

Sunfish Information Sheet

36 Steps to a Successful Thursday City Sunfish

By Paula Shur

– updated 8/17 Janet Kreutzer

(The night before) Check wind and tide forecast - Windlasses website under “links”

Arrive early about 8:15 a.m. Give yourself plenty of time to rig your boat. Plan to have your boat rigged prior to 9:30 to allow you time to sail your boat out to the race course. Please ask your mentor for assistance prior to 9:15 as she, too, will need time to sail out to the course.

Consider your clothing as you get wetter in a Sunfish and lines get caught on loose fitting garments. Dress as if you WILL capsize and then you will always be prepared. Janet Kreutzer or your mentor can help with clothing suggestions.

Suggestion - Laminate the current Sunfish Equipment List and this Sunfish Information sheet. Some of this rigging can be done in a different order. You will find what works for you.

1. Use the list to gather: the spars with your sail, mast, rudder and daggerboard that have been assigned to your boat. Locate at least one anchor for every two Sunfish.
2. Take the spars through the back of the pram shed.
3. Put the Windlasses bins with the painters, mainsheets, and bungees out on top of one of the Sunfish that will not be sailed.
4. Drain water out of the hull if there is any.
5. Put in all drain plugs - stern of boat and inside cockpit.
6. Using 4 people to lift the Sunfish - place the Sunfish on a City dolly, which is marked City for Dunedin or Windlasses. The other dollies are personally owned.
7. Smile and be happy – you are going to sail a Sunfish.
8. Stand on the right to rig it right. Lay spars on deck with gooseneck facing to the starboard side of the boat over the hole where the mast will go in.
9. Run halyard through eye at the top of the mast. Replace mast, placing through gooseneck, which should be on the starboard side. Halyard should run down the starboard side of the mast. Loosely cleat halyard.

10. Attach the mainsheet - Tie bowline on traveler and then run the mainsheet through the two pulleys and two loops and then down through the mainsheet block. Make sure you can hear the ratchet sound when you pull the mainsheet through. The loops keep the mainsheet from catching on your life vest or wrapping around your neck.
11. Put a stop knot in the end of main sheet, leaving at least a six inch tail if you have a long mainsheet, otherwise just a short tail.
12. If you have a hiking strap, make sure your hiking strap is set correctly (even with the lip of the cockpit) and raised so that you don't have to fumble to put your feet under it.
13. Attach rudder making sure the tiller and hiking stick are under the traveler. Shake the rudder to make sure it is firmly attached.
14. Attach bungee around splash guard. Attach painter to mast and through handle in bow then lead back to bungee. Tie a bowline loop at the end of the painter so you can put your arm through the loop and hold onto your boat in the event of a capsize or use as a step to get back into the boat.
15. Place daggerboard, SPONGE and your drinks, life vest... in cockpit.
16. Put your boat in the water with the dolly and attach to an anchor. If you tie more than one boat to an anchor, tie the second boat to the traveler (line across the stern) so the boats are one behind another.
17. Point boat into the wind before raising sail. Preferably raise sail when boat is in the water and it will naturally point into the wind. After boat is in the water, place sponge on deck to protect deck from screws on boom and raise main with halyard. Use one hand to raise the gooseneck so that you can keep the boom high enough above the deck.
18. Tie a slipknot to create a purchase and raise the sail so that the halyard knot on the upper spar is snug against the mast. Ask your mentor to check this until you are comfortable with your rigging knowledge.
19. Using the halyard, tie on a vang. Keep the vang loose in light air and crank down on it in heavy air. Take remaining halyard and tie a bowline on the bottom of the top spar. This will be used to pull out the boom in light air.
20. The gooseneck is usually set at 16 inches. If it is windy, and your gooseneck is adjustable, you will want to set it further back. There are two black marker lines on the boom, the further forward one is at 16 inches.
21. Ask your mentor to double check your rigging before 9:30. You can rig your boat prior to leaving for the race. Always make sure your mainsheet can run out freely. If the mainsheet gets snagged, your boat will attempt to sail off - hitting other boats, capsizing and causing havoc among the fleet. Do not put the daggerboard in or the rudder down until you are ready

to leave shore.

22. When leaving shore put rudder down and daggerboard in (curved edge toward stern of the boat.)
23. HAVE FUN RACING AND SAILING.
24. When returning to shore, raise the dagger board BEFORE it touches the bottom. Push tiller to sail and turn boat into the wind to stop it. AVOID high-speed landings which damage the boat.
25. Remove daggerboard before getting out of Sunfish.
26. After getting out, lift rudder up.
27. Put sponge on deck before lowering sail.
28. Wash metal parts on the spars before putting away. Open goose-neck each week, move it back and forth on the spar as you rinse it. Retighten it at about 16 inches so it is ready for next week.
29. Wash rudder (lift up and down as rinse to get water in the metal parts) and daggerboard. Store hiking stick at a 90 degree angle.
30. Lift the Sunfish onto the rack with 4 people and rinse on the rack.
31. Remove plugs and store plugs in bag in the bin with the lines.
32. Put Spars, mast, rudder, daggerboard away. Put mainsheet, bungees and painters in white bin..
33. Tie the sterns together and run lock through the bows and lock prior to leaving.
34. Log any problems with the boat and / or rigging immediately.
35. Notify Janet Kreutzer, janet@kreutzerconsulting.com, ASAP.
36. If you have any Sunfish / Sailing questions please call or email your mentor who will be happy to help you.