gear Shift Models
  - b. Side Handle Gear Shift Models
- 5 Omitted - different model



#### Starting The Engine – Tiller Handle Models And Manual Start Remote Control Models

- 6 Omitted - different model
- 7 Turn Primer/Idle speed knob full clockwise (direction of arrow) to increase engine idle speed for starting.
- 8 When engine is cold, pull out and push in the primer/Idle speed knob one to three times to prime the engine. Leave the knob in the pulled-out position when starting.
- 9 Manual Starting Models – Pull the starter rope slowly until you feel the starter engage, then pull rapidly to crank the engine. Allow rope to return slowly. Repeat until engine starts.
- 10 Omitted, different model



of 8  
**Starting The Engine – Tiller Handle Models And Manual Start Remote Control Models**

**11** Push in the primer/idle speed knob after engine starts. If engine begins to stall, re-prime until engine is running smoothly.

*NOTE: Starting Flooded Engine – push in the primer/idle speed knob and turn full clockwise. Continue to crank the engine for starting.*

**12** Turn the primer/idle speed knob counterclockwise (direction of arrow) to obtain desired idle speed as engine warms up.

**13** Check for water flowing out of the water pump indicator hole. For models equipped with a thermostat, the amount of water flow can vary, from droplets to a full spray, due to the thermostat operation. It may take several minutes for the engine to warm up enough for water to start spraying out of the indicator hole.

**IMPORTANT: If no water is coming out of the water pump indicator hole, stop engine and check cooling water intake for obstruction. No obstruction may indicate a water pump failure or blockage in the cooling system. These conditions will cause the engine to overheat. Have the outboard checked by your dealer. Operating the engine while overheated may cause serious engine damage.**

Raising the engine: If you don't want to hear the prop rotate while sailing, lift the plywood bracket, but it is finicky and can ratchet up a few notches on the engine mount, making it difficult to use the tiller. As long as you're careful by lifting the engine and plywood bracket together as a unit, you'll be fine. If it does ratchet up, you have to reach under and release the bracket under the aft part of the engine. (See *Adjusting Transom Angle*, above)

3. Sails

- a. Halyards: Main and Jib on port side, with cam cleats and winch, with winch handle
- b. Main Reefing line/cleat locations: Reef line #1 is on port side, #2 on starboard side.
  - i. When reefing, use the reefing lines only to gather sail. Make sure not pressure is on sail from the lines.
- c. Storm Jib: Located in closet

4. Docking/Anchoring

- a. Two Bumpers located in the aft lockers – red tape on the line shows where to tie them to the wire guy lines around the boat.
- b. Always approach from downwind heading upwind (docks or bouys)
- c. There is very long anchor line, with a back up anchor and line in the aft locker.

5. Weather and Wind On Lake Wanaka

- a. Keep an eye on WindGuru <https://beta.windguru.cz/582960>
- b. Also Met Service: <http://www.metservice.com/towns-cities/wanaka>
- c. Watch for “a line of waves” coming down the lake from the NW and keep ahead of it.
- d. The most sheltered area is Roys Bay right near Wanaka, second best, Ruby Island.
- e. South end of The Peninsula is not much respite in strong winds – all winds congregate there.

6. Known rocky/shallow areas:

- a. North end of Ruby Island, pretty obvious.
- b. East of Mo Waho Island (the island with the lake, half way up the lake) (see chart)
- c. Bull Island – obvious rock outcrop just south of The Peninsula
- d. North of Beacon Point, shallow area, keep North of obvious marker which is quite far out.

7. Onboard Water/ Galley/Sink, Toilet etc The lake water is great to drink right from the tap. The toilet is a porta potti,

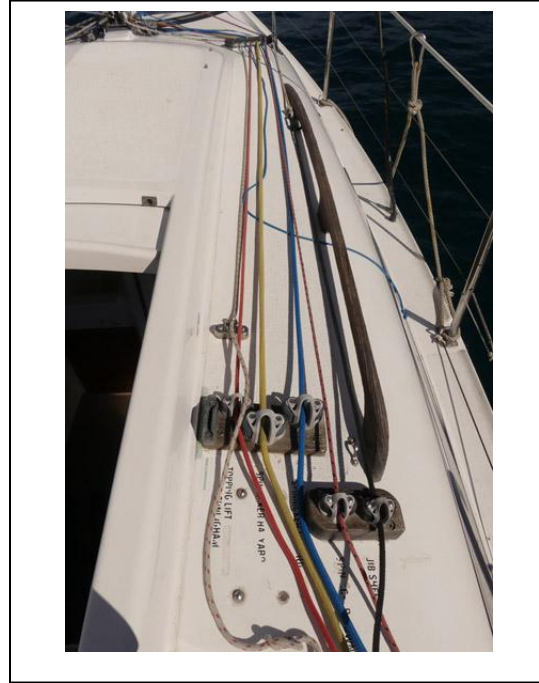
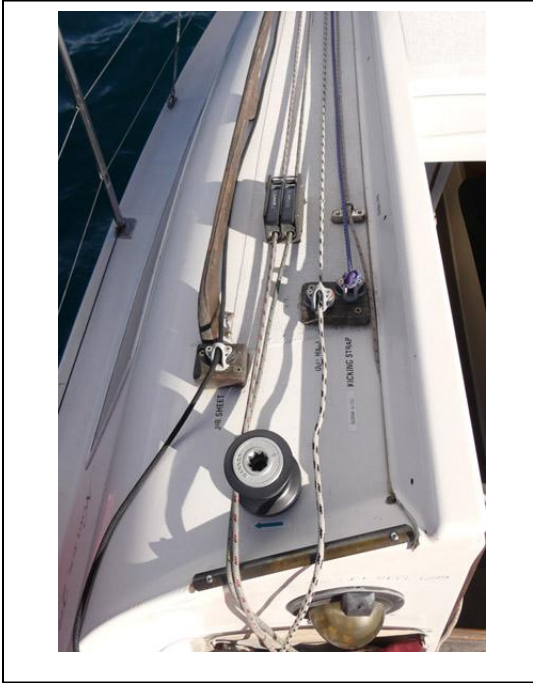
8. Centreboard Keel: If you approach land in a shallow area, such as a beach, make sure the keel is raised up by using the handle and winch (handle stored under the sink). Don't overcrank when raising. Thnx

## 9. Deck Layout

Port side: Halyards located in “buckle cleats”  
Jib Halyard with red specks on left cleat  
Main Halyard, w/green specks: right cleat  
Jib sheet: Black Line. Winch works CW

### Starboard Side:

Cunningham, Small blue line  
Topping Lift: Red  
Jib sheet Black on right



## 10. Resources onboard:

- a. Cruising Guide and Ruby Island Info
- b. LWYC exclusive nav chart which I've created from composite charts and maps in the area to make one that covers land and water features. Complete with compass rose. Parallel rulers and dividers also on board – not really needed on Lake Wanaka, but included on board, just in case, and to practice your nav skills.
- c. Compass Card – Ship's compass deviation 1degree average
- d. Radio Manual
- e. Ship's manual
  - i. Ship Safety
  - ii. Hazards
  - iii. Emergency Procedures
    1. Fire, Rig Failure, Full Engine and radio manuals
    2. Man overboard, review: see image.

