

Lake Lanier Sailing Club Flying Scot Checklist for Use

The LLSC Jr. FS 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

Pre-Launch:

- ❖ Connect trailer to car hitch, hitch size is 1 7/8". Boat will tip backwards if not connected when someone is in the back of the boat.
- ❖ FS #2, remove main halyard from cover, secure to shroud. FS #1 main halyard should already be secure to the mast.
- ❖ Roll covers as removed, store in grass behind boat.
- ❖ FS #2, connect boom to the mast with the back of the boom supported by the boom crutch.
- ❖ **Install transom plug** (If there is water in the boat, back down the ramp to drain water, then install plug)
- ❖ Safety Check
 - Lifejackets for each person?
 - Throwable cushion?
 - Anchor?
 - Paddle?
 - Bailer?
 - Boat hook?
 - Water?
 - Sunscreen?
- ❖ Gear check
 - Boom crutch
 - Spinnaker pole
 - Main, jib and spinnaker
 - Winch handle (stored just behind mast. Spare in starboard deck mounted bin)
 - Painter and stern line
- ❖ Secure jib (tack shackle, forestay, halyard). Do not raise jib. Run sheets.
- ❖ Place main on boom if not already. Use sail ties to secure the main to the boom.
- ❖ Rig spinnaker if using
- ❖ Attach rudder before launching if not attached, **secure in UP position** to avoid damage while backing the trailer. FS#2 – make sure black bungee is connected over pegs and white line cleated to the tiller.
- ❖ Attach tiller, including pin to keep in position.
- ❖ Trailer to the launching area. Before backing down remove the trailer strap at the stern if connected and check if rudder is up.
- ❖ **Important:** Keep the bow eye connected to the trailer until backed down the ramp and in the water. Boats can slide off the trailer onto the ramp if not connected.
- ❖ 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.
- ❖ **FS#1** – {{need to fill in blank about how far into the water}}
- ❖ FS #2 – back down the ramp only until the trailer wheels are just in the water, this trailer does not need to be submerged and is designed for the boat to roll off the trailer. Wrap the bowline around the trailer to secure it and loosen the winch. When winch is free, release the bowline from the trailer and the boat should roll off into the water.

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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!

Note: The Flying Scot, while a stable boat, can capsize. If capsized, make sure everyone is alright and initiate righting drill immediately (uncleat all sheets and stand on the centerboard). Have a crew (with lifejacket on) swim to the end of the mast as soon as possible and support it to keep the boat from going turtle. With the mast supported, the Flying Scot will float on its side for a period of time and typically come up dry. If the boat is swamped with water, it will require a tow in, however the Flying scot will not sink.

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. (This can be done on shore if not leaving the boat in the water).
- ❖ 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.
- ❖ For FS#1, install the mainsail cover over main and boom.
- ❖ Raise the centerboard and rudder and remove the tiller if possible. (Raise even if the boat is staying in the water). **DO NOT** remove the rudder while in the water.

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Removing the boat from the water:

- ❖ The stern must be managed to make sure the hull is centered on the trailer. If the boat is not centered, the result can be damage to the hull from the trailer roller brackets. Use a line tied to the stern (if ramp is to leeward of the dock) or the boat hook if the ramp is to windward of the dock to help keep the stern centered.
- ❖ Ensure the centerboard and rudder is fully up.
- ❖ FS#1 – {{need some detail on getting boat on the trailer}}
- ❖ FS#2 – Back the trailer only until the back roller is just submerged (wheels will be just in the water but not up to the hub/axle).
- ❖ Loosen / pull the winch, walk down the trailer and secure hook to the bow eye.
- ❖ If there is a crosswind, a second person should keep the stern of the boat centered and lined up with the trailer. This can be accomplished with a stern line or boat hook.
- ❖ The boat will climb up onto the roller when you begin cranking with the winch. Crank away smartly with the trailer winch and the boat should climb on the trailer with ease
- ❖ Once out of the water, remove the plug and stow it on the aft end of the starboard seat along with the tiller extension. If there is water in the boat, remove the plug while on the ramp and let the water drain.
- ❖ For FS#2 lift the black shock cord on the rudder off its pulley to take tension off it.
- ❖ Drain the hull completely by elevating and supporting the tongue of the trailer.
- ❖ Block the tires and raise the tongue of the trailer high enough that the hull will keep draining.
- ❖ Roll and stow the jib sails far forward in the bow.
- ❖ For FS#2, remove the boom (with the sails rolled and lashed to the boom) and stow it in the boat under the seat.

IMPORTANT: Please notify Junior Program director if anything is missing, broken or malfunctioning at once so that repairs can be performed: lscwaterfrontdirector@gmail.com (770) 853-9287