



## What to do if...

This document suggests how instructors might proceed if certain problems crop up.

### ...THERE'S NO WIND

It's possible to sail with just a knot or so of wind. But sometimes, in the winter or occasionally on very hot summer days, there's just no wind at all. It's not possible to sail, but you can still teach a reasonable lesson. Here are some ideas.

- Practice docking under power into the Merit's usual slip.
- Practice docking under power on a side-tie.
- Introduce anchoring as a preview for what students will learn in AS-103.
- Introduce rescuing a COB under power as a preview for what students will learn in AS-103.

### ...THERE'S A LOT OF WIND

Some days there's a lot of wind, more than 20 knots in the harbor. As long as wind isn't above 25 knots, we can still sail. The important thing is that students feel comfortable and are not scared.

- Sail with reefed main alone: Hoist the mainsail reefed and tighten backstay tensioner.
- Sail with reefed main and reefed jib: Same as above.
- Have a "classroom" day working on knots or introducing students to the South Bay chart.
- Ask office crew for help.

### ...MOTOR WON'T START

- If the motor is flooded, it may be difficult to start. Push in the choke, unclip the fuel line and pull the starter cord multiple times. Eventually, the carburetor will clear and the motor will start.
- If the fuel line is kinked, no fuel will flow through it. Make sure there are no kinks.
- If the fuel connection isn't well seated on the engine, the engine won't be able to pull fuel from the tank. Make sure the fuel connector is tightly connected to the motor.
- Check with office to possibly switch boats if unable to resolve issue.

### ...MOTOR DIES

- If the fuel connector comes loose, the motor may die.
- If a fuel line gets kinked under way, the engine may die.
- If the air inlet knob is closed on the tank, it won't allow fuel to flow to the engine.
- You can sail into the dock if necessary.