



IYC ADULT SAILING Club Flying Scot – Launch/Return Checklist

Orig 8/22/05
MM/NC/JM
Rev 2/20/07 NC

To Launch:

1. Install the plug.
2. Roll the trailer under the hoist so that the curved line painted on the pier crosses the middle of the trailer's axle.
3. Attach lifting bridle, wire portion only. **IMPORTANT:** Make sure the wire goes over the top of the rear portion of the centerboard trunk, NOT around the side of the trunk.
4. **FIRST** place tension on the wire portion, **THEN** loosely tension the line side stabilizers. It is **CRITICAL** that the wire portion of the harness hold the entire weight of the boat. You cannot lift the boat by using the line side stabilizers without damaging the boat. Any damage caused in this manner will be your responsibility to correct and pay for.
5. Don't leave the trailer under the hoist during your sail – put it back in the parking lot.
6. Don't over-tension the main halyard. Have someone watch from the dock. The head of the sail should be no closer than one or two inches from the masthead turning block, otherwise you will break either the crank or the halyard. Use a cunningham (downhaul) to put the correct tension into the luff of the sail.
7. Guide the wire halyards cleanly onto their respective winch drums. The crank fits in the starboard side of the winch and turns clockwise to raise the sails. Make sure the crank is fully inserted into the winch drum. Don't use too much force. Aluminum cranks will break if they are not fully inserted into the winch drum, or if too much force is used.
8. Attach the extension tiller, if removed, and lower the rudder as appropriate. If you tie the rudder blade in place to keep it from kicking up, be sure to untie it before beaching. On the Bluebonnet's rudder, make sure that black shock cord is running smoothly over the pulleys and that rudder-lifting and lowering mechanism is functioning correctly.
9. Enjoy your sail.

Upon your return:

10. Drop sails immediately, using the crank to back down the halyards to avoid wire spaghetti. Flogging sails at the dock will wear them out.
11. Clip the jib halyard shackle to the pigtail at the bow, NOT to the mast. Lightly tension the jib halyard so that the rig is snug, and the mast won't flop around in the breeze.
12. Completely raise both centerboard and rudder and remove the extension tiller if possible.
13. Tidy lines, etc. prior to attaching the lifting bridle. **Again make sure the wire is routed over the back of the centerboard cap, and attach only the wire portions of the lifting bridle until tension has been taken up.**
14. Make sure the hull is centered on the trailer.
15. Remove the plug. If it is not attached to the transom line, stow it on the aft end of one of the seats along with the extension tiller. On Blue Bonnet, lift the black shock cord on the rudder off its pulley to take tension off it.
16. Wash the interior and all lines thoroughly and drain the hull completely by elevating and supporting the tongue of the trailer, then roll the boat on its trailer into its space.
17. Block the tires and raise the tongue of the trailer high enough that the hull will keep draining.
18. The bow should be lashed snugly, but not tightly, to the trailer. If left too tight, the bow support on the trailer will deform. During the winter months, the lines tying the chain plates to the trailer must be attached.
19. Roll and stow the sails in their space. If the sails got wet, **WASH THEM FIRST!** If you can't stay till they are dry, drape the sails over the safety boats inside the Clubhouse.
20. Place your entry in the logbook. Note the date and time. List the passengers, and note which boat you used and where you went. **IMPORTANT:** Record anything broken or malfunctioning and notify the Adult Sailing Committee (Ned Congdon - 925/875-9790, ncongdon@hrstinc.com) at once so that repairs can be performed.