

Safety Manual

69F

REVISION HISTORY

Rev No.	Issue Date	Reason for Issue
v1.0	02/04/2020	First issue
v1.1	13/02/2021	Note on not going fwd of the mast

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1. INTRODUCTION

This manual describes briefly with the aid of pictures what actions to carry out in order to operate the 69F safely. You are invited to read it carefully and familiarize yourself with the boat before sailing.

1. SAFETY WARNING

Despite the 69F has been designed with a particular attention to the safety of the crew, the high speed that it can reach and the sharpness of the appendages' trailing edge can be dangerous.

When sailing, the following personal protections are strongly recommended, therefore each crew member shall wear:

- a helmet that shall be to the minimum standard EN1385, EN1077, EN 966, ASTM 2040, Snell S98 or equivalent with a brightly coloured region of at least 250 square centimetres of the exterior surface that can be seen from above the water with crew lying face down or face up,
- a personal floatation device to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1,
- a cutting device with a blade length of no more than 150mm,
- cut resistant gloves,
- sailing shoes,
- long-leg wetsuit.

It is also recommended to have always onboard a VHF or other communication device.

To go in front of the mast when the boat is foiling can be very dangerous and it therefore should be avoided. It is not allowed by the Class Rule.

2. SPEED AWARENESS

Due to the high speeds that the boat can reach (up to 35knots), the space between the boat and any other object or obstruction reduces very quickly as compared to traditional boats. Therefore, manoeuvres shall be called adequately in advance.

Moreover, on a downwind in gusty conditions an increase/decrease in pressure can lead to wide changes in bearing angle (30°- 40°). It is therefore advised to keep an eye not only to possible obstructions straight in front but also accounting for a sharp change in bearing due to a wind shift/intensity change.

3. CAPSIZING

Due to the technical characteristics of the 69F, capsizing most likely will happen at low speeds because at high speeds the leeward foil is providing a huge righting moment that makes it almost impossible to capsize.

Usually, it happens that for various reasons the boat hits the water, slows down sharply and, after being slow and losing the lift from the foil, it capsizes.

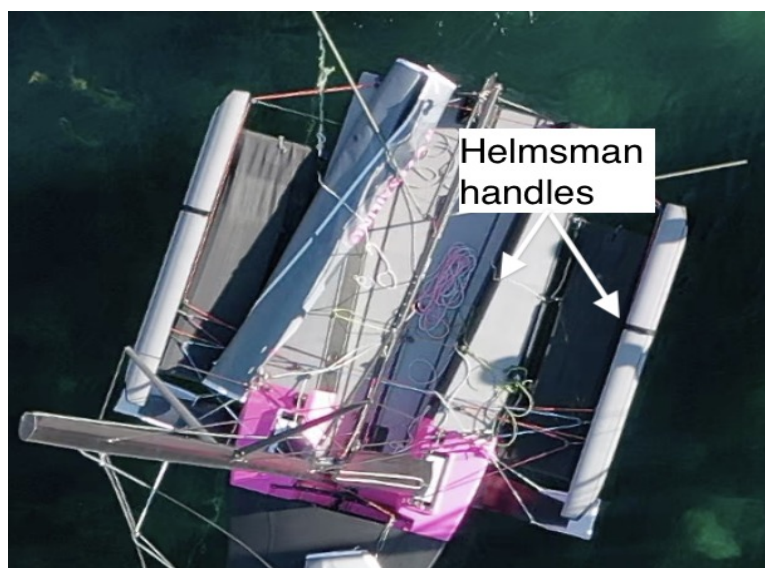


Nosedive sequence.

It's important for the crew to grab a “strong” hold in the sharp slowdown that is usually the more critical moment where in the beginning there is a forward momentum and immediately after the water from the bow tends to push back.

As an example, tiller extensions are not designed to withstand the weight of a person.

Therefore, when capsizing the helmsman should leave the tiller extension (possibly throwing it aft) and hold on to the dedicated helmsman handles.





Helmsman handle on deck (left) and on racks (right)



Capsize sequence.

The racks are also slowing down the capsizing therefore usually the crew has some time to move up to the boat's side without going into the water.

4. CAPSIZE RECOVERY



- As soon as the mast hits the water is important that at least one person, possibly two, jump on the daggerboard in order to avoid the mast sinking, capsizing the boat at 180°.
- The third person can stay in the cockpit in order to check that the mainsheet, vang and jib sheets are completely eased. Please note that both vang and jib sheets have powerful purchases hence is probably needed to manually pull the final line to release the purchase. This is mostly needed if the capsize occurred in 20+ TWS.
- In case the capsize occurred with the gennaker up, it's strongly recommended to drop it with the retriever line before straightening the upturned boat.
- Both daggerboard and foils' trailing edges are very sharp, it is very risky to hold on it because it can easily cut. Moreover, when lifting yourself up onto the daggerboard or foil holding onto the leading edge, be careful that the sharp trailing edge may cut through your clothing.
- Depending on the sea conditions, the boat orientation to the wind and crew weight, the third person, after carrying out all the above actions, will probably need to go on the daggerboard as well.
- In case of very strong wind it can be helpful to completely disconnect the jib sheet.

- When the boat straightens up, it is important that the first person that jumps on board takes the tiller extension to gain control of the boat.
- In case a person struggles to jump onboard from the water, the easiest way to help him is to sink the windward rack and let him swim on it.
- In case the boat capsizes to 180°, the recovery sequence is:
 - stand on a rack holding the foil,
 - then move on the foil holding the daggerboard,
 - then stand on top of the daggerboard holding the other foil,
 - finally jump onto the boat.



Fully upturned boat.



Crew using both foil and daggerboard to begin rotation.



With boat at 90°, all crew standing on daggerboard.



As soon as boat starts to come up, one crew moves to foil.



When daggerboard begins immersing, one crew member jumps onboard



Crew member checking the mainsheet, vang and jib sheet are eased off.





Using the foil to jump back onboard.