

DEPARTING FROM THE DOCK

There are two ways to depart from the USNA piers on a N26 depending upon the wind direction and which side of the pier your sailboat is docked. You will either use a

1. 'MOORING BALL' type of departure when boat is docked on the leeward side of the pier.
2. 'SLINGSHOT' type of departure when boat is docked on the windward side of the pier.

When you depart from the dock, there are a few rules of thumb to abide by:

- Identify the wind direction and determine the departure process of the boat you will be using.
- Before you leaving the dock, communicate the general departure plan with all on board and assign specific jobs: skipper, main and jib halyards, mainsheet handler, dock line handlers, etc.
- Uncleat and loosen boomvang.
- Uncleat and loosen mainsheet. Make sure mainsheet is uncoiled and can run free.
- Always have mainsail reefing line rigged.
- Raise mainsail only when boat is pointed into the wind.
- Depart under mainsail only, raise jib upon exiting the basin.
- Mainsail should not be raised while the boat is "in" the slip
- All crew persons should be sitting in the cockpit unless their specific job requires them to do otherwise for a short period of time.
- When handling any dock line, it is important to 'snub it' around a cleat otherwise you may be pulled into the water.
- Remember that water needs to be flowing under the hull for the tiller to react to steering. Please do not 'scull' the boat.

'Mooring ball' departure

Use this procedure if your boat is docked on the leeward side of the pier.

- 1) Maneuver the sailboat out of the slip manually with the dock lines (sails are NOT up). Please note one of two scenarios below:
 - a. If the boat is 'bow in' you are simply moving the boat backwards out of the slip so the bow can be tied to a piling with a dock line.
 - b. If the boat is "stern in", you need to move boat out of slip and turn it around so the bow can be tied to a piling with a dock line.
- 2) Secure the sailboat to a dock piling using one dock line from piling to the bow cleat. Allow some slack so the boat is not tight against the piling. The boat will then generally 'wind vane' with the bow pointing into the wind
- 3) Take time to make sure boat and personnel are ready to depart and there is a departure plan.
- 4) Uncleat and loosen the boom vang. Keep line uncleated.

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- 5) Uncleat and loosen the mainsheet. Keep line uncleated.
- 6) Have all personnel sitting down in the cockpit to avoid being hit by the boom.
- 7) Raise the mainsail while boat is pointing into the wind (still tied to piling).
- 8) Make sure the mainsheet can go out to allow the boom to swing. Do NOT hold boom.
- 9) Adjust all sail controls.
- 10) Have one person go to the bow and cast off bowline. This person should attempt to have the boat get some forward movement in the direction of the river.
- 11) Steer the boat appropriately and adjust mainsail for proper point of sail.
- 12) Please note that if the boat needs to be steered away from the pier, you must quickly ease the mainsail out to allow this to happen efficiently.
- 13) Raise jib sail after departing the basin.

'Slingshot' departure

Use this procedure if your boat is docked on the windward side of the pier.

- 1) Maneuver the sailboat so it is in the slip with the bow pointing out or relatively upwind. It is important to note that the boat should be backed all the way into the slip to allow more 'slingshot' action. Please note one of two scenarios below:
 - a. If the boat is "stern in" you do not need to maneuver the boat at all.
 - b. If the boat is "bow in", you need to move boat out of the slip, turn it around using the dock lines, and back the boat back into the slip.
- 2) Uncleat and loosen the boom vang. Keep line uncleated.
- 3) Take time to make sure boat and personnel are ready to depart and there is a departure plan. Assign two dock line handlers and one person to raise the mainsail, and one person on the tiller. Analyze the wind direction.
- 4) Make sure the mainsheet is uncoiled so the sheet could run free when uncleated. Do not uncleat it at this time
- 5) There are two dock line handlers. One stands on the port side of the boat on the deck just aft of the shrouds. The other person stands on the starboard side of the deck just aft of the shrouds. They each should be holding a dock line that is attached to their respective side outboard pilings.
- 6) Have all other personnel sit down in the cockpit to avoid being hit by the boom
- 7) Identify the exact direction the wind is coming from as this is the direction the skipper will steer upon departure from the slip and the direction when the mainsail will be raised.
- 8) Start maneuvering the boat out of the slip by having the dock line handlers pull with equal force to start the 'slingshot' momentum out of the slip. The faster the boat is maneuvered out of the slip, the better steering action the skipper has and the boat can get farther away from the dock to make a successful departure.
- 9) The line handlers then should walk aft, directly opposite each other, while pulling firmly with equal pressure on the dock lines. Failure to do this will 'twist' the boat. They should step into cockpit seats as they walk aft making sure to stay on the boat.

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- 10) As the boat is leaving the slip with momentum, line handlers should toss dock lines toward piling. Do not pull stern of the boat toward piling which will cause boat to twist. They should then immediately sit down in cockpit.
- 11) Uncleat the mainsheet to allow the boom to swing freely.
- 12) Skipper steers boat directly into the wind and holds that position.
- 13) Quickly raise the mainsail while boat is pointing into the wind.
- 14) The boat should still have momentum from the 'slingshot' maneuver.
- 15) Once the mainsail is raised, turn the boat in the direction of the river.
- 16) Make sure the mainsheet can go out to allow the boom to swing, do not hold boom.
- 17) Steer the boat appropriately and adjust mainsail for proper point of sail.
- 18) Raise jib sail after departing the basin.

Special Circumstances

Sometimes the wind is somewhat perpendicular to the seawall (one direction or the other) and thus the sailboat is neither on the leeward nor the windward side of the pier. In this case, you will still use either the 'mooring ball' or 'slingshot' maneuvers. Watch the wind for a while and choose the plan that will be the most successful. Sometimes you might move the boat to the end of the pier, away from the seawall. Do not attempt leaving while tied to the seawall.

RETURNING TO THE DOCK

When you return to the dock, there are a few rules of thumb to abide by:

- Before you start entering the basin, identify the wind direction, which pier you are returning to, and what side of the pier your boat slip is on.
- Before you enter basin, communicate the general docking plan with all on board and assign specific jobs: skipper, main and jib halyards, bow person to get jib down, mainsheet handler, dock line handlers, etc.
- Take the jib down before entering the basin unless wind/ waves/ weather provides an unsafe situation. Otherwise take jib down immediately upon entering basin. Please see detailed notes in this SOP addressing the expected way to take the jib down.
- The final approach to pier is with mainsail only.
- Always take mainsail down when the boat is pointing directly into the wind (otherwise the mainsail slides will twist and the sail will not come down)
- The final approach into your specific slip is always bow first into slip with mainsail down. You may need to maneuver boat around after landing has been made.
- If your approach to the pier area with the mainsail up is too fast or incorrect boat positioning, tack around and do a second approach (when in doubt, chicken out)

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- If your approach into the slip with your mainsail down is too fast and you have space to maneuver, turn the boat in a tight circle to slow momentum or make sharp turns.
- If your approach into the slip with your mainsail down is too fast and your bow is already in the slip, DO NOT attempt to physically slow the boat by placing any part of your body between the boat and the dock / piling to slow it down. Let the boat hit the dock or piling.
- When handling a dock line and trying to get the boat to slow down, always immediately snub it around a cleat on the boat. Do not try to hold only by your hands.

Returning to dock if your slip is on the leeward side of pier

Use this procedure if your boat is to be docked on the leeward side of the pier.

- 1) Take jib down before entering basin by following the general guidelines noted above.
- 2) The goal is that you will be lowering your mainsail prior to arriving in the slip and the boat will glide under its own momentum. Please realize that the wind speed and momentum of the boat will be different each time you return to the dock thus affecting the speed of your momentum.
 - a. If it is very windy, you will come in with speed but also once your mainsail is lowered, the wind will push you away from the dock
 - b. If it is light air, you will not have much speed coming into the dock but also once your mainsail is lowered, there is not much wind pushing against the boat.
- 3) Approach your slip from a reaching angle if possible and remember that your mainsail trim needs to be paid attention to as that is your speed control.
- 4) Anticipate the distance your boat will glide once the mainsail is down and approach the pier accordingly
- 5) Turn the boat DIRECTLY into the wind and quickly lower the mainsail
- 6) As the mainsail is being lowered, immediately pull the mainsheet in and cleat it so the boom is centerline and does not swing. This allows the skipper to stand up to see where the boat is going without being hit by the boom
- 7) Skipper then steers into the slip with the boat's momentum
- 8) If there is too much momentum, the skipper can steer the boat in a tight circle or zig zag track to dissipate the forward motion.
- 9) If the boat stops in the water before getting to the dock, do not 'scull' the boat in. Simply raise the main by pointing into the wind, turn the boat toward the river, and sail away from the dock and into open space. Repeat the process and make a second attempt at docking.
- 10) Please note the general guideline above about slowing the boat and handling the dock lines

Returning to dock if your slip is on the windward side of pier

Use this procedure if your boat is to be docked on the windward side of the pier.

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- 1) Take jib down before entering basin by following the general guidelines noted above.
- 2) The goal is that you will be lowering your mainsail while pointed directly into the wind prior to arriving in the slip. The boat will glide under its own momentum. Please realize that the wind speed and momentum of the boat will be different each time you return to the dock thus affecting the speed of your momentum.
 - a. If it is very windy, you will come in with speed but also as you turn into the wind and lower the mainsail, your boat will slow down quickly. Also remember that, since you are on the windward side of the dock, the wind will always push you downwind toward the dock if you are patient enough.
 - b. If it is light air, you will not have much speed coming into the dock but also once your mainsail is lowered, there is not much wind pushing the boat downwind to the dock.
- 3) Best to have final approach slow
- 4) Approach the windward side of the pier on a reaching angle if possible and remember that your mainsail trim needs to be paid attention to as that is your speed control.
- 5) Steer boat close to the windward side of the pier making sure the leeward side of boat or the boom does not hit a piling or the dock, the mainsheet will not catch on a piling, nor will the stern of the boat hit a piling when you begin your turn up into the wind.
- 6) Sail slightly past your slip and then turn the boat **DIRECTLY** into the wind as you quickly take down the mainsail.
- 7) As the mainsail is being lowered, immediately pull the mainsheet in and cleat it so the boom is centerline and does not swing. This allows the skipper to stand up to see where the boat is going without being hit by the boom
- 8) The Skipper continues to steer the boat past head to wind in a circle and starts to steer toward the slip.
- 9) If there is too much momentum, the skipper can steer the boat in another tight circle or zig zag track to dissipate the forward motion.
- 10) If the boat stops in the water before getting to the dock, be patient as the wind will generally push you downwind to the dock. Do not 'scull' the boat.
- 11) Please note the general guideline above about slowing the boat and handling the dock lines.

REEFING

Reefing reduces mainsail area and is a crucial evolution when the wind is too strong or the boat is heeling too much. A reef will help you be in more control of the boat. Here are some general considerations:

- Ensure personnel remain clear of the boom and mainsheet to prevent injuries from erratic movements

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- Personnel should stay in the cockpit as much as possible. On a N26, it is not necessary for a person to go onto the deck or stand in mast area.
- This evolution requires constant communication
- Reefing a N26 during a recreation sail is best done while in the heave to position. Due to the halyard and winch configuration, it is easier to reef while in a heave to position on starboard tack. Do not go head to wind or downwind to reef a N26.
- The reefing line should always be properly rigged and ready to use before the boat departs from the dock

These are the general procedures to reef a N26:

- 1) Skipper communicates to all to “prepare to reef”.
- 2) Place your boat in a comfortable heave to position, preferably on a starboard tack
- 3) Wrap the main halyard around the winch (preferable port winch) and make sure the main halyard is clear to be eased.
- 4) Uncleat and release the boom vang
- 5) Ease the mainsheet until the sail completely luffs
- 6) Lower the main halyard until the reefing grommet in the luff of the main is at the level of the reefing hooks. Place the reefing grommet on a hook and make sure it is not twisted. Retention the main halyard and lock in place.
- 7) Pull the reefing line to bring the leech reef point down to the boom. Make sure the reefing line is tightened sufficiently to ensure the reefing grommet is as close to the boom as possible (almost touching)
- 8) Reevaluate that the main halyard has sufficient tension. Lock main halyard in place. Take main halyard tail off the winch and secure appropriately below.
- 9) If both main halyard and reefing line are in their new proper position retention the boom vang.
- 10) Pull in the mainsheet and pull jib into proper position to continue sailing.

REMOVING A REEF

Taking a reef out of the sail allows more sail area when the wind lightens. Here are some general considerations:

- Ensure personnel remain clear of the boom and mainsheet to prevent injuries from erratic movements
- Personnel should stay in the cockpit as much as possible. On a N26, a person does not need to go up on deck or stand by the mast to execute the maneuver.
- This evolution requires constant communication
- Removing a reef on a N26 during a recreation sail is best done while in the heave to position. Due to the halyard and winch configuration, it is easier if the boat is on a heave to position on starboard tack. Do not go head to wind or downwind to take a reef out on a N26.

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These are the general procedures to take a reef out of a N26:

- 1) Skipper communicates to all to “prepare to shake the reef”.
- 2) Place your boat in a comfortable heave to position, preferably on a starboard tack
- 3) Wrap the main halyard around the winch (preferable port winch) and make sure the main halyard is clear.
- 4) Uncleat and release the boom vang
- 5) Ease the mainsheet until the sail completely luffs
- 6) Release and uncleat the reefing line. Do not cleat again at this time.
- 7) Ease the main halyard until the reefing grommet is able to be removed from the reefing hook. Remove the reefing grommet from the hook.
- 8) Raise the main halyard until the main is in its normal position and there is proper tension in the luff of the sail. Cleat the main halyard.
- 9) Make sure the reefing line is slight slack and cleat in that position.
- 10) Take main halyard tail off the winch and secure appropriately below.
- 11) If both main halyard and reefing line are in their new proper position, appropriately tension the boom vang.
- 12) Maneuver sails and boat out of a heave to position, pull in sails and continue sailing

CREW OVER BOARD

All sailors must know how to react quickly to a crew overboard situation. On the N26 we practice the ‘Quick Stop Recovery’ method.

These are the general steps for crew overboard recovery on a N26:

- 1) The person sighting the crew overboard should call out “Crew overboard, port (starboard) side” and point to the victim until relieved
- 2) Toss a floatable cushion or extra PFD to the victim
- 3) If not already on a close-hauled course, begin to turn the boat up towards the wind while pulling jib sheet and mainsheet into close-hauled trim
- 4) Tack the boat but do not release the jib sheet or the mainsheet. You are tacking into a ‘heave to position’ and then falling away from the wind
- 5) Keep the mainsheet and jib sheet trimmed in as you slowly continue to turn the boat downwind in a circular track keeping the crew overboard slightly aft of the beam of the boat
- 6) Once dead down wind, gybe the boat and immediately release the mainsheet and jib sheet allowing both to run completely free.
- 7) Steer toward the crew overboard in somewhat of a safety position (preferably not head to wind)
- 8) Rescue the crew overboard preferably on the boat’s leeward side

TACKING THE JIB

Before tacking, ensure jib sheets are clear in the cockpit, your intended course is clear of other boats/hazards, and all crew members are in safe zones for the maneuver. Communication is key to all steps. The assumption is that you will tacking from a close hauled course to a close hauled course. If you are intending to tack from any other point of sail, it becomes two separate evolutions first being to head up to a close hauled course and then secondly to tack.

These are the general steps to tacking the jib on a N26:

- 1) The skipper communicates “prepare to tack” and crew members take their positions
- 2) The jib trimmer(s) places sufficient turns of the new jib sheet on the new winch and takes slack out of the lazy sheet. The jib trimmer(s) also uncleats the working jib sheet from the self tailer, removes excess turns on the working winch, and holds same in preparation to tack. The jib crew then reports back, “ready to tack”.
- 3) Skipper prepares for his duties with the tiller and mainsheet and confirms by communicating also “Ready to tack”.
- 4) Skipper communicates “tacking” as he begins to turn the boat into the wind
- 5) When the working jib begins to luff, the jib trimmer(s) ‘breaks’ the jib by releasing working jib sheet completely off the winch.
- 6) Once the jib has crossed centerline of the boat, but not sooner, the jib trimmer(s) pull in on the new jib sheet that has been previously wrapped around the winch as hard and fast as possible pulling the jib in before too much force is in the sail.
- 7) Jib trimmer(s), depending upon wind strength, can either place another wrap or two around the winch and place into the self tailer cleat or place jib sheet directly into the self tailer.
- 8) If additional tension is needs on the jib sheet, the trimmer should properly place the winch handle in the winch and grind the sail in further.
- 9) Once the jib sheet is trimmed properly, the winch handle should be removed and placed in the winch handle pocket.

GYBING

A ‘controlled gybe’ is the standard procedure while recreationally sailing a N26. Before gybing, ensure jib sheets and mainsheet is clear in the cockpit, your intended course is clear of other boats/hazards, and all crew members are in safe zones for the maneuver. Communication is key to all steps. The assumption is that you will gybing from a broad reach course to a broad reach course. If you are intending to gybe from any other point of sail higher into the wind, it becomes two separate evolutions first being to fall off to a broad reach course and then secondly to gybe.

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These are the general steps to gybing on a N26:

- 1) The skipper communicates “prepare to gybe” and crew members take their positions
- 2) The jib trimmer(s) places sufficient turns of the new jib sheet on the new winch and pulls slack out of this lazy sheet. The jib trimmer(s) also uncleats the working jib sheet from the self tailer, removes excess turns on the working winch, and holds same in preparation to gybe. The jib crew then reports back, “ready to gybe”.
- 3) Skipper prepares for his duties with the tiller and mainsheet and confirms by communicating also “ready to gybe”.
- 4) Skipper or separate mainsheet trimmer begins to pull in the mainsheet and the goal is to have it center lined as the stern crosses the wind.
- 5) At the same time, the skipper begins to turn the boat more downwind and communicates “starting to gybe”.
- 6) As the stern of the boat turns through the wind, the skipper communicates “gybing” and moves to the other side of the boat.
- 7) As the working jib collapses, the jib trimmer(s) ‘breaks’ the jib by releasing working jib sheet completely off the winch.
- 8) Once the jib has crossed centerline of the boat, but not sooner, the jib trimmer(s) pull in on the new jib sheet that has been previously wrapped around the winch pulling the jib in approximately half way and placing it in the self tailer cleat. Additional wraps may be placed on the winch if needed. If additional tension is needed on the jib sheet, the trimmer can properly place the winch handle in the winch and grind the sail in further. Once the jib sheet is trimmed properly, the winch handle should be removed and placed back in the winch handle pocket.
- 9) As the boom crosses centerline during the gybe, the mainsheet needs to be released quickly so the boom goes all the way out to the proper sail trim. Please note that the mainsheet will go out faster if the mainsheet block ‘ratchet’ has been previously turned ‘off’. Also note that if the wind is moderate to heavy, the mainsheet may go out very quickly so be careful not to get “rope burn” by letting it run through your hands.
- 10) Once on the new proper courses, adjust sails accordingly and continue sailing.

PROPERLY ATTACHING THE REEFING LINE PRIOR TO DEPARTURE

It is standard practice to always rig the reefing line prior to departure in the event you might need to reef the sail. It is crucial to rig this properly and tie it to the boom correctly so when you tension the reefing line, the sail is pulled down tight to the boom and pulled aft to create flatter, smaller sail area.

NOTE: Anytime you are rigging or derigging the reefing line, you must keep constant contact with the outboard end of the reefing line. If you release it and someone pulls the reefing line, it will be pulled into the boom and the reef line will be come inoperable and

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thus the boat will be out of commission. ALWAYS ensure there is a good stopper knot at the outboard end of the line, it is properly tied to the boom or you are tightly holding it as you rig/ derig the reef line.

Here are the steps to properly rig the reefing line before raising the sail and before departure:

- 1) The reefing line cleat is on the starboard side of the deck by the mast in a triple spin lock cleat. Release the cleat and allow line to run free.
- 2) At the end of the boom, the reefing line should exit the boom from a sheave on the starboard side. Pull the line until you have substantial amount of slack. Untie the stopper knot.
- 3) Pull more line and run it through the reefing grommet on the leech of the sail from the starboard side of the sail to the port side of the sail. Make sure there are not any twists in the sail.
- 4) Take the end of the reefing line down the port side of the sail to the boom and feed it between the foot of the sail and the boom- AFT of the webbing that holds the mainsheet up but forward of the boom sail slug. Pull some more line out so you have a lot of slack.
- 5) Loop the end of the line under the boom and back up toward the sail.
- 6) With the end of the line, you will tie a bowline around the standing part of the reefing line. You are NOT tying a bowline around the boom- you are tying a bowline around the standing part of the reef line before it was wrapped around the boom.
- 7) Hold the reefing grommet high in the air and make sure everything is rigged properly and there is some slack in the line for when the mainsail will be raised. Cleat the reefing line at this point.

MAINSHEET RATCHET OR 'CLICKER'

The mainsheet block in the middle of the boat that is mounted on a pedestal prior to the mainsheet cleat should be a "ratchet block". There is a black knob on the side face of the ratchet block that turns the ratchet mechanism on or off. To change the status to on or off, it is best done when there is a little pressure on the mainsheet.

When the mechanism is "on" and you pull the mainsheet in, you should hear 'clicks' and this creates friction and helps hold the mainsheet in. When the ratchet is 'off', and you pull the mainsheet in, it will not have a clicking sound and the sheet will come in smoother and also will be released without any friction. If you let the mainsheet out under pressure and you hear the 'clicking' sound, your mainsheet is rigged the wrong direction through the block.

There are certain circumstances when you may want your mainsheet to be released quickly and smoothly, and thus it would be beneficial to turn the ratchet "off".

Situations would be when executing a controlled gybe, maneuvering in close quarters such as docking or around other boats as you may want to release main quickly to help steer the boat, or in light air conditions.

RAISING OR LOWERING THE MAINSAIL PROPERLY

It is important to note that the mainsail will generally go up or come down smoothly when if the maneuver takes place while the boat is pointed directly into the wind. Once wind catches the sail ever so slightly, the pressure will cause the mast groove sail slugs to twist and then bind. Any further adjustment will be difficult and cause problems. Keep the boat pointed into the wind at all times while raising and lowering the mainsail. When preparing to lower the mainsail, it is important to make sure the halyard is clear and free to run.

LOWERING THE JIB

Here are the steps to properly lowering the jib sail:

- 1) Check to make sure the jib halyard is clear and able to run free.
- 2) While sailing, pull the leeward jib sheet in snug so foot of sail is inside side rail. Place in self tailer cleat.
- 3) Immediately release jib halyard (jib will generally come down about halfway)
- 4) Have one person move to the bow on the windward side of boat. They should hold something secure such as mast, shroud or forestay.
- 5) Quickly pull down remaining jib sail and safely walk back to cockpit on windward side of boat. There is no need to pull the jib completely down and bundle jib together on deck. If the jib sheet remains cleated, it will not go into the water.
- 6) Please note that during all this, it is important for the skipper to maintain a steady and smooth course so crew who ventures onto the bow stays on board the boat.
- 7) Safety is crucial thus it is important to minimize the amount of time a person is out of the cockpit. If wind or wave conditions make it unsafe for a person to walk on the bow area either lower jib part way on it's own force or lower the jib when inside the basin
- 8) Do not have someone go to the bow while on a run or broad reach

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N26 RECREATIONAL SAILING BOUNDARIES

Navy 26s shall not be sailed west of the Severn River Bridge, east of a line drawn between Greenbury point and Horn Point (R“6” and “HP”), inside Annapolis Harbor, or otherwise into any river or creek. A review of the Annapolis Harbor chart is required prior to sailing.

Please review the Recreational Sailing ‘Instruction’ for details regarding use of N26s for recreational sailing

STOWAGE PROCEDURES UPON RETURNING

These are the general guidelines regarding proper stowage of the boat upon return to Santee Basin

- Return to dock under mainsail only.
- Boats shall be returned to the proper slip number and shall be moored alternating bow-in or stern-in to reduce damage to the masts.
- Boats shall be tied and centered in slip by five lines: two bow lines, two stern lines, and a spring line on the finger pier. Lines stay attached to the dock.
- Roll the sails and store below on the side berths. Sails should be rolled on the boat and not on the dock.
 - To easily roll the mainsail, keep outhaul and tack attached to boom. Place the sail on one side of boom. Crew members stand on other side of boom. Fold the head of the sail down to the second batten. Roll from the second batten down to the foot of sail. Remove from boom. Place sail on berth below. Please do not fold sail in half as this breaks battens.
 - To efficiently roll the jib, after removing from forestay, bring jib back to cockpit. Fold head of jib down to approximately the second seam of sail. Roll toward foot of sail. Jib sheets stay attached to the sail and are coiled and secured independently. Please do not wrap jib sheets around sail.
- Uncleat the boom vang
- Release backstay tension but still cleat the line
- Traveler car should be positioned to the end of the traveler bar that is farthest away from the finger pier and cleated on both sides.
- Mainsheet needs to be cleated at both cockpit and stern cam cleats with residual line in middle of boat. Provide enough mainsheet tension to prohibit boom from swinging. Mainsheet should be properly coiled and hung from the middle of boom with a clove hitch.
- Tiller extension should be secured on top of tiller with loop of shock cord provided.
- Tiller should be centered in boat and tightly lashed (three loops) with shock cord provided. Plastic hooks attach to the cleat keeper for the backstay on both sides amidships.

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- Main Halyard shall be attached to the shackle on the end of the boom (not to the outhaul). The boom should be parallel to the deck.
- Mainsail tack pin placed onto tack fitting.
- Mainsail slide pin placed into hole in mast groove
- Jib halyard led to starboard pulpit with slack taken out
- Spinnaker halyard led to port pulpit with slack taken out
- Topping lift led to pad eye on foredeck with slack taken out
- Anchors and anchor line properly stowed in bow locker ready to deploy. Bitter end attached to boat.
- All rope clutches in down and locked position, slack taken out – lines coiled and hung on winch.
- Winch handle, sponge, bucket, whistle, tow line, chartlet and paddle properly stowed down below. All trash removed.
- All PFDs (minimum of six) should be hung up on lines provided at top of compression post. PFDs should never be stored on floorboards or seats
- Pump any water out of bilge and visually inspect that it is dry.

REPORTING MATERIAL DISCREPANCIES, DAMAGE, OR INJURY:

All material discrepancies shall be reported to the Cutter Shed watch immediately by submitting a Sail Craft Discrepancy Report. Temporarily fixing an item is NOT authorized on board Navy 26s without permission from the Director, Basic Seamanship Training.

All incidents or injuries, no matter how minor, shall be reported using the Incident Report Form.