



PARK CITY SAILING ASSOCIATION

PO Box 981236, Park City, Utah 84098
www.SAILpc.org info@ParkCitySailing.org (435) 631-2201

J/22 - Operations Checklist

1. Tips

- If using the J22 on the mooring:
 - Tie dinghy up to stern while rigging to avoid scuff marks (same for powerboats)
 - Remove oars/oarlocks from rowboat gunwale and place in rowbaotto avoid scratching sailboat, this called shipping the oars. Then move dinghy forward to mooring ball and tie it off to ball.
 - Leave the mooring line on the mooring ball
- If using the J22 on the dock:
 - Do not take or un-cleat the dock lines from the dock – they are configured to be fixed lengths to appropriately keep the boat in a safe spot within the slip
 - Avoid hitting the dock anchoring winch system at the front of the slip – it is sharp and causes severe damage to the boat when there is contact
- Help to keep the boats clean - avoid using dirty footwear or shoes with black soles (bucket, brush and soap on boat to help clean deck)
- Life Jackets - Make sure there are enough personal floatation devices (PFD's) onboard for all passengers. Boats are all provisioned with 4 PFD's. However, you are responsible for ensuring all sailors on board have PFD's.
- Stow sail cover and other gear neatly below deck on shelf (not on floor)
- Avoid wild jibes while sailing, booms and universals are known to break

2. Using the Motor

- Checklist for using outboard is as follows:
 - Lower engine to its lowest position so prop and water intake are fully submerged
 - Open vent on top of motor
 - Turn internal gas valve switch to “open” on starboard side of engine by rotating 90 deg down
 - Throttle in center (“start position”)
 - Choke as needed
 - Make sure motor in “neutral” position and pull start
- Once sailing, turn off motor making sure it is in “neutral” position and then raise motor to highest position (**DO NOT TIP MOTOR**, just raise vertically).

3. Using the Row Boat

- Boats in the mooring field near the PWC ramp must be accessed using a row boat



PARK CITY SAILING ASSOCIATION

PO Box 981236, Park City, Utah 84098
www.SAILpc.org info@ParkCitySailing.org (435) 631-2201

- Row boats are stored on the shore and are LOCKED appropriately
- Oars for row boats are found leaning against one of the shipping containers
- Row boat locks must be left LOCKED to the locking cable on shore while rowboat is in use.
- While rigging sailboat, rowboat is to be tied off from stern of sailboat so as not to rub against sailboat
- When out sailing rowboat must left tied to mooring ball - ensure oars and oarlocks are secured in the boat so as not to scratch the boat when moving the dingy to/from the mooring
- Upon return to mooring, tie rowboat again to stern of sailboat while de-rigging
- Return rowboat to shore and lock up as it was found to wires attached to danger buoy

4. Rigging and Getting Underway

- Pump bilge dry (as needed), pump to bucket if pump hose is short
- Stow mainsail and tiller covers below decks on bench or in bow to help keep them clean (not on the floor)
- J22 being sailed from dock slip in marina:
 - Do NOT Sail in and out of the slip - motor in & out of slip using the outboard engine or walk the boat by hand
 - When backing out of dock slip or walking boat out, leave dock lines tied up on the dock accessible upon return and out of the way of people walking on dock
 - Fend off carefully as you leave
 - Feel free to walk the boat out and tie up to the end of the T-dock. Now that we have installed carpet around the outside of the T-dock, it is ok to do this. On the end of the T-dock you can face the boat into the wind, raise your mainsail and sail right off the end. (No motor needed when doing it this way).
- J22 Being sailed from the mooring:
 - Raise mainsail first, while on mooring, neatly coil and stow halyard so that it is ready to run when you drop sail
 - Move Dinghy to the mooring – ensure oars and oarlocks are secured in the boat so as not to scratch the boat when moving the dingy to/from the mooring
 - Untie boat from mooring and leave the line on the mooring ball

5. Returning to Marina Slip

- Do NOT Sail in and out of the slip - motor in & out of slip using the outboard engine or walk boat in by hand.
- Upon returning to slip move at a very slow speed, fend off and USE SPRING LINES to loop over deck house cleats (next to winch) immediately in order to stop the boat. Please use extreme caution in



PARK CITY SAILING ASSOCIATION

PO Box 981236, Park City, Utah 84098
www.SAILpc.org info@ParkCitySailing.org (435) 631-2201

avoiding bow strikes on the metal winch and box that is attached to the dock. After the spring lines, the first lines that go on are the bow lines as they prevent the bow from striking the dock, winch, and electrical box.

- The boat must be tied up USING CHOCKS (metal guides for bowlines on tip of bow both port and starboard) and then eye loops placed over cleat on deck. Stern lines (eye loops) must also be looped over the top of cleats on the stern quarters. Each cleat should have a thin gauge tie down line attached to it. The tie down lines are meant to be cleat hitched over the eye after it is looped over the cleat so the eye loops don't jump off the cleat.
- When leaving J22 the Jib must be furled cleanly around the forestay with one extra wrap so that the sheets wrap around the sail and forestay one time, remember to cleat down the jib sheets. The Mainsail must be flaked in a neat and organized fashion so as to avoid wrinkles and creases. Put sail cover and tiller cover back on, secure tiller using the tiller tie down system set up on the starboard quarter. If a tie down loop does not exist, please use a dock done. Coil and secure lines, lock up and leave boat ship shape.

6. Returning to Mooring

- Bow line runs through Chock (on bow) and then to cleat
- Move Dinghy back and tie off to the stern so that it does not scratch or scuff the side of the boat

7. Leaving Boat Shipshape

- Pump bilge as needed
- The jib must be furled cleanly around the forestay with one extra wrap so that the sheets wrap around the sail and forestay one time, remember to cleat down the jib sheets.
- The mainsail must be flaked in a neat and organized fashion so as to avoid wrinkles and creases.
- Put sail cover and tiller cover back on
- Secure tiller using a tiller tie down line.
- Ensure the motor is raised and out of the water (no need to tilt, just raised)
- Ensure the boat is shipshape and tidy
 - Below decks are clean
 - All lines are coiled and stowed
 - PFDs are buckled and organized
 - Check below bench seats to make sure you didn't leave anything

8. What to do if something is broken or breaks?

- 1) Attempt to fix the issue – permanently or temporarily



PARK CITY SAILING ASSOCIATION

PO Box 981236, Park City, Utah 84098
www.SAILpc.org info@ParkCitySailing.org (435) 631-2201

- 2) Communicate with the next user on the calendar – their phone number should be viewable in <https://SailPC.Skedda.com>
- 3) Log the issue using our online [Keelboat Maintenance Form](#)
 - a. If the issue is urgent, call or Email Hannah.Halsted@ParkCitySailing.org with info about the breakdown (978)-210-2706
 - b. Leave a message on the Park City Sailing Voicemail at (435) 631-2202, Option 1

9. Safety

- Make good decisions based upon the conditions and your skills – air temperature, water temperature, wind speed, weather forecast, comfort level with boat and sailing
- If it's super windy, perhaps the day is not a great day to go for a sail – more wind, more breakages and injuries
- Consider your fellow crew – little kids and older adults may be more susceptible to bad weather
- **When in doubt, don't go out!**

10. Emergencies

- **911 Emergency Number** – will dispatch State Park Rangers, Ambulance, Fire, etc.
- VHF Channel 16 and (435) 649-9540- Non-Emergency Number – Main office for Jordanelle State Park, can dispatch State Park Rangers, Ambulance, Fire, etc.
- (435) 654-1411 Non-Emergency – Wasatch County Dispatch, where 911 is routed, can dispatch State Park Rangers, Ambulance, Fire, etc. Always manned and good back-up if no answer at the main office.
- VHF Channel 68 Operating channel on VHF for Park City Sailing