

Towing and Mooring

REVISION HISTORY

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1. INTRODUCTION

This manual explains in detail with the aid of pictures how to tow and moore the 69F. You are invited to read it carefully and familiarise yourself with the boat before sailing.

2. MOORING

- 69F can be safely moored provided some precautions are taken.
- Considering that the boat can capsize, two floating devices, one each side are needed to eliminate this risk.
- Foil tip covers with buoyancy aid have been created for this purpose and are also useful to protect the foil tips in case of contact.
- To prevent damages to the rudder foil it is suggested to moore bow on quay and to use two mooring lines aft attached to the external part of the aft rack tubes.



- Bow mooring line should be attached to the bow soft shackle in the forestay ring.
- While at dock, the tiller extensions should be rotated forward and rest between the D1 and D2 shrouds to keep the rudder still.

3. TOWING

- 69F can be easily towed both in displacing mode or in flying mode
- Tow line can be attached to the bow soft shackle in the forestay's ring or to the mast but anyway passing through the bow soft shackle.
- Flying tow is done with both foils down, crew weight equally distributed sideways, with a tow line of minimum 15 meters (two boat lengths) in order to be far away from the propeller's turbulence. In the transition between displacement and foiling mode it may be needed to shift the crew forward (in any case never move forward of the mast)
- Towing flight should be done with the lowest flight height possible. In order to achieve a low flight height use the foils and rudder control.
- The tow speed should be the minimum speed at which the boat flies. This is around 11 knots.
- Foil controls should be always at the same number on both sides.



69F

