Boatshare Guide - Advanced

March 8, 2025

Thank you for joining the Squadron's Boatshare! Below is a Guide to our Advanced boats. You can find our Beginner and Intermediate Boats Guide here - ttps://docs.google.com/document/d/1sDR05xqfYt3wdlx77zOQ0ENN5_RbYkY8/edit?usp=sharing&ouid=117226021820848207731&rtpof=true&sd=true

Overview

Our Boatshare guide serves as a reference to Sarasota Sailing Squadron members who are checked out on club Boatshare boats. The scope of this guide starts with what a sailor should be thinking about and doing before heading for a sail at the club, to getting a boat ready to sail, to cleaning up and wrapping up. As you use this document, please feel free to offer suggestions to the office in case additional clarification is needed in this guide. You can reach out to us at manager@ssssailing.com. You can also see the Boatshare Policy or website for more specifics on Boatshare.

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Office contact and hours

Boatshare is available 9 am - 4pm, weather permitting. If you have any issues, you can contact anyone in the office. David Hobbs manages the maintenance of the equipment. When something isn't working right, your maintenance requests go to him. If you're unable to sail the boat due to the maintenance item, let us know in person, by phone at 941-388-2355 or at manager@ssssailing.com.

Presail - Before driving to the Squadron

When you decide you'd like to go sailing, there are a few things that you need to take care of before heading to the club.

1) Forecast - Check the forecasted environmental conditions for the date and time which you'd like to sail. There are many resources on the internet, and a couple specific resources are suggested below:
   - Wind, Weather, and Tide: Sailflow https://www.sailflow.com/flowview/play/263522
   - Windy: www.windy.com

Note - the forecast must be less than 15mph for your sail on Boatshare boats. You must also evaluate your skill, the skill of your crew, and the boat you are taking out, when deciding if it is safe for you to sail given the forecast.

2) Reserve your boat on RecHub.
   For boats requiring a tractor for launching, you must reserve the boat at least 24 hours in advance. Boats are available from 9am - 4pm daily. Quick steps to reserve are as follows:
   a) Go to www.sailingsquadron.com. In the menu, select "Member Login"
   b) Once logged in, go to the top drop down "Equipment" menu, and then select "Equipment reservations calendar"
   c) Select your boat for the desired time and complete reservation steps.
      - Time - if you can, pick a morning (9-12) or afternoon (12-4) for half day. If the date function isn't working, edit the text here, "12/01/2025 12:00 PM - 12/01/2025 4:00 PM" and paste it into RecHub.
      - Equipment - select only the boat you want to take out, highlighted in blue
      - Equipment usage - member sailing
      - Event leaders - your name
      - Leave blank - "repeat schedule", "reservation title" and "description"

3) Packing
   a) A car bag with dry clothes and a towel for when you are done sailing (stays in your car)
   b) For your sail
      - Inherently Buoyant Personal Floatation Device (non-inflatable PFD) w/whistle
      - VHF radio - you must bring your own! No VHF radio, no sailing
      - Hat
      - Water bottle (preferably reusable)
      - Sunglasses
      - Close toed shoes
      - Watch
      - Gloves
4) Apply sunscreen just before you head to the Squadron

NOTE-Squadron boats are not to be used to teach lessons to members or nonmembers. Lessons and race clinics are available through the office, email membership@sarsotasailingsquadron.org for more information.

Arrival at the Squadron

You just arrived at the Squadron, ready to sail. You'll need to stop by the office to check in and pick up a few items.

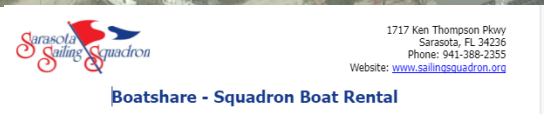
Office

The office is located toward the rear of the main building. The illustration below describes how to locate the entrance of the Squadron office:



Once in the office, you will need to do the following:

1) File a float plan. Paper copies of the float plan forms are kept on a blue clipboard that is hung on the wall, to the left as you enter the office. You can also print off the form and fill it out ahead of time using this link. Here is a photo of where the forms can be found. Once completed, place in the clear holder by the stairs.
2) Pick up the following items from the office:
   a) Keys for the Laser sail locker, if applicable. Note that you will be returning this key to the office immediately after you unlock the locker. If no one is in the office, you can find the keys up where the staff sits, by the printer, in the box on the wall
   b) Melges 15 Loos gauge is in the office, return the gauge to the office once this task is completed.
   c) Paddle should be stored on boat. Confirm that yours is still on the boat. Additional padles located outside, where the pavilion and the office overlap
   d) Please bring your own
      - VHF Radio - Turn on radio and increase volume, set to channel 72. Perform radio check. The office monitors channel 72 on the VHF. Additional radios may be available in the office, and require use of the clear radio drybags to help protect from corrosion damage. Do not take radios labeled for coaches or RC.
      - Life jackets - if additional are needed for your crew, they are outside the office by the paddles. You should have packed your own PFD with a whistle.









You are welcome to leave car keys and cellphone in the office while you are on the water. Place them in the bowl in the middle of the table.

Shore Activities

After you leave the office, you will need to find your boat. Shore activities will vary depending on which boat you are sailing. Steps below are for the Laser, and additional boats are listed in the appendix.

You can review how to rig the Laser using this video. Note that several of the steps in the video are not needed as the lines on Dr. Gray are already installed.

Shore Activities

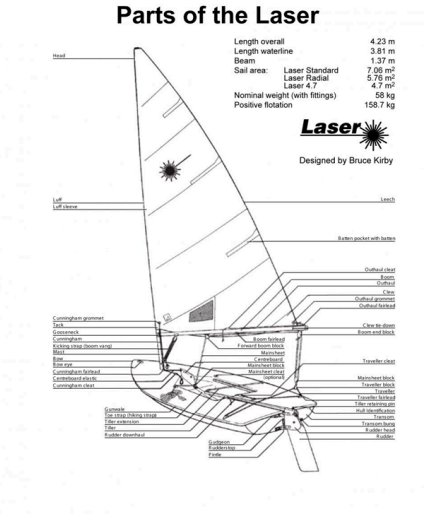
Crosscheck and Rigging

Locate and transport the Laser

- Locate the sail locker #86 in the breezeway of the dinghy storage building. Keys for the sail locker are in the office. This is the same key for the Hobie sail locker. Note that you will be returning this key to the office immediately after you unlock the locker. If no one is in the office, you can find the keys up where the staff sits, by the printer, in the box on the wall
- Take the following items from the locker, lock the locker and return the key to the office
    - Red blade bag containing the tiller, rudder, and centerboard
    - Sail bag containing the sail & battens
- Locate the black dinghy dolly with the SSS logo near the dinghy storage building. You will use this dolly to transport the boat from storage to the beach.
- Boat is in the south yard, by the open racks, 511. Locate “Dr. Grey”, remove the hull cover, and load the boat and spars onto the dolly (this is a two person job so be sure to get someone to help you).
- Identify the three spars which were stored on the hull: (1) boom (identified by the attached mainsheet) (2) lower mast (identified by the attached goose neck) and (3) upper mast. Keep these spars with the hull
- Using the dolly, wheel the boat & spars to the beach launch area where you will continue with the rigging.
- Return the trailer to the storage area once you have launched

Prepare the mast

- Remove the items from the blade bag and sail bag. Place the sail bag inside of the blade bag. Place the blade bag in the SYS Lost and Found, by the water fountain. Avoid leaving the bag on the beach.
- Open the drain plug on the lower transom and check for water. Drain and replace plug, ensuring that plug is firmly seated.
- Take the two parts of the mast and slide the upper mast into the lower mast. Make sure the rivet on the upper mast aligns with the goose neck assembly on the lower mast
- Unfold the sail and insert the three battens in the sail. Be sure to (1) make sure the short batten goes in the top sleeve and (2) push each batten in fully so it is firmly in the pocket and not angled up or able to slide out



- Locate the sleeve opening at the tack of the sail. Insert the top of the mast into the sleeve. Gently feed the mast into the sail sleeve until the sail is completely on the mast. The tack gromet on the sail should line up with the goose neck near the bottom of the mast. Be careful not to stress the sail as you pull it down the mast. Try to minimize any twists in the sail.
- Step the mast: Locate the mast hole in the center of the boat forward of the cockpit. Place the bottom of the mast in the mast hole and gently slide down until you feel the mast hit the bottom of the hole. Rotate the mast until the goose neck is facing aft.
- Locate the green Cunningham line (that connects to the grey dyneema) and feed this line through the eye on the hull deck and back to the clam cleat. Pull tight and secure to the clam cleat.

Rig the boom.

- One end of the boom has a hole. Locate this hole and insert the goose neck into the hole.
- Attach the orange vang line at the base of the mast to the boom by sliding the flat clip on the vang block into the "v" shaped metal slot on the boom. Adjust the vang line so that there is slack in the vang (boom should be able to be lifted to be parallel to the hull.) Lay the boom in the cockpit.
- At the aft end of the boom, attach the main sheet block to the traveler block (the traveler is the line in a triangle shape running across the stern deck)
- Run the main sheet through the block mounted at the forward end of the cockpit. Be sure to (1) insert the sheet in the proper direction and (2) tie two 8-knots in the end of the sheet to prevent the sheet from slipping out of the block.
- Draft - Outhaul is grey line, runs through a block tied to the mast just above the goose neck then down to a block on the deck, not a cam clean on the boom. A velcro clew strap is installed on the boom.

Rudder & Centerboard

- Assemble the rudder.
    - Note the location of the hole at the aft end of the tiller. Insert the tiller into the head of the rudder with the hole facing up. Line up the hole in the tiler with the hole in the rudder head. Insert the pin hanging from the rudder into this hole to secure the tiller.
    - Run the blue line from the rudder up the tiler and secure on the small cleat on the side of the tiller near the extension tiller. This line is used to raise the rudder and can be released if you need to raise the rudder at any time (i.e. when beaching)
- Place the boat in the water to a depth where you can install the rudder
- Mount the tiller/rudder assembly to the stern:
    - Standing behind the stern, feed the tiller and tiller extension under the traveler line that has the block attached, but above the two other traveler lines that form the "y" (see diagram)
    - Align the rudder pins with the two brackets on the transom
    - Insert the two rudder pins in the transom mount.
    - Ensure that the retainer clip between the two rudder pins has engaged (this is important to prevent the rudder from becoming unseated)
    - Slide the centerboard into the slot in the cockpit and attach retainer cord (color?) to the downhaul???



Once everything is complete and your are ready to sail, point the boat into the wind, attach the outhaul by running the outhaul line (color?) through the eye at the aft end of the boom and cleat in the cam cleat on the top of the boom. This will power the sail, so be ready to launch once you complete this step.

Sail

Be aware of the local knowledge passed on to you in your checkout sail. Consult the navigation charts or Navionics for local info on shoals, New Pass channel, the ICW, Sandbars to the north of New Pass, and other information.



Sailing areas

Squadron Boatshare boats are expected to stay inside the area of Ringling bridge to the south and New pass bridge to the west. Common sailing areas are noted on the Boatshare form using this legend.

What to do if something goes wrong

Reference our Emergency Card before you go sailing

- The office is not a rescue organization and generally will not be able to come to your aid. It is your obligation to sail within your means and to double check the boat before you head out.
- If the rescue is due to the skipper's decisions or if office is unable to provide assistance, contact sea tow. The Squadron will reimburse for any sea tow bill due to equipment failure, but not for issues caused by operator error.

1) Is everyone OK?

i) NO: call 911, radio office, and if life threatening hail may day on 16
ii) YES: move on

2) Is the boat OK to sail back?

i) NO: hail office on 72, if no response after 2 attempts, hail SeaTow on 16. Follow Sea Tow's instructions with tow line.
ii) Maybe
(1) If run aground:
(a) lift boards
(b) Bow into wind or drop sails
(c) Get into deeper water
(d) Fall off or raise sails
(e) head back immediately
(2) If capsize:
(a) use throw over line – need link
(b) hail the office on 72 head back immediately
iii) YES: hail the office on 72 and head back immediately

Return

3) Just as with leaving the dock, make a plan for returning. If applicable, be sure to communicate with your crew. Double check the wind and current.
4) Plan on docking upwind so you can ease to depower the sails. This may mean purposefully sailing into irons and coasting, like a Jturn

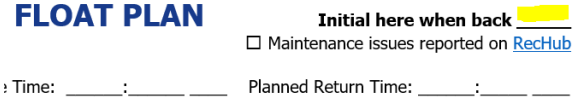
5) Depower the main - if you are unable to sail upwind, be sure to depower your main by completely easing it and making sure it is not powering the boat. This will allow you to coast to a stop.
6) Watch the water depth as you approach and be prepared to pull the rudders and centerboard up. Note that when you lift the rudders, your steering will be limited.

Derig and Cleanup

7) Drop sails with bow pointed into wind (Laser - remove the mast)
8) Roll sails from foot to head (Laser - fold sail)
9) Detach halyard from sail (Laser - no halyard)
10) Attach halyard to sidestay
11) Halyard secured
12) Get boat onto dolly or trailer.
13) Drain the hulls by removing the plugs. You may need to tilt the boat to fully drain.
14) Put sails away

Wrap-up

Once you are done sailing and the boat is stowed, you will need to stop by the office before heading out. Here are some things you will need to do:


FLOAT PLAN
Initial here when back
☐ Maintenance issues reported on RecHub
Time: _____:_____ ___ Planned Return Time: _____:_____ ___

1. Sign out your float plan. Grab your form out of the bin where you left it, initial the “Initial here when back” section of the form, and then return it to the bin.
2. Report damages and any maintenance issues. This can be done at any time using the website but should be done as soon as possible. On the website, login, select “equipment” and then “create maintenance request.” Fill out the maintenance request form, describing the issue or item.
3. Return the VHF radio and other borrowed supplies.

Appendix - other boats

Melges 15

Review the following Melges 15 videos for how to rig.

Melges Resources - https://www.melges15.com/guides-and-tutorials

- Speed Guide - https://www.quantumsails.com/getattachment/Sails/One-Design/Inshore/Melges-15/Melges15_TuningGuide.pdf.aspx
- Rigging Tutorials
  - How to rig the Melges 15 (19:15) - https://youtu.be/BdogJjXHcm0
    - Important parts – **boat breaker**, **jib sheets** attachment, how the **spinnaker sheet** run, **rudder** install and quick pin, attach **jib sail**, hoist jib, rig **main sail**, hoist main sail, **dagger board**
  - How to rig the spinnaker on a Melges 15 (4:57) - https://youtu.be/E83aG2ioIug
  - Melges 15 Rig Tuning (5:11) - https://youtu.be/sdWnEgnOniA
- Boat Handling Tutorials
  - Melges 15: How to Set the Spinnaker (2:15) - https://youtu.be/9uQExVy0TQo
  - Melges 15: How to Gybe (2:45) - https://youtu.be/ffd8wRUDPlg
  - Melges 15: How to Douse the Spinnaker (5:05) - https://youtu.be/mxE82-F3efk
- SailZing resources (our very own Rob Hudson de Tranowsky from SailZing and Ed Furry from Sail22)
  - Line routing - https://sailzing.com/wp-content/uploads/2022/09/Melges-15-Line-Routing-SailZing.pdf

- Assembly – not required, but again, very detailed and good for understanding the boat more https://sailzing.com/melges-15-assembly-comprehensive/

Shore Activities

Crosscheck and Rigging

Locate and transport the Melges 15, currently behind the A18s, to the rigging area by the ramp, making sure not to block boats from launching at the ramp.
#411 and #532 are brand new. Do an inspection of the hull before you sail and note any damage not mentioned here to the office in writing. As of 12/10, the only known item on #411 is a 12" scratch aft on the port side. Do not let the sails flog.

On land

- Close the through hull plugs (4 on 411, 2 on 532), the two aft scuppers by hooking the bungee to the center padeye, and the two self-bailers
- With the spinnaker sheet outside the forestay, use the boat breaker to reattach the forestay to the center hole of the bow plate. Orient the pin cotter ring on the starboard side to minimize wear on the spinnaker.
- With the forestay reattached, remove the boat breaker. You may need to remove a shackle to get the clip off the brass knob on the forestay. Store in sailbag. Centerboard and Rudder are kept in boat.
- The rig should be set to 16 on the loos gauge. Confirm before you go out using the loos gauge from the sail locker (on the door frame as you leave the locker). If you plan on changing the rigging, mark the new rig tune on the float plan and return it to 16 when done. Rig Tune should never go above 24 (heavy wind / light crew) or below 12(?) (light wind / heavy crew). Return the gauge once this task is completed.
- Get sails from the second floor of the south boat shed (not the SYS shed). They are in the locker, next to Locker 32. Code is given upon successful checkout. Please note, the numbers on the lock align to a mark on the upper face, not the center as is typical. The sails are in grey Quantum sail bags.
- Attach the rudder, ensuring tiller and extension feed under the bridle. Attach cotter-ring through top pintel. There is a catch that holds rudder up until in deeper water; once in deeper water, drop rudder and attach plastic pin to keep rudder down while sailing. Or attach rudder once in deeper water if it is pinned in down position
- Rig Spinnaker, if not rigged already. Note: Be sure you do not lose the end of the tack line inside the sprit pole . Attach tack to tackline. Attach head of spinnaker with dog bone. Attach clew, making sure spinnaker sheets are outside shrouds and in front of the forestay, but under / inboard of the tack line. Attach the douser line, outside the spinnaker and jib sheets, starting outside the foot of the sail and weaving in and out, ending with a figure 8 stopper knot. Douse in kite sock with dousing line.
- Dry run test the spinnaker on land to ensure it's rigged correctly.
- Attach halyards and get main and jib ready to hoist. NOTE: Jib and main should be raised once boat is in the water and pointed head to wind.
- Rig jib. Attach clew using shackle, ensuring the running end of the line is to the inside and the dead end is to the outside. Hank the jib onto the forestay. Attach jib halyard to head of jib with a loop and ball.
- Attach main halyard to main sail with a loop and ball.
- Store boat breaker in spinnaker sail bag, along with the jib and main sail bags. This should be stored in the basket by the SYS / D Dock while you are sailing.

At the dock

- Launch boat via the small boat ramp to the south of Dock C. Depending on wind direction, you may need to paddle to another dock which will let you put the bow into the wind before you hoist the sails. If you do need to paddle, put the centerboard and rudder down first, but note it is very shallow.
- Store dolly out of the way, preferably in the storage space
- Insert centerboard and drop the rudder. Attach keeper line to centerboard to ensure it stays with the boat in the event of a capsize. Pin the rudder down.
- Note: A yellow mast head float is available to help prevent turtling and attaches to the head of the main, located in locker with sails.
- Hoist main, via the halyard line from the base of the mast, being sure to pull straight in line with sheave (not from the side of the boat). Guide the bolt rope from the port side into the slot above the upper GNAV (upside down vang)attachment. Feed the three luff slugs near the foot of the sail into mast track below the GNAV. 2 below the slot, and 1 above the slot). Once the main is raised, there is a loop in the main halyard (dynema) to attach to the hook on the black tensioner line, which is on the port side of the mast. Gather excess main halyard and store in pouch on the dousing bag.
- Insert slug near the main's clew into the slot near the end of the boom. Run outhaul through the clew and dead end on end of boom with stopper knot
- Attach cunningham through the top grommet
- Raise the jib via the halyard line from base of mast. Once the jib is raised, there is a loop in the jib halyard to connect to the hook on the jib halyard tensioner line (blue line, starboard side of mast). Gather excess jib halyard and store in pouch on the dousing bag

On the Water

- Play the vang to depower the main
- Close haul, trim the jib in until the leech tell tale starts to break
- Upwinds and downwind angles should overlap (be reciprocal)

Sail, Return, Derig and Cleanup, Wrap-up - See main sections, Sail, Return, Derig and Cleanup, and Wrap-up, and undo the steps in shore activities

Process is simply the opposite of the "in" steps but with these modifications:

Open bailers before pulling boat on dolly out of the water.

If using an old club spinnaker, pull out spinnaker from douser bag to lay loosely on deck to store under cover, or completely remove spinnaker and store in locker if it is a good quality spinnaker. When detaching the spinnaker, tie the douser line to the bar at the front of the douser bag for ease of retrieval for the next sailor. Make sure you do not lose the tack line inside the sprit pole, as it is hard to retrieve.

Detach bungee to drain plates. Rinse boat, dagger board, rudder and dolly. Open the boat plugs, tip boat to ensure there is no water left inside the hull.

After detaching the forestay, the boat breaker tension should be just tight enough so that the side stays can be moved ~ ¼ " with hand pressure, which is easing the boat breaker until you get to the stopper knot. Secure boat to dolly at bow.

Flying Scot

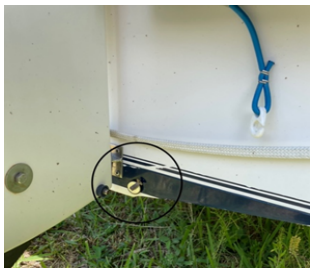
See FS website for helpful videos,
https://fssa.com/content/flying-scot-videos?fbclid=IwAR1GhMItTFMe9kNb91G7O_FiHfUWK82dATX9i7sorkSCO26fLHAr-h6bpHU



See FS manufacturer how to guides, https://flyingscot.com/how-to/, especially the how-to rig. Mad Sails also offers this tuning guide,
https://flyingscot.com/wp-content/uploads/2016/10/Mad_TuningGuide.pdf

Shore Activities

Crosscheck and Rigging





Pull block from under trailer nose wheel and place wheel on ground. Lower nose wheel so boat is level.

Sails are stored in a second floor locker, next to Locker 32. Code is given upon successful checkout.

Retrieve plug (stored on the far aft set next to the tiller) and insert in drain hole located to starboard of the rudder.

Rig Spinnaker, stuff in port spin bag.







Rig jib. Ensure the D shackle at the tack encompasses both the jib tack and the forestay. Attach clew using soft shackle (future update to brummel clips?). Make sure jib sheets aren't tangled and run free to blocks.

Attach main sail to boom only. Slide foot into track on boom, making sure slugs are in track as well. Secure pin in tack. Attach outhaul at aft end. Lash rolled main sail to boom. Do not attach halyard.





Attach lifting bridle. The boom acts as a stabilizer during hoisting, so make sure the boom is secured in the boom crutch and the vang and the mainsheet are cleated. The bridle is stored in the tabernacle at the base of the mast (the strap is permanently attached at this end so it stays on the boat). Run the bridle so it starts on one side of the boom, crosses over the top of the boom then attaches to the lifting ring on the aft of the center trunk.









Hoist

Put on your PFD before you start hoisting the boat.

The hoist crane arm does not swing around in a full circle – there is a stopper that prevents a full circle swing. The crane is fixed at the end of the arm; the path the crane arm travels is shown by the yellow line painted on the concrete. You will align your boat centered on the yellow line.

Most damage is done at the hoist by banging the mast or spreaders into the crane arm. The best way to keep your mast and spreaders free of damage is to follow these guidelines

- **<u>The person controlling the hoist (Hoist Operator) keeps their eyes on the end of the crane arm almost 100% of the time the boat is on or near the hoist.</u>** By watching the end of the crane arm and controlling the up/down movement of the hoist, the Hoist Operator can avoid most mast and spreader contact.
- The person controlling the bow of the boat (Bow Guide) controls the bow of the boat, pushing/pulling it as needed. **<u>When it comes time to attach or detach the lifting strap from the hoist, only step onto or off the bow of the boat.</u>** This ensures the mast tilts away from the crane arm as the boat bounces in the water. Again, just by following those two guidelines (Hoist operator always watches the end of the crane arm and bow guide gets on/off the boat from the bow), you can avoid most of the issues that happen at the hoist.

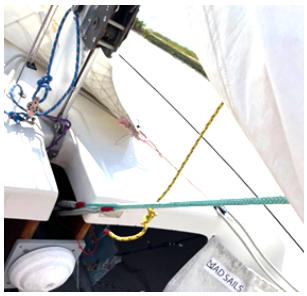
First, set up the boat for hoisting: Align the boat so that the painted yellow line on the concrete pad is aligned under the center of the boat and most important – the point where the lifting bridle attaches to the hoist hook. The lifting bridle attachment point must be directly over the yellow line for the boat to lift without damage.

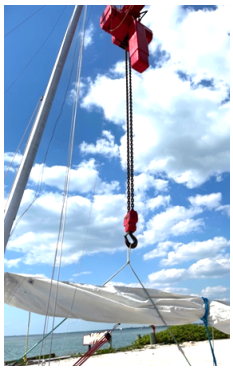
Chock trailer wheel.
Turn on hoist motor.

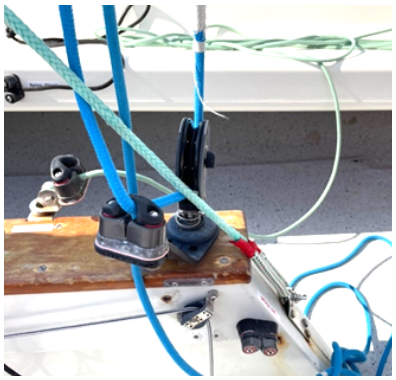




Disconnect the boat from the trailer.







Taking care not to bump the mast or spreaders, the hoist operator swings the crane around counterclockwise (approaching from the aft of the boat) so the crane arm is directly above the attachment loop on the lifting bridle. Attach the lifting bridle loop to the hoist hook. Engage the hoist, raise the hook only enough to raise the loop and check the lifting bridle is not caught on any fittings, but do not raise the boat yet. Check to make sure the lifting bridle is correct (not snagged on any fittings) and the hoist chain is directly vertical (if it's not vertical, as the hoist lifts the boat, the boat will be dragged to one side possibly damaging it. This is what the strap should look like – clear in a straight line from where it attaches to the hook.



Picture in red shows strap caught on cleats and fittings. Make sure these are cleared before lifting.

To hoist the boat into the water:

Hoist Operator: The person operating the hoist lifting mechanism (pushing the button to raise/lower the boat) should always be watching the end of the crane arm. The hoist operator controls the boat's vertical position and is focused on the crane arm's relationship to the mast and spreaders.



Bow Guide: The person guiding the bow of the boat controls the boat and how/where it travels.

- The Bow Guide should first ensure the bow line is untangled and in hand.
- When the Bow Guide is ready, s/he signals the Host Operator – "up".
- The Hoist Operator watches the crane arm the entire time, making sure the mast and spreaders don't contact the crane arm or hoist motor. The Hoist Operator pushes the "up" control button to make the lifting bridle taut. Check that the lifting bridle is not snagged, caught under the coaming, deck or main sheet block before raising the boat. Otherwise you can damage these pieces and cause further damage while lifting.
- Lift the boat enough to clear the trailer, then assists the Bow Guide to swivel the boat by pulling on the crane lever arm at the base.
- As the boat lifts, the Bow Guide pushes and guides the bow back around and over the water, stopping the boat when it's clear over the water.
- When the boat is positioned over the water, the Bow Guide signals the Hoist Operator "down".
- Hoist Operator lowers the boat, watching the crane arm and motor at all times, especially at the boat settles in the water.
- While the boat lowers, the bow controller keeps the boat from hitting the dock fore and aft. Keeping the boat angled down towards the bow keeps the mast and spreaders away from the crane arm and motor. As the bow of the boat settles in the water, if the Bow Guide pulls the boat slightly forward, that keeps the mast and spreaders away from the crane arm and hoist motor. Once the hull is completely in the water, the Bow Guide signals "stop" to the Hoist Operator.
- Tie the bow line to a cleat.



- To disengage the lifting strap, only step on and off the boat from the bow. Stepping on/off the stern will cause the mast to bump the crane arm and hoist motor. The Bow Guide disconnects the lifting strap from the hoist hook.
- As soon as the lifting strap is disconnected, the Hoist Operator pulls the crane arm clockwise, to the aft of and away from the mast. At this point, the Hoist Operator watches the hoist hook to make sure it doesn't hit any person or object as s/he lifts the hook, rotates the crane arm and attaches the hook to the safety line on the railing.





TURN OFF HOIST MOTOR

Ensure your PFD is on properly, you've completed your radio check, and prepare to sail.

On Water Set Up

Clear the hoist area. Depending on wind direction, you may need to paddle to another dock which will let you put the bow into the wind before you hoist the sails. If you do need to paddle, put the centerboard and rudder down first.

Put the centerboard down. The centerboard is cleated near the aft end of the centerboard trunk, below and to starboard of the mainsheet cleat. Release the line to lower the centerboard fully.

Put the rudder in the full down position. Release the keeper line.cleated on the tiller. Then lay on the aft deck. Make sure the rudder is fully down and pull the bungee up over the keeper rollers on both sides of the rudder head.

Uncleat the vang and main sheet. Raise sails, main first, using the winch handle stored in the tabernacle. Make sure the winch handle is fully inserted into the winch, so the tip doesn't break off (see FS winch guide). Be gentle – excess pressure can break the halyard, spindle or handle. Keep constant tension on the halyards to prevent the halyard from fouling around the winch. If in doubt, douse the sail, unwind the winch completely, and try again with constant tension on the halyard. As the main is fully raised, the crew can ease the boom up out of the boom crutch and remove the boom crutch by pulling it straight up, so it does not get damaged by the boom. Be especially careful in windy conditions.

Sail, Return, Derig and Cleanup, Wrap-up - See main sections, Sail, Return, Derig and Cleanup, and Wrap-up, and the boat specific items mentioned below. In progress - **Write up process for hoisting out and storing.**

Process is simply the opposite of the "in" steps but with these modifications:

You must release the boom vang when going from upwind to downwind, i.e. coming around the windward mark), or you will likely break the boom!!

Before dropping the main, make sure the boom crutch is in its proper position (check that is aligns in the base. To drop and store the mainsail, place the boom on the boom crutch. Secure the boom in the crutch by tightening the mainsheet and cleating it. Drop and roll mainsail.

Remove drain plug and rinse the boat. Rinse the drain plug and place in the aft seat.

After boat is backed into the storage slip, place a cinder block under the aft end of the trailer so the trailer can't tip backwards if you will be going into the boat, aft of the centerboard trunk it and do not have someone to stand on the tongue of the trailer.

Other helpful information

Checkout test-out ratings

Boatshare	then you are also checked out on						
If you are checked out on these boats	Sunfish	Laser	Hobie Wave	Hobie Getaway	American 18	Flying Scot	Melges 15
Sunfish	x						
Laser	x	x					
Hobie Wave			x				
Hobie Getaway			x	x			
American 18			x		x		
Flying Scot			x		x	x	
Melges 15			x		x		x

Crew Size

Boat	Minimum # on board	Maximum # on board
Sunfish	1	1
Laser	1	1
Hobie Wave	1	4 people or 900lbs
Hobie Getaway	2	6 people or 1000lbs
American 18	2	6
Flying Scot	2	5?
Melges 15	2	2

Thanks for sailing with us!