



Moraine Sailing Club

Community Sailing Program—Docking & De-rigging Procedures

1. Land at the leeward outside edge of the end of the dock and walk the boat from there. Do not attempt to do landings deep towards shore between the docks. You may have to partially raise the centerboard in order to not get stuck in the weeds, especially later on in the season.
2. After docking, move the boat away from the end of the dock to make room for other boats attempting to dock. Cleat the painter to the dock.
3. Raise the rudder.
4. Raise the centerboard. As you start hoisting, put some hand tension on the centerboard cable so that it will wind tight on the shaft. The cable should wind on the shaft starting in center and going to port first and then back to center. If the cable is wound to starboard, it may cause friction between the centerboard winch drum and the stanchion. If you run out of line before the board is all the way up, add enough turns around the winch drum to accomplish the purpose. **MAKE SURE THE CENTERBOARD IS FULL UP BEFORE TRYING TO MOVE THE BOAT ONTO THE TRAILER.** Coil and hang the centerboard line.
5. Lower the sails. Insert the crank into the winch, unlock the jib halyard winch and remove the winch crank and put it back in the bin. The sail will come down. You do *not* need to crank the sail down. If you need to help the sail down, pull on the luff (the reinforced part of the sail). Never pull on the leech of a sail to lower it (this is bad for the sail and, on some boats, will result in your never being invited back as a guest). Attach the jib halyard shackle to the jib tack shackle on the deck and tension the halyard. **TENSION IS IMPORTANT SINCE IT PROVIDES THE FORE-AFT MAST STABILITY IN LIEU OF A JIBSTAY.** Try to have equal load on the jib halyard and the jibstay. Loosely fold and store the jib under the bow. Minimize creases. Wet sail? If weather permits, dry it out before storing.
6. Pull in slack from the mainsheet, and cleat it. Rest the boom in the crutch and lower main. Fold the main sail neatly using the accordion (flake) method (if you have a skilled crew, you can usually do this as the main comes down). Minimize creases and keep the battens parallel to the boom. Secure the mainsail **LOOSELY** to the boom (the bungees should not throttle the sail, just support it). The life of the sail is at stake here. Wet sail? If weather permits, dry it out before storing. Attach the main halyard to the spinnaker pole clip on the mast and tension slightly. Neatly coil the main sheet and hang from the main block to keep it out of any water that might enter the boat. Store the masthead float under the bow overhang.
7. Attach the tiller to the boom crutch with a bungee.
8. Get the trailer and position it to take boat out. Back the trailer into the water so that the license plate is two-thirds to just fully submerged and bring the boat to the back end of the trailer (if you have an old trailer, you may need to adjust). Set the emergency brake. Make sure your winch line is securely fastened to your bow eye and the boat is lined up with the center of the trailer. If it is windy, you may need to rig a stern line. When cranking the winch, stand out of the way of the handle, and out of the way of the line. You do not want to get hit by a broken strap. **IMPORTANT: Keep your hands and fingers out of the winch and clear of a free spinning winch handle.** As you winch the boat, watch the winch strap so



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that it winds in the center of the winch with no twists or creases. If the winch strap gets into the gears, it chews the straps and severely creased and chewed winch straps are a safety hazard.

9. Return boat and trailer to slip. Place chocks under wheels.
10. Stow all gear that stays on the boat under the stern overhang (paddle, cushion, PDFs, whistle, bailer, etc.). Remove personal items and trash. Leave the boat neater and cleaner than you found it.
11. Remove drain plug and store it on the starboard aft seat on the boat.
12. Replace and secure the cover on the boat.
13. Position the block under the cross-bar of the trailer and tilt the trailer, Position the trailer support at the front of the trailer. Tie down the boat (use trucker's hitches).
14. If there are any problems with the boat or trailer, make a note of them and send an email to the CSP Director. If the problems are so severe that the boat is unsafe to sail, make an "UNSAFE TO SAIL" sign and attach it to the boat.

Special Considerations for Davis Hollow Marina

1. Do not sail into the slip at the marina. Rig side fenders. Right before you reach the mooring fields/ V dock, turn into the wind and /lower the main and jib.
2. Paddle into the slip.
3. Rig bow fenders and spring lines to protect the bow and sides of the boat from the pier.

Special Considerations for Haul-Out

After Capsize

1. Do not try to lift the boat out of the lake after a capsize without bailing out all of the water from the boat. The boat or trailer can be damaged (the boat is much heavier) if water remains in it. There are extra bailers and sponges in the shed.
2. Notify the CSP Director of the capsize.

Went Aground or Collision with the Dock or Another Boat

1. Carefully inspect the hull of the boat for damage to the centerboard, hull (gelcoat), rudder, etc. Report any damage.
2. Report the incident to the CSP Director.

Always report any problems with the boat or trailer to the CSP Director. If you know how to fix the problem, do so and report it; if you do not know how and/or you need help or supplies, report it. If the boat or trailer is unsailable/unsafe, attach a note to the boat on the starboard stern under the cover and report immediately so we can get the boat out of the reservation system.