

Tips for Using IYC's Typhoon Keelboat, s/v Peter Lent

The Tender

This is a small white plastic boat located on the tender rack at the south end of the club. "IYC" is stenciled on each side.

Oars for the tender are stored in the shed at the south end of the club.

Launch the empty tender using the roller and secure it to the cleat just north of the ladder. When returning the tender, be sure to lean it up against the rack and tie it to the rack and return the oars to the shed.

(There is an identical dinghy but with fenders along both sides which could also be used once longer oars have been located for it).

Once on Board s/v Peter Lent...

1. Securing the tender and preparing for leaving the mooring
 - Move one of the mooring lines so that both are on the same side of the forestay.
 - Secure the painter from the tender to the mooring lines (use a "round turn and two half hitches" knot for this connection).
 - The dinghy painter should be run through the loops of BOTH mooring lines and all three lines should be through the SAME opening on the bow.
 - It is easier to cast off if you have these lines and the dinghy on the shore side of the boat.
 - -Since the dinghy painter is long, you may want to double it up to prevent the tender from floating too far from the mooring.
2. Rigging the mainsail
 - Remove the sail cover.
 - Attach the mainsail halyard to the head of the mainsail (if not already attached).
 - Be sure the mainsheet, the boom vang, the gooseneck adjustment line and the Cunningham (if rigged) are loose initially.
 - Be sure the outhaul is secured and the line securing the tiller is removed.
 - Remove the sail ties.
 - Hoist the mainsail and secure the mainsail halyard to the cleat on the mast, making sure that it is free of the standing rigging. Coil the halyard and secure it to the mast so that it can be released quickly.
 - Tighten the boom vang, gooseneck line and Cunningham (if rigged).
 - Release the snap shackle securing the topping lift to the aft end of the boom. This should be left dangling while sailing.

3. Reefing

- It is not easy to reef the boat out on the lake; **if in doubt, reef before you leave the mooring.**
- Raise the mainsail.
- Unscrew and remove the locking slug that is holding the mainsail slugs in the track (don't lose it).
- Lower the mainsail until you are able to attach the reefing ring on the luff of the sail to the metal reefing ramshorn on the mast end of the boom.
- Re-hoist the mainsail making sure that all possible slugs are in the track.
- Re-insert and tighten the locking slug.
- The reefing line for the clew should already be rigged. It is led along the starboard side of the boom to a black clam cleat. Since this cleat slips, you should also take the line under the boom to a similar cleat on the port side of the boom.
- Tie the two reefing lines in the middle of the sail around the boom.
- To shake out a reef, reverse this process.

4. Deploying the genoa

- The Peter Lent has a roller furling system.
- Release the line that secures the furler (while sailing this is secured in the black clam cleat on the starboard side of the companionway).
- Pull the desired genoa sheet to unfurl the sail and lead it around the winch (clockwise) before cleating. The winch handle may be used to obtain more tension – note that the winch handle has a locking mechanism.
- Be sure there are knots at the ends of the genoa sheets so they don't pull through the blocks.

5. Leaving the mooring

- Wait until the bow is slightly pointing out into the lake, if possible.
- Cast off the mooring lines and tender.
- To help you leave the mooring in the right direction, partially unroll the genoa and sheet it to windward (*i.e.*, towards the shore). This will point the boat out into the lake.

6. Heaving To

- If you want to stop the boat and relax out on the water, she heaves to very nicely.
- Harden up onto the wind.
- Tack the boat leaving the genoa cleated on the original side.

7. Picking up the mooring

- Approach the mooring on a reach.
- Roll in the genoa when you are getting close.
- Don't come in too fast but be sure to keep enough way on, so that you can steer.
- Aim for about 20ft astern of the tender, then head up into the wind alongside it.
- Pick up the painter and mooring lines.

- Bring the mooring lines through the fairleads on each side of the forestay and secure them to the central cleat on the foredeck.
 - Close the fairlead pins.
 - To ensure that the loops don't jump off the cleat use a small line to tie the loops to the cleat and take each end of the line to the base of the pulpit on each side.
 - Attach the tender painter temporarily to the cleat on the stern.
8. Once the boat is securely attached to its mooring
- Re-attach the topping lift snap shackle to the aft end of the boom.
 - -Drop the mainsail and stow in a tidy fashion by creating a trough with the base of the sail and then stuffing the remaining sail into this trough.
 - Put three sail ties on the sail.
 - Apply the sail cover (black seam on the inside).
 - Secure the main halyard to the cleat on the mast.
 - Make sure that the genoa sheets wrap around the rolled-up genoa at least once.
 - The black clam cleat for the roller furler line is not very secure, so tie the furler line to the nearby jib fairlead.
 - Stabilize the tiller with a clove hitch and attach each end of the line to the genoa cleats on each side of the cockpit.
 - -Close the hatch cover. Pay attention to the bevel direction of the panels (they need to shed water) and be sure the hatch cover extends over the panels.
 - -Coil any excess lines and make sure that they won't be sitting in puddles if it rains.
9. Problems

We hope you have a fun and trouble-free sail. However, if you break, damage or lose anything, or encounter any problems with the boat, please contact one of the Peter Lent's bosuns (Clare Fewtrell cmf3@cornell.edu or David Filiberto dmf22@cornell.edu) as soon as possible, so that we can do our best to fix it.

Jon Cryer & Clare Fewtrell, May 2020