

Lake Lanier Sailing Club Flying Scot Checklist for Use

The sailboats will be used for the purposes for educating LLSC students in sailing and sailboat racing techniques; for LLSC students practicing their sailing and sailboat racing techniques; by instructors who are practicing their sailing and sailboat racing techniques; and by LLSC members that are checked out on the boats. Sailboat usage policy and SIGNED waivers **are required** to be on file with the Jr Program prior to use.

FS #1, Yellow Hull, Sail Number 2407

FS #2, Cream hull, green bottom, Sail Number 4964

At the dock:

- ❖ Lower center board
- ❖ Lower rudder (check if all the way down) FS #2 includes a kick up kit, make sure that black shock cord is running smoothly over the pulleys and that rudder-lifting and lowering mechanism is functioning correctly.
- ❖ Release main sheet, jib sheets, boom vang prior to raising sails
- ❖ Remove & stow mainsail-ties (4), unfurl mainsail to port – this frees starboard winch access
- ❖ The winch handle 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. Maintain some tension on the wires as you raise the sails. 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.
- ❖ Don't over-tension the main halyard. Have someone watch from the dock. The head of the sail should be no closer than two to three inches from the masthead turning block, otherwise you will break either the crank or the halyard when letting the sail out downwind.
- ❖ As soon as mainsail is up, remove boom crutch to prevent damage from sails and boom flogging in the wind.
- ❖ Raise the jib.
- ❖ Determine cast off plan; i.e. initial point of sail and exit tacking strategy. Have crew untie painter and push bow in the desired direction – as they step onto boat with the painter.
- ❖ If using the vang sailing upwind, **Important:** loosen the boom vang as turning downwind to prevent damage to the gooseneck.
- ❖ Enjoy your sail!

Upon return to the dock:

- ❖ Use caution when approaching the dock – the Flying Scot with crew weighs about 1000 pounds. The Flying Scot may glide/coast a boat length or more when heading into the wind depending on your boat speed.
- ❖ Drop the sails immediately, main first. Don't use the winch handle to "unwind" the halyard winch, it will cause a birds nest / tangle. Use the winch handle to unlock the halyard and gently pull down the sail to lower.
- ❖ Remove the main halyard, store the main halyard into the mast grove (where the main sail is fed into the mast) and tighten so it stays in place.
- ❖ Remove the jib halyard and tack shackle. Connect the halyard and tack shackle and tension the halyard sufficiently so that the rig is snug,
- ❖ Starting at the top of the jib, roll the jib as the forestay connectors are removed. Remove jib sheets and stow jib far forward under the front deck.
- ❖ Starting at the top batten in the main, fold the top of the main over and roll the main all the way to the boom. This will require two people standing side by side. Tie the main to the boom with the 4 sail ties. If sail ties are not available, improvise with the main sheet and notify the Sailing Director.

IMPORTANT: Please notify Sailing Director if anything is missing, broken or malfunctioning at once so that repairs can be performed SailingDirectorLLSC@gmail.com (678) 925-6058