



INTERNATIONAL ONE DESIGN CLASS 85TH ANNIVERSARY & WORLD CHAMPIONSHIP 2021

Care of Yachts

Please treat our boats as if they were your own - take care of them as you would want others to take care of your own boat.

Sails

Jibs

Overnight - please roll neatly and stow downstairs in their bags. The jibs are brand new with the majority not having been sailed as yet – so please take care of them

Where possible – please reduce wear and tear on the jibs by lowering them to the deck when not required. Please use a sail tie to keep them on the deck.

Mainsails

Overnight - please roll neatly and secure on the boom with sail ties. Once secured, please release the majority of any outhaul tension. Please use the sail cover to cover the sail overnight.

Spinnakers

Each Skipper will be issued with a spinnaker for the duration of the regatta.

It is the responsibility of each Skipper to take care of the spinnaker – both on and off the water!!

All sails are numbered and have a matching bag – please use this bag for the duration of the regatta.

Overnight - please leave in the bag provided if dry. If the spinnaker is left at the club overnight – please ensure that it is left in a safe place. The BIODCA is not responsible for any damage or loss to the spinnaker whilst in your care!!

At the end of the regatta - please leave the DRY spinnaker in its bag beside the flagpole at the RBYC. If the weather is inclement, please leave the sail on the southern side of the RBYC doorway – under the porch.

Backstays

Ease backstays when sailing free (but not too far). Please use caution. Backstay preventers are installed on some boats. Do NOT disconnect these preventers. Some backstays will also have a stop placed on the wires allowing a maximum travel for backstay on. Do not attempt to adjust this stop.

Boom Vang

Please do not use a winch handle when tightening the vang if a winch is in the purchase system - hand tighten only.

Spinnaker Poles

Please do not use any part of any shroud turnbuckle or shroud to attach a spinnaker pole end. If desired, a line may be tied to the base of the upper chainplate to allow attachment.

Spinnaker poles may be used to wing out a jib when SI 12.3 is in effect.



Boat Condition / Damage Form ******Attention is drawn to SI 21.2 and SI Addendum SB******

Damage report forms are available on the official noticeboard as a web enabled form. They can be completed and submitted online. Printed damage report forms will also be placed in the skipper's packages for those who prefer printed versions.

Damage reports for races completed on the water in advance of a subsequent race that same Race Day must be submitted at the boat changeover. ANY DAMAGE has to be immediately highlighted to allow repairs to be made efficiently. This submission may be electronic or paper based.

Damage reports for races completed with no subsequent race that day must be submitted prior to the end of protest time. This submission may be electronic or paper based.

If there is any damage to a sail – it needs to be reported ASAP. The local class does have a couple of spare spinnakers – and will make an attempt to deal with all such problems (as long as a spare is available). Please bring any damaged sails (including any jibs or mainsails) ashore at the end of the day to allow repairs to be made overnight. If necessary – please make every attempt to rinse and dry any wet sail to make the repair easier. If a sail gets damaged and rip stop tape is applied – it is still necessary to report the damage on the damage forms. This will allow the BIODCA to notify Owners of any such damage.

IOD Class Restrictions

Please pay close attention to the section of the Sailing Instructions concerning fittings that can and cannot be adjusted. The penalty for infringement is DISQUALIFICATION. No adjustments are to be made to the shrouds, forestay, mast foot, partners and jumper stays except by the BIODCA.

Breakdowns

Yellow Breakdown flags have been included in each skipper's information package. If there is a breakdown prior to the warning signal of any race – this flag has to be flown from the backstay of the boat in question. Please head to the area to port of the PIN end of the starting line where the breakdown boat(s) will be stationed. Please additionally contact the BIODCA breakdown boat on Marine Channel 73 (call sign "Repair Boat") to advise of the issue. Please be prepared to change channels to avoid interference with the Race Committee.

Depending on the nature of the breakdown – the breakdown crew will notify the Race Committee of any delay requested for the starting sequence.

Boat Changeovers

In accordance with the World Class Championship Regulations and the Boat Rotation – we will be changing boats after every race.

Immediately after the conclusion of a race (with a subsequent one scheduled for the same day) please follow the BIODCA breakdown boat or a designated Race Committee Boat to the boat changeover area. Please follow code flag L when flown. This area will depend on the prevailing wind strength and direction. It may become necessary to seek shelter in order to safely complete the rotation.

Please get into position relatively near the next boat in your rotation and standby for a tender to pick you and your crew up for delivery into your new boat. Please drop the jib and secure on the foredeck with a sail tie. Please ensure that the boat is left neat and tidy with all trash and personal effects removed.



Please have your damage form completed and submitted electronically or ready to pass to the tender driver. If there are any issues – please highlight them immediately to the tender driver. This will allow the breakdown crew to deal with things as rapidly as possible.

If a deficiency is found on the boat that you have just gotten onto – please immediately display your breakdown flag and remain in the vicinity of the boat changeover area until a breakdown boat comes to assist.



Berthing Yachts

The yachts will be kept in the North Dock berths at the RBYC. Direct finger docks have been secured for 10 boats. 2 boats will have to be put alongside other boats (there are 3-4 berths that are quite wide to easily facilitate this).

The key element in using the berths at the RBYC is prior planning and extreme care. The location is relatively sheltered and should allow reasonable control in entry. As all competitors at the World Championship should be aware, IODs have a significant amount of momentum and extreme care is required to ensure that the boats are not damaged when being brought alongside.

In particular (unless conditions are so light as to require this additional assistance), all mainsails should be dropped prior to entry to the RBYC camber.

Please enter berths carefully and as slowly as possible. Fenders and dock lines (which must always remain with the boat) should be ready before entry to avoid any last minute problems. In particular, please ensure that a stop/spring line is rigged from the appropriate jib winch to allow a crew member to secure it to the dock to prevent the boat from hitting the end of the berth.

Please note that not all berths have appropriate bumpers permanently mounted. In addition – some of the permanently mounted fenders are inadequate and may have barnacles if they touch the water. Please ensure that the fenders provided with the boat are **used at all times** when in a berth.

If your boat is the 3rd boat to enter a particular berth, please ensure that care is also given to preventing mast contact between boats. All competitors need to assist in ensuring that the additional boats are given extra hands to properly stop and secure their boats. The 3rd boat will additionally require spring lines from both sides to separate the three boats in the berth.

BIODCA fleet support boats will be standing by if a competitor is not comfortable in taking their boat into the berth. There are also RBYC standoff moorings available to the west of the club (where the camber entrance is located) for boats to tie up to temporarily while de-rigging. A support boat can then assist the boat into an appropriate berth.

If there is an issue, please use Marine Channel 73 to contact the Class support boats if you are for some reason early or have been overlooked. A shuttle will be dispatched as soon as possible.

In addition – please ensure that the following items are done before leaving the yacht at the end of the day:

1. Sails put away neatly and tidily, sail covers to be used if provided. Please ensure that sufficient sail ties are used to properly secure the mainsail to the boom.
2. Dock lines (bow, stern and fore and aft spring lines) are properly secured on the boat and on the dock
3. Tiller secured in the center
4. Backstay released from major tension and then just snugged
5. Traveler locked in the middle with the mainsheet snugged
6. Remove spinnaker sheets, coil and place neatly below.
7. Mainsheet properly secured in the cleats to ensure that the boom does not come loose
8. All trash removed from the boat along with any personal belongings. Trash may be disposed of in the appropriate RBYC trash receptacles.
9. Damage forms to be completed – noting ALL damage & all contact with other vessels/items. Please remember to look up at the mast as well!