Dolphin
Sail Number 4717

Power:
- Battery switch under Port Aft Pilot Berth
- Master switch on panel
- Engine Start panel – under ‘helm seat’:
  - Turn key, buzzer, push start button. Alarm will turn off.
  - Stop – pull stop button, turn key off – leave in ignition
  - Engine shifter – normal. When off and sailing – gently put in reverse

Main Halyard:
- Stored on boom sling
- There is a boom topping lift – adjustable as a ‘reverse vang’ – by track along boom
- Also has a boom crutch with spline facing forward – be careful all varnished – take out when raising and lowering the main. Only for when at mooring or dock.
- Runner (also called check-stays- the lines that go to the back corner of the boat) go forward when raising and lowering – there is a small hank on the lower shroud to hold.
- Main halyard is a 2:1. When the turning block is equal to the green stripe on the mast you are ‘up’
- Do NOT let the main halyard go. It can sky – fly up to the top of the mast and then you can’t sail.
- Outhaul is adjusted on a track along boom
- Main sheet can be trimmed from behind helm – OR run forward to winch at front of boom
- Note – dorades should be removed when racing so sheets don’t catch- just cruising you can keep them in

To drop Main
- Snug topping lift
- Pull luff, port and starboard alternating.
- Put sail ties between foot of sail and boom
- Pull leech of main about 3’ up from clew to make a ‘hammock’
- Flake leech of sail into hammock then roll / furl into a tight cigar
- Sail ties come up and cross over cigar and then tighten below boom but inside of any lines or wires – keep minimum things touching varnish

Spinnaker:
- A-sail goes through a block at the tack of the jib (we need to get a soft loop instead
- Sheets are a bit over kill but there is also a small (should be 2) light air spinnaker sheet.
- S- Sail – ‘normal’
• Blocks can be run to the very back but possibly also in the runner pad-eyes or further forward – b-max

Genoas:
• Light one in Doyle bag is the RACE sail – do not! take it over range (12 knots)
• #2 in a round bag is a good sail
• Heavy – ‘tape drive’ should be used for deliveries and practice etc.
• #3

Blocks:
• ALL should have shock cord and hooks on them so they don’t bang the varnish

Halyards:
• All halyards are white – be careful
• Jib halyard is wire -
• At end of day all should be pulled forward and away from mast
• A sail tie or lashing should be used to pull the main halyard away from mast and towards shroud

Covers:
• Mainsail cover as per normal
• Main Halyard sling
• Tent gets clipped under the gooseneck and hooked to the back of the boom and tightened under the boom. Then use ties to padeyes and stations to snug her up. Through the fixture, back through the loop and two slip knots or half hitches
• All other covers on
• Most times leave dorades in and facing forward (mooring) and hatches open to keep ventilation moving

Down below storage:
• Cockpit cushions, vests, etc. stored aft in starboard quarter berth
• Blocks behind port settee backrest – be careful there are TWO hooks on each
• Winch Handles below step as you come down companion way
• All lines hung forward
• All sails folded and dried forward
• Never put anything on the main cabin cushions – wet or dry – other than clean butts

Head:
• There is a black water tank
• There is a ‘whale pump’ to empty the black water tank
Galley:
- Alcohol stove – make sure you know how to use it
- There are oil lamps that use kerosene – do not have flame too high. Globe will break and you will get black soot everywhere

**Boat Info**

Name: **Dolphin**  
Sail #: **4717**  
Hull #: **727**

Type: **Newport 29**  
Designed by: **Nathanael G. Herreshoff**

Contract: **November 27, 1913**  
Delivered: **June 15, 1914**

Construction: **Wood**

LOA: **35' 7" (10.85m)**

LWL: **29' (8.84m)**

Beam: **10' 4" (3.15m)**

Draft: **5' (1.52m)**

Rig: **Gaff Sloop (Marconi in 1934?)**

Sail Area: **728sq ft (67.6sq m)**

Displacement: **15,970 lbs (7,244 kg)**

Keel: **yes**

Ballast: **Lead outside**

Built for: **Jennings, Oliver G. [Benjamin Brewster Jennings]**

Amount: **$3,900.00**

Current owner: **Private Owner**, Oyster Bay, NY (last reported 2018 at age 104)