



# Moraine Sailing Club

## Community Sailing Program — Launching Procedures

1. Before climbing on the boat, remove tie-downs and wheel chocks and hook up the trailer to the car hitch lest the boat and trailer tip and cause damage to the rudder or worse. Check that the boat is securely attached to the hitch and safety chains are on. Place the wheel chocks near the slip marker.
2. Remove the boat cover, folding neatly from bow to stern; leave on the ground in the dry slip near the slip marker on top of the wheel chocks.
3. Put in the drain plug (located on starboard seat at the stern).
4. Visually inspect all standing rigging and hull to make sure that the boat is sailable (e.g., corrosion, frays, unusual wear, cracks).
5. Check that all safety gear is in the boat: paddle, bailer, whistle, two winch handles, throwable cushion, PFDs (**PFDs must be worn by everyone on board when sailing a CSP boat**), masthead float (**a masthead float must be used when sailing CSP boats**), fenders.
6. Check that the rudder is properly attached and that the kickup blade is up and the wingnut is tight. Make sure the tiller is attached to the boom crutch to keep the rudder from flopping around (this will aid the boat going straight into the water when you launch). Make sure that the boom is in the crutch and that the main sheet is pulled tight and cleated.
7. Make sure that the centerboard is all the way up.
8. Hank on the jib, starting at the bottom, and feed sheets back to cockpit. Run the ends of the jib sheet inside the shrouds, through the jib fairlead blocks and then through the ratchet blocks from the outside in on each side. Pull one of the jib sheets taut and cleat it to secure the jib to the deck. If it is windy, you may also need to put a bungee loosely around the jib. You do not want the jib blowing under the trailer as you are moving the boat.
9. Feed the head of the main sail into the masthead float. Shackle the main halyard to the headboard and insert the luff bolt rope into the sail track on the mast. Use the halyard winch (keep some tension on the halyard as you take any slack out) to feed the masthead float into the track just a bit. Do not remove bungees from main and do not hoist the sail. Lock the halyard winch and return the winch crank to the bin.
10. ***Double-check that the drain plug is in & the centerboard is all the way up.***  
Position the trailer on the leeward side of one of the launch docks. No more than one-half the license plate submerged is a pretty good guide for the new, low trailers. Having the trailer in too deep will allow the stern of the boat to float too soon and may cause the boat to go off of the trailer at an angle that could damage the boat. Also, having the wheel hubs submerged is bad for the wheel bearings. Set the emergency brake.
11. Disconnect the trailer winch line from the bow, hold onto the painter, and give the boat a good hard shove to get her started moving. The boat should roll straight back until it is in the water and free of the trailer. Note that the rudder is vulnerable to damage at the dock.



*Moraine Sailing Club*  
Community Sailing Program — Launching Procedures

12. Once floating, move the boat farther out on the dock and cleat the painter.
13. Return the trailer to the proper dry slip. Space at the docks can be at a premium, so on busy days, be considerate of others who may want to launch or dock. Don't dawdle unnecessarily at the docks on busy days.
14. Remove bungees from the main and check that there are battens in the main.
15. When you are ready to get underway, loosen the boom vang and mainsheet. Check the mainsheet to be sure it does not have any tangles or knots. With the bow into the wind, hoist the mainsail: Insert the winch crank from the starboard side into the lower halyard winch (the one with the thinner wire) and turn the halyard winch clockwise to hoist the sail. Watch that the halyard is winding evenly onto the winch. Have your crew feed the luff into the mast track. Continue hoisting until the wrinkles in the luff are pulled out and the headboard is about **2 - 3 inches from the masthead sheave** at the top of the mast. **IMPORTANT: DO NOT HOIST THE MAINSAIL AS HARD AND HIGH AS IT WILL GO!** The mainsail halyard wire may break. The halyard and sheave will suffer. The sail is at full hoist when **THE HALYARD SHACKLE IS NO MORE THAN TWO INCHES BELOW THE MAINSAIL HALYARD SHEAVE.**

**If you meet resistance while hoisting,**

- Stop and look for what is causing the problem,
- Solve it,
- Then continue hoisting

**THE HALYARD CRANK IS DESIGNED TO BREAK WHEN EXCESSIVE PRESSURE IS APPLIED TO EITHER THE HALYARD OR THE WINCHES.** Set the pawl in the lower halyard winch spool to lock the halyard winch. Stow the halyard crank. The crank should be in your hand or in the bin, but not left in the winch or on the deck or you may lose it overboard. The boom will have been lifted clear of the boom crutch. Store the boom crutch under the aft deck.

16. Attach tack shackle & the jib halyard to jib. Unclear the jib sheet. Hoist the jib using the upper halyard winch spool in the halyard winch (the thick wire). It is best to hold tension on the jib halyard while hoisting by pinching the halyard wire between your thumb and forefinger where it exits the sail track on the starboard side just above the boom. Wind the halyard holding this tension until the sail is nearly all the way up and you are ready to tension the halyard. Watch that the halyard is winding evenly onto the winch. (NOTE - Winding the halyard wire on the halyard winch with tension will make lowering the jib easier and it will also extend the life of the wire.) Do not leave sags, but leave small crow's feet along the luff (take crow's feet out for very heavy wind).
17. Lower the rudder.
18. Depending on water depth and departure plan, partially lower the centerboard.
19. Cast-off. Once the sails are hoisted, avoid long cast-off delays (safety first, of course) because luffing the sails is hard on the life of the sails.



*Moraine Sailing Club*  
Community Sailing Program — Launching Procedures

**Special Considerations for Davis Hollow Marina**

1. Do not sail out of the slip at the marina. Paddle the boat out of the slip. Leave side fenders in place. There are two paddles. You should have a crew.
2. When you have paddled past the mooring fields to your left and the V dock to your right, turn into the wind and raise the main and jib. Remove & stow fenders.