

DALLAS SNIPE FLEET 001--BOAT RIG UP CHECKLIST (As of 4-27-22)

1. If the log book is not in the pavilion, go to the top shelf of the tool locker, and pull out the Loaner Boat Log Book Turn to the page for the boat you will be using and read the prior entries to determine if there are any issues with the boat that you need to fix before you sail. If there are listed issues that haven't been fixed and you can't fix them, then bring them to the attention of the race officer for the day to determine whether or not you should take out the boat.
2. Take off the cover and tie it to the dock. Best way is to unzip the front, fold it back past the mast, then roll the cover from mast to stern.
3. Lower the boat halfway.
4. Close the bailer. Open the rear hatch to check for water in the hull. If there is any, sponge it out. Close hatch.
5. Run the rolled up mainsail, with the jib still inside, into the boom sail track.
6. Connect the clew of the mainsail to the outhaul.
7. Check the kit bag for tools and spares. It should have a multi-tool, pliers, screwdrivers, audio cassette tape, electrician's tape, shackles, some spare tie line, a spare clevis pin, and a copy of this checklist.
8. Check to make sure the 45' tow line and a paddle are in the boat.
9. If anything is missing note what it is missing on the log and replace the missing items from the tool locker.
10. Check to make sure the boat has a throw cushion (or extra life jacket) and there is a life jacket for each sailor. Make sure you have the right amount of water and electrolytes on board for the conditions.
11. Check for audio tape tell-tales on the side stays. There should be two on each side. One at the level of the boom and one about 12" above. Replace any that are missing or shortened into uselessness.
12. Note the location of the side stay connectors. If the wind is under 10 they may be connected to the most forward hole on the chainplate. If the wind is 10 and over they MUST be connected to the second hole in the chainplate.
13. Lower the boat into the water and disconnect any hanging hooks, keeping the bow line (painter) tied to the dock.
14. Sails can be raised in a non-bolster davit if the wind is less than 10 AND blowing directly into the nose of the boat. Otherwise move the boat to a dock location where it is headed as directly as possible into the wind.
15. Raise the daggerboard all the way. Make sure the safety line is securely attached and the board cannot be raised higher than the point where the marking line on the board is even with the top of the deck. Lower the daggerboard all the way.
16. Attached the rudder and tiller if not already attached, making sure the tiller is under the traveler.
17. Snug the tiller with a line or under the skipper's hiking strap shock cord.
18. Snug the jib halyard to take out all its slack.
19. Hoist the mainsail, letting the jib fall into the cockpit as the sail is hoisted. The boom can go into the gooseneck just before the last six inches of the sail is hoisted. Loop the wire part of the main halyard over the capstan on the mast.
20. Connect the jib luff wire to the most forward clevis pin in the bow chainplate.
21. Connect the jib luff control to the grommet in the toe of the jib.
22. Connect the jib halyard to the head of the jib and the jib luff wire. On some sails (notably the Olympic sails) the jib luff wire is not already connected to the head of the sail and can slip down the luff sleeve if you are not careful.
23. Hoist the jib and connect the jib halyard adjuster (usually with an "S" hook) to the wire look at the end of the jib halyard.
24. Look on the toe of the jib for the tuning measurements for the stay adjusters and make the adjustment for the expected wind conditions. If there are no measurements written on the jib, then don't change the adjustment.
25. Tie the pole launcher line (at the end of the jib sheets) to the clew of the jib with a bowline.
26. All cunningham lines should be open ended without hooks or shackles. If you come across one that is not open ended bring it to the attention of that day's racing officer. Take the end of the cunningham line through the cunningham grommet hole (the higher of the two holes) and back down to the gooseneck. On most boats, the gooseneck has a slot and the line is small enough to fit through the slot. On others you can take the line around the gooseneck. Tie it to the gooseneck with a bowline.
27. Take the cunningham down about half way. Using a loose line tie the toe of the mainsail as close as possible to the mast, with the tie line being inside the cunningham lines. Use a square knot.
28. Release the cunningham adjustment and tighten the outhaul. If the wind is over 10, then tighten it all the way.
29. Take the painter off the bow, stowing it under the deck, and go sailing.

DALLAS SNIPE FLEET 001--BOAT RIG DOWN CHECKLIST (As of 4-27-22)

1. Sail to a dock location near your davit at which the boat can be tied so that it faces as much as possible into the wind. You may sail directly into the davit ONLY if the wind is:
 - a. less than 5 or
 - b. less than 10 and EXACTLY in line with the davit blowing front to back.
2. Release the sheets, boom vang, clew outhaul, mast controls and jib halyard.
3. Disconnect the clew outhaul and toe tie line and slide the mainsail out of the track.
4. Lower the mainsail and jib, taking care not to get them wet or crease them, laying the jib on the deck and the main in the cockpit. Make sure the halyards are secured to the mast (and not clipped to the side stays or swinging free).
5. Using the painter (bow line) and any additional line necessary, maneuver the boat into the davit.
6. Lift the boat out of the water so that the deck is above the pier level. If the davit has bolsters, make sure the aft bolster does not interfere with the rudder or the bailer.
7. Disconnect the jib and take the sails out of the boat.
8. Lay the main sail flat on the dock with the head pointed into the wind or no more than 90 degrees from the wind.
9. Lay the jib on top the main sail with the top of its head on the Snipe logo.
10. Tightly roll the two sails together from the top taking care to not roll in any folds or creases. The roll should be perpendicular to the bottom third edge of the leech of the mainsail.
11. When rolling, follow the roll with your body and DO NOT drag the roll to you on the dock.
12. Put the sail into its proper sail tube and put the cap back on.
13. Lift the daggerboard to its halfway position.
14. If the rudder is wooden, remove it and stow it in the cockpit.
15. Open the bailer.
16. Loosely coil the sheets and place them over their cleats.
17. Take your personal items out of the boat and remove any trash.
18. Replace anything you may have used into the kit bag.
19. Open the rear hatch and check for water inside the hull. If there is any, get a sponge from the tool locker and sponge it out. Close the rear hatch securely.
20. Loosely cover the boat and close the zipper.
21. If the cover is rigged for main halyard lifting, connect the main halyard to the cover's lifting bridle.
22. Raise the boat to its full up position.
23. Fit the cover over the boat, closing the velcro, clipping the clips and snapping any snaps.
24. If the cover has tie lines on both sides AND the boat is in a cradle, snugly tie the tie lines to the cradle.
25. If not tied to the cradle, then pass the tie lines under the boat and tie ALL tie lines to the other side of the cover. If any line is too short then go into the rope box in the tool locker and get some thin line to extend the tie line. Tie the cover snugly,
26. If connected to a cover bridle, pull the main halyard tight (and tie it off) to tent the cover for efficient rain runoff.
27. If the book is not in the pavilion, go to the top shelf of the tool locker, pull out the Loaner Boat Log Book, turn to the page for the boat you just used and fill out the form for that day's sailing, making sure to log any issues and repairs. Make sure to list all the skippers and crews who were on the boat during the event. When we are fully digitized the information might be added using your cell phone or tablet.