

Melges 15 Rigging Guide

Boats are stored covered, sails and blades stay with the boat. The Melges cover is held around the bond line with bungee cords sewn into the hem of the cover. Black plastic buckles connect bungee segments. The main halyard pulls the cover into a tent shape; the messenger line for this halyard is cleated into the starboard jib cam cleat. The cover's collar wraps around the mast above the boom, sealing the space between cover and mast. Two Melges logos mark the rear corners of the cover. A triangular vent marks the bow of the cover.

To uncover the boat:

1. Walk around the boat and open all the black buckles securing the cover on the gunwale and rudder.
2. Open the cover zipper, open the Velcro above the boom, untie the mast collar.
3. Uncleat the main messenger line from the cam cleat on the starboard gunwale; ease the line to lower the tent shaped cover, disconnect the main halyard from the cover and secure the halyard.
4. Remove the cover, roll it **bow to stern** and set it nearby.

Check spinnaker bowsprit line, and check bailers

All spinnaker lines stay attached always. The blue spinnaker sheets run between the forestay and the spinnaker halyard. When the spinnaker is in the bag, the halyard should hang a bit loose. Ease it if needed.

5. Verify that the tack line exiting the aft end of the sprit is tied down near the bottom of the mast.
6. Verify and close bailers, drainplugs and scuppers.

On shore, attach jib hanks to the forestay

When stored, the jib is flaked on the foredeck. It is permanently attached at all three corners.

7. Snap all jib hanks onto the forestay, above the little forestay knob, 1 foot up from the deck, to prevent hanks running over the knob (and potentially fraying) as you raise the jib later on.

On shore or in the water, attach the main halyard to the mainsail and begin raising the sail:

When stored, the mainsail is flaked down in the cockpit with the clew still attached to the outhaul.

8. On port, attach the main halyard to the head of the sail by passing a loop of the halyard through the cringle and then passing the ball on the end of the halyard through the loop,
9. **On shore if you can** (there's a Melges stool for shorter sailors) **or later in the water if you prefer**, feed the boltrope into the mast groove, pull the messenger line exiting at the base of the mast on port to hoist the mainsail by one foot while feeding the bolt rope into the mast track. Pull the messenger line straight up or straight back to keep it running on its stainless sheave. Cleat the messenger line in a jib cam cleat to keep the sail positioned.

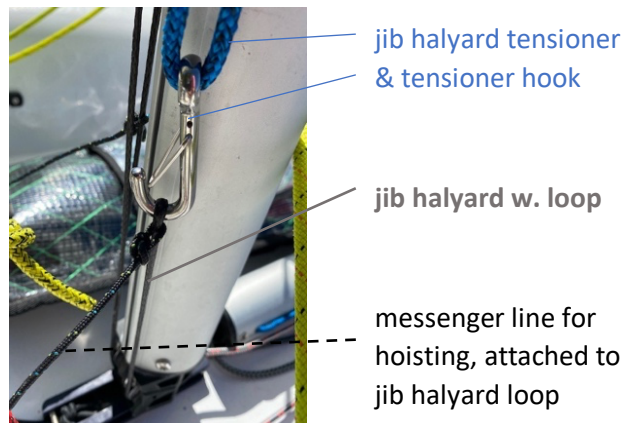
Push in the bowsprit, take the boat into the water tie it up on the dock, then...

Lower the blades:

10. **Daggerboard:** Insert straight down, after moving the boom to the side a bit for clearance.
16. Strap the bungee with the transparent hose around the aft edge of the dagger board. This provides friction to hold the board in position in case you raise it a bit to navigate shallows.
17. Optionally strap the second bungee across the daggerboard's top. This prevents you from raising the board in shallows, but assures the board stays in place in a turtle.
18. **Rudder:** raise the tiller, push tiller aft to lower the rudder, lower the tiller into the locked position.

Raise the jib:

19. Hoist the jib by pulling the messenger line exiting the base of the mast **on starboard**. Pull straight back or straight up to keep the line on the stainless sheave (wheel) at the bottom of the mast.
20. A loop in the jib halyard will have been pulled out of the mast by the messenger line. Attach the hook of the blue (starboard) halyard tensioner to the jib halyard loop.
21. Tension the jib halyard to remove the "scallops" between the hanks on the forestay, but not too much as to curl the luff of the sail.



Raise the mainsail:

22. Hoist the mainsail by pulling the messenger line exiting the base of the mast **on port**. Pull straight back or straight up to keep the line on the stainless sheave (wheel) at the bottom of the mast.
23. As the mainsail nears the top, notice the three white plastic sail slugs under the bolt rope. Feed them into the mast track below the Gnav bar. The top slug slides upwards as you pull the sail all the way to the top. The lower two slugs slide downwards into the mast track.
24. A loop in the main halyard will have been pulled out of the mast by the messenger line. Attach the hook of grey (port) halyard tensioner to the main halyard loop. Tension and cleat the grey halyard tensioner line.
25. Feed the yellow Cunningham/downhaul through one of the cringles, run the line into the jam cleat on the starboard side of the mast.
26. **Do not coil the messenger lines!** It leads to knotting, which is terrible when the sails need to come down in a hurry. Scrunch up the lines loosely, and stuff them into the little bag on top of the spinnaker bag.

Returning from the lake and putting it all away:

Arrive at the dock:

1. Before arriving at the dock, close and lock the bailers, close scuppers if they are open.
2. Tie up the boat, leaving two feet on the painter, retract the bowsprit all the way to the mast by hand.
3. **Rudder:** raise tiller, pull towards you, and push downward until the rudder points up, lock tiller.
4. **Daggerboard, now (convenient) or after lowering the sails (more stable):**
Pull it out after moving the boom to the side a bit for clearance, lay it into the cockpit
5. Pull the scrunched up **messenger line** out of its bag and untangle it, if it is tangled.

Lower the jib:

6. Loosen the jib tension, then unhook the jib halyard from the blue jib tensioner line & hook.
7. Lower the jib, but do not disconnect the jib halyard, tack, or jib sheet from the sail. They stay on!

Lower the mainsail:

8. Completely loosen or remove the yellow Cunningham/downhaul from the mainsail.
9. Loosen the outhaul.
10. Loosen the vang / Gnav.
11. Slide the lower two white plastic sail slugs out of the sail groove in the mast.
12. Unhook the main halyard from the grey main tensioner line & hook, lower the main sail.
13. While lowering, guide the bolt rope out of the groove in the mast,
14. While lowering, guide the upper white plastic sail slug out of the mast groove as well.

Once lowered the sail will be attached to the boom with the outhaul and possibly Cunningham / downhaul, if you left it connected. ***The white sail slugs must not remain in the mast groove.***

Back on land:

15. Put the boat on a dolly and park it.
16. Release jib hanks, then flake both sails into the boat neatly; avoid sharp folds, crinkles.
17. Disconnect the main halyard and temporarily tie it up above the boom, e.g. on the Gnav.
18. Place the cover on the boat, starting from stern, connect black buckles to fix the cover below the bond line.
19. Tie the collar around the mast keeping the jib halyard along the mast, close the Velcro, close any remaining black cover buckles around the gunwale.
20. Attach the main halyard to the second to last cringle on the cover, raise the cover to make a tent by pulling on main messenger line; cleat main messenger line on the starboard jib sheet cam cleat.
21. Close the zipper on the cover, at the bow clip the thin cover bungee to the forestay for a tent shape.

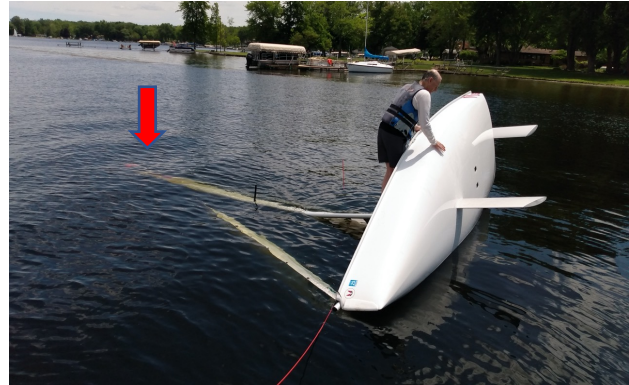
Melges rigging video, start at 7:40 or before: <https://www.youtube.com/watch?v=BdogJjXHcm0>.

OPTIONAL (red ball) mast float to prevent turtling in a capsize:

You can slip a mast float (a red dodge ball) onto the main halyard above the head of the main sail. To get the ball past the spreader you may need to push the boom to the side a bit.



The float will prevent the boat from turtling....



... but the float can submerge and the boat can turtle if you climb up from the deck side.

One of several righting options after a capsize with the float installed:

1. Sailors 1 & 2 jump in the water on a capsize. Let the mast float keep the boat at 90 degrees.
2. Sailor 1 swims to the mast float and helps holding mast up, so that ...
3. Sailor 2 climbs up, stepping onto the mast, and climbs over the side onto the dagger board, then keeps the boat at 90 degrees. Then ...
4. Sailor 1 swims to the boat to get scooped, Sailor 2 rights the boat and scoops Sailor 1, Sailor 2 gets in after.