Fairwinds Dinghy Operating Procedures

Fairwinds has a Walker Bay 8 dinghy with a displacement hull as well as a rigid inflatable.

Read the Walker Bay Owners Manual available on the Fairwinds file-share.

Walker Bay Specs

Weight: 32 kg / 71 lb (without collar)	Max Persons: 2
Overall Length (LOA): 251 cm / 8'3"	Max Engine HP: 2hp
Outside Beam: 132cm / 4' 4"	Max Speed: 6-8 knots
Motor Shaft Length: Short (15")	Max Load: 425lbs

Safety

- Ensure the dinghy has the required Department of Transportation safety items on board (e.g. PFDs, bailer, whistle).
- User caution when boarding. Board by stepping onto floor – do not step on seats or gunwale.
- Keep your weight and center of gravity low in the boat; distribute the load around the center.

Towing

- Use bow eye on hull for towing.
- Empty boat before towing - including the oars.   Do not tow with people in boat.
- Do not tow with outboard motor installed – flexing on the transom can lead to damage.
- Keep dinghy in tight to mothership when in reverse. **Do not have the painter in the water else you risk wrapping the line around the prop!!** You really don't want that to happen. You will likely disable the engine and be responsible for any damage that occurs.   This could be a very expensive (for you) mistake!

At Anchor

- Do not allow the dinghy to swing.   Keep the dinghy secure with the mothership and protected by bumpers.   Do not allow the outboard or dinghy to bounce off the mothership.

At SNSM

- Secure the dinghy upside down on the dock support.   Position it so it can not be damaged if bumped by the mothership when docking.
- Keep the inflatable covered dockside – it's important to protect it from the sun's damaging ultra-violet rays.

Outboard

- Maximum hp rating for the WB8 is 2hp
- Lock outboard securely to the sailboat pushpit when not in use.
- Keep the outboard covered (use the spare sail-bag) when not in use.
- Check fuel before heading out. Do not refuel onboard!   Take the outboard and fuel container ashore and observe all safety precautions. Gasoline is extremely flammable and explosive – unlike diesel fuel – know the difference!
- Ensure you use the correct fuel – there are containers of both diesel and gasoline onboard.   Use only unmixed gasoline in the outboard.   Use only diesel in the Yanmar.

- Do not store gasoline in the lazarette nor down below.   The fumes are extremely dangerous and any leak could lead to a fire or explosion.
- Check crankcase oil level before starting
- Open gas cap vent so air can enter the fuel tank as the engine runs
- Ensure engine is securely fastened to motor mount and gear lever is in neutral position before starting
- Use an emergency switch or lanyard attached to your wrist. This will stop motor when lanyard is pulled. Check motor shuts off when lanyard is pulled - the stop/kill switch should activate.
- After use: flush the engine with freshwater
- Shut off fuel supply and run the engine until it dies (i.e. the carburetor is dry)
- Add fuel conditioner to any gasoline that will sit for more than 2 months.

Dinghy Bookings

Rather than the past fixed "sailboat pairing" arrangement the dinghies are bookable by any skipper.

You will notice that there are now 2 additional booking calendars in our system: RIB and WalkerBay. The important change to note: you must always book a dinghy if you want to use one.   As with the sailboats, special rules apply for summer bookings.

1. Summer plans need to be coordinated with the other skippers before being entered into the system

2. Preference will be given to longer bookings and to those made in conjunction with a sailboat

3. Consideration will be given to those with families that require the greater capacity of the RIB.

4. Either dinghy will be bookable independently of a mother-ship.   So if you just want to go out for j a dinghy ride, that will be possible.   Priority is given to cruising use, however.

There is no charge associated with booking a dinghy. There is a glitch in the system that may show a charge for Jolie skippers - just ignore it.