

## **Things Learned at the 2022 IOM Worlds in Croatia and unexpected problems that need to be avoided in future.**

- Bob Lewis

1. In the light winds of this event, speed did not seem to be a problem with my new K2 and I did manage to win one of the E fleet heat races. (Mind you if I'd gone to A fleet it might have been different.)
2. Off the start from the leeward end, I was unable to see clearly the boat spacing as we went far into the distance. Another leeward overlapping boat claimed that we had touched and the umpire agreed and called for a 2 turn penalty. Lesson - try to tack back asap when spacing can be seen. Sail high mode of start line. Strongly consider tack and duck early on.
3. At the windward mark when I was on the layline I was hit by a port tacker and knocked on to port and then hit by starboard tacker. The umpire hailed a penalty as he only sees the port tack part as the Umpires are forced to stay in the competitor zone and cannot see what is really happening. Maybe a loud hail that I was claiming exoneration would have helped??? The penalty was two turns as it was an umpire call. There was no procedure to claim innocence or ask for redress.
4. On a run I touched a leeward boat in distance after I had made one course change to make more space but walking level with my boat. I lost depth perception and this time the leeward boat claimed a contact that I could not see. Perhaps if I walked ahead, I would be able to judge the spacing more accurately but probably just need to concentrate on leaving more space.
5. On a start I lined up in a good position but two boats above me on the line sheeted in and bore off hard turning my boat around. There was no way to recover. Maybe they did circles but I was out of the top 6 and no redress.
6. The sheets fell off the winch between races one race resulting in a late start. (This was due to breakage of spring line under deck, something must have jammed).
7. The jib sheet hook fell out of the boom on the start line after a rushed rig change- forgot O-ring. (See Peter's report!). Need a launching mental checklist including bung in and hooks locked.
8. On a beat I failed to make the cross due to depth and speed perception problems in the distance... Maybe I should have tacked to be safe. A bear away risks a T bone in stronger winds so is not the obvious answer in a crossing. If you tack into a lee bow position, probably the boat you wanted to cross will tack away and you can then follow in safety. Another option might be to just let the sails go and stop if you can't gauge the bear away or cross. Especially if strong winds.
9. On one day I discovered a slight play in the rudder even after tightening at the start of the regatta. This seemed to prevent centring after tacks ... not sure of impact but might have led to falling off or back at key points. Even though shaft had a flat area, I think I need to keep tightening during the event or maybe use loctite. Keyhole fitting for the rudder connection might be a better solution.

Hopefully I'll do better next time.



Winning E heat shortly after start.