

TORREY PINES SAILING CLUB
VICTORY RIGGING INSTRUCTIONS

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Dave Kempton, 2010 original

Jason Strauch, 2015 edits

1. Check the equipment. You must have: *PFDs (life vests) for each person on board, *throwable cushion, *anchor and line, *registration and bow numbers, *foghorn, *safety flares, *lights for night sailing (check them), *fire extinguisher, full gas can, paddle, bucket and sponge, toolbox with pliers and screwdriver, and whisker pole.
*** indicates equipment required by law**
2. Inspect the boat and rigging.
 - a) Do minor repairs.
 - b) Remove water from the bilge.
 - c) **Check that the tiller is not reversed** (Tiller locks can be used to control the boat by just the motor when around the marina.); remove and store the cover.
3. Tie the boat into the wind if you will hoist the mainsail at the dock. Make sure it clears the other boats. The mainsail may be hoisted at the dock only as a test. **You must lower the main and motor away from the dock.**
4. Attach the motor (if not already installed). Connect the safety line to the backstay and then clamp the motor to the mounting bracket behind the transom. (Note: Most of the time the motor is already attached). Check the fuel and add fuel if necessary.
5. Rig the mainsail, but raise it at the dock only as a test.
 - a) Remove the sail cover; fold and store it under the deck.
 - b) Attach the halyard shackle to the head of the mainsail. **Do not let the halyard run up the mast!**
 - c) Check the battens and tighten the outhaul.
 - d) Untie the mainsheet from the boom, tie a figure-8 knot in the end, and release it from the jam cleat.
 - e) Check that there is no tension on the boom vang and it is not cleated.
 - f) Position the boom at the markings on the mast and secure downhaul to the cleat on aft side of the mast.
 - g) Start the luff rope into the mast slot and secure the halyard to the cleat on the starboard side of the mast. Leave the sail ties in place to keep the sail under control.
6. Rig the jib, but do not raise it at the dock.
 - a) Remove the jib from its bag and store the bag under the deck.
 - b) Attach the tack of the jib to the bow fitting.
 - c) Snap the luff to the forestay.
 - d) Attach the halyard shackle to the head of the jib. **Do not let the halyard run up the mast!**
 - e) Tie the halyard around the jib to keep it from blowing off the boat.
 - f) Lead the jib sheets outside the shrouds and through their blocks, then tie figure-8 knots in the ends of the sheets.
7. Start the motor and plan your departure. Open fuel valve, pull out choke, set throttle to start and pull cord. After motor warms up turn off choke. Check wind direction and speed. Check for traffic.
8. Depart the dock. Keep the paddle ready and be prepared to fend off. Leave the marina.
9. Position the boat clear of traffic and head into the wind.
10. Hoist the mainsail.
 - a) Remove the boom's topping lift from the backstay and set the aft end of the boom down into the cockpit. Remove the sail ties.
 - b) Feed the luff rope into the mast slot as the mainsail is raised. Secure the halyard to the cleat on the starboard side of mast.
 - c) Coil the excess halyard and tuck the coil between mast and halyard on the starboard side of the mast.
 - d) Tighten the downhaul and the outhaul, if needed.
 - e) Pull the boom vang snug, cleat it, and tie-off the excess line.
11. Hoist the jib. One hand for the boat and one hand for yourself!
 - a) Loop the halyard around or through the cleat and through the block.
 - b) Secure the halyard to the cleat on the port side of the mast.
 - c) Coil the excess halyard and tuck the coil between mast and halyard on the port side of the mast.
12. Turn off the motor. Tighten the air vent and close the fuel valve, then tilt the motor out of the water.

VICTORY DOCKING AND DERIGGING INSTRUCTIONS

1. Position the boat clear of traffic and head into the wind.
 - a) Return the motor to operating position and start it.
 - b) Uncleat all the sheets so they are free to run and you are no longer sailing.
2. Lower the sails.
 - a) Lower the jib and secure it with the jib halyard.
 - b) Lower the mainsail. Guide the aft end of the boom into the cockpit.
 - c) Secure the main halyard to the cleat on the mast and secure the mainstail with the sail ties. Now you have an unobstructed view to maneuver the boat.
3. Dock the boat.
 - a) Plan ahead! Have the paddle ready to fend off or row as necessary.
 - b) Dock slowly! Stop the motor with enough time for the boat to slow down before it is time for the crew to step ashore.
 - c) Tie the boat to the dock (or to the next boat) and set the fenders to protect the hull. Move the boat into mooring position and secure it.
4. Secure the boom in mooring position.
 - a) Uncleat the boom vang and loosen the line. Allow enough slack to raise the boom to mooring position.
 - b) Untie the downhaul and lift the boom gooseneck up to the wide slot. Tie the boom into position with the downhaul, using the whisker-pole eye on the forward side of the mast.
 - c) Attach the boom's topping lift to the backstay.
5. Fold and store the mainsail.
 - a) Detach the main halyard from the sail and attach the shackle to a slip-knot in the rope part of the halyard. Secure the halyard so it does not bang against the mast.
Do not let the halyard run up the mast!
 - b) Loosen the outhaul on the aft end of the boom.
 - c) Fold the mainsail back and forth over the boom, with a 6" to 8" drop on each side. **Do not bend the battens!** Tie the mainsail onto the boom with the sail ties and replace the cover.
 - d) Coil the mainsheet and tie the coil to the end of the boom. Remove the mainsheet from the jam cleat.
6. Fold and store the jib.
 - a) Detach the jib halyard from the sail and attach the shackle to a slip-knot in the rope part of the halyard. Secure the halyard so it does not bang against the mast. **Do not let the halyard run up the mast!**
 - b) Remove the jib and fold it neatly. Coil the jib sheets. Return the jib to its bag and store it under the deck.
7. Sponge the bilge dry. Remove your personal belongings and make the cuddy under the deck shipshape. Check that the lights are off.
8. Engine shut down procedure (important to prevent costly repairs!).
 - a) **Close the fuel valve**, restart the motor (or leave it running after docking) and **run it until it quits**. This helps keep carburetor clean and the spark plug from fouling. Tighten the air vent and check the fuel level. It is best to leave the tank mostly full as this prevents condensation from contaminating the gas. ***Not running the carburetor out of gas with the gas valve closed and not keeping the tanks full are the main things we have had to pay to be repaired due to bad gas and clogged carbs that don't allow the engines to start easily and run properly (especially at idle when you are leaving or returning to dock and it can be a real pain if the engine dies!).***
 - b) Install motor cover and tilt the motor out of the water.
9. Check the boat.
 - a) Double-check mooring lines and poles. The mooring lines should allow 4" to 6" movement of the boat.
 - b) Make minor repairs. Note repairs that you can't make and notify the maintenance chairman as soon as possible (before you forget).
 - c) Close and lock the cuddy under the deck.
 - d) Wash down the boat and coil the hose. Make the dock shipshape.