



| IODA BY BIRDYFISH

User manual



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Welcome aboard !

Congratulations on purchasing your Ioda by Birdyfish dinghy, and thank you for choosing us to accompany you on your nautical adventures. With your Ioda by Birdyfish, you will discover the joys of flying sailing : long runs above the water, unparalleled sensations of speed, and a unique experience on your favorite body of water.

This manual has been designed to guide you in getting to grips with your boat, ensuring a safe and enjoyable experience. We invite you to read this document carefully so that you can sail with confidence and exploit the full potential of your Ioda by Birdyfish.

Please note before you start

This manual does not replace training in maritime safety or an introduction to good practices in responsible sailing. More specifically, it does not replace training in the use of the Ioda by Birdyfish by a professional approved by our company.

If this boat is your first sailboat, or if you are discovering a new type of sailing, take the time to acquire the necessary skills before setting sail. Your dealer or local sailing association can refer you to a sailing school or club for appropriate training.

Keep this manual and, if you resell the boat, pass it on to the new owner, but remember that it is not a substitute for training. Only training will enable you to benefit from the 2-year warranty on the Ioda by Birdyfish.

Important reminder : safety and responsibility

The Ioda by Birdyfish is a foiling sailboat : it “flies” when the weight of the crew and cargo is correctly balanced by the lift generated by its foils. Make sure you fully understand the instructions in this manual before use.

For minors : if you are under 18 years of age, have your parents or legal guardians read this manual. You should only use the Ioda by Birdyfish under their supervision or on the advice of a qualified expert.

Loaning or use by a third party : do not loan the Ioda by Birdyfish to anyone who has not been trained in its use. All users must have been trained and must read this manual and understand its instructions before taking the helm.

Limits of use : comply with the maximum number of people indicated in the boat's specifications and on the nameplate (90kg maximum load).

Navigation conditions : avoid areas with breaking waves, which pose a significant danger to the stability of the boat. BirdyFish declines all responsibility for any material damage or bodily injury resulting from misuse, negligence, or improper handling of the boat.

We wish you a pleasant and exciting sailing experience, in compliance with safety rules and respect for the environment.

Enjoy your time on the water with your Ioda by Birdyfish !

INSTRUCTIONS FOR USE & SAFETY

1. Navigation & environment

Prohibited areas : Do not use the BirdyFish near hazards such as power lines, trees, vehicles, buildings, rocks, piers, breakwaters, buoys, or restricted areas. Only navigate in familiar, previously explored environments.

Mast and overhead cables : The BirdyFish's aluminum mast can be dangerous if it comes into contact with power lines. When masting, handling, or moving the boat, make sure there are no overhead cables nearby. Contact between the mast and a power line can cause serious or fatal injury. Stay alert and always look up before raising the mast.

2. Use & responsibilities

Take the time to familiarize yourself with all the features of the BirdyFish. As the skipper, you are responsible for your safety, that of your passengers, and other people on the water.

No motor: The BirdyFish is not designed to accommodate a motor. Do not install or use any motorized propulsion device.

3. Servicing & maintenance

Monitoring the condition of the boat: Regularly inspect your boat to detect any deterioration due to weather, intensive use, or improper handling.

Technical interventions : Call on competent professionals for boat maintenance or repairs.

4. Local regulations & equipment

Legal compliance : In some countries, a license or navigation permit may be required. Be sure to comply with applicable local laws.

Safety equipment : Check your country's specific requirements for safety equipment, which may exceed the recommendations in this manual. For example, flotation devices, life jackets, or navigation lights may be required.

Crew training : The crew must be trained in the use of safety equipment and emergency maneuvers, including man overboard recovery. Sailing schools and clubs offer appropriate training courses.

5. Rights of modification

BirdyFish reserves the right to modify the characteristics or design of the boat without prior notice. The information contained in this manual is up to date at the time of publication but may be subject to change.

Sail safely, respecting the safety rules and regulations in force.

Enjoy sailing with your Ioda by Birdyfish !

ASSEMBLY OF THE IODA BY BIRDYFISH

1. Installation of the foils

Attach the front of the Ioda to the trailer to prevent the boat from coming off the trailer.



Tilt the boat as much as possible to insert the first foil into the daggerboard trunk. If the foil doesn't go in, it means the boat isn't tilted enough.



If the foil does not retract, it means that the boat is not tilted enough.

As soon as the foil is in place, I attach the elastic to the top of the foil to prevent it from falling.

Then I tilt the boat to the other side and repeat the same action.



Once the foils are in place, I insert the plastic washers into the designated slot on the daggerboard, then insert the screw and tighten the nut at the back.



2. Rudder installation

Slide the mast into the rudder cage, keeping the two screws facing up.



Unscrew the two top screws of the rudder and place the plastic piece connected to the rudder cage.

Apply some Sika or marine grease on the screws, then tighten everything.



Unscrew the three bottom screws of the rudder and install the stabilizer.
 Apply Sika or marine grease on the screws to prevent corrosion, then tighten all three screws securely. Depending on wind conditions, place a shim between the stabilizer and the mast.

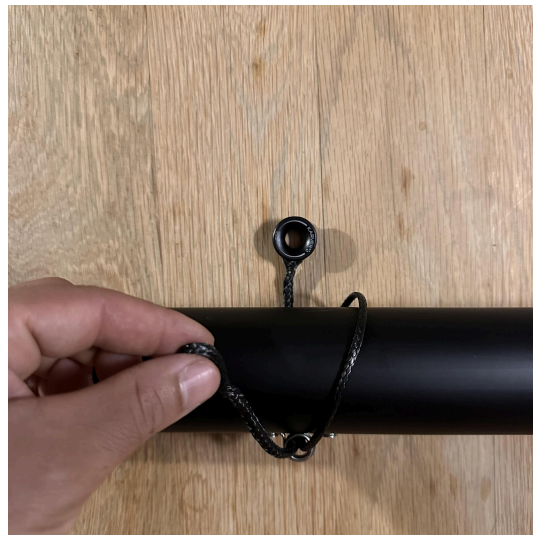


For installing the rudder cage, unscrew the rudder axle.
 Pass the tiller under the pantoire and under the rudder elastic.
 Place the washer on the top pintle, then position the tiller on it and slide the rudder axle through the tiller and the pintles. Tighten the nut with a wrench.



3. Mast & boom installation

Retrieve the line fitted with a low-friction ring, lead it through the boom eye strap, then place the splice around the low-friction ring.



Retrieve the splice fitted with the low-friction ring as well as the splice fitted with the triple block, then pass both through the boom low-friction ring.



Take the soft shackle fitted with the double block and attach it to the two spliced legs of the vang.



Lead the black-and-white vang line through the triple block, then through the double block.



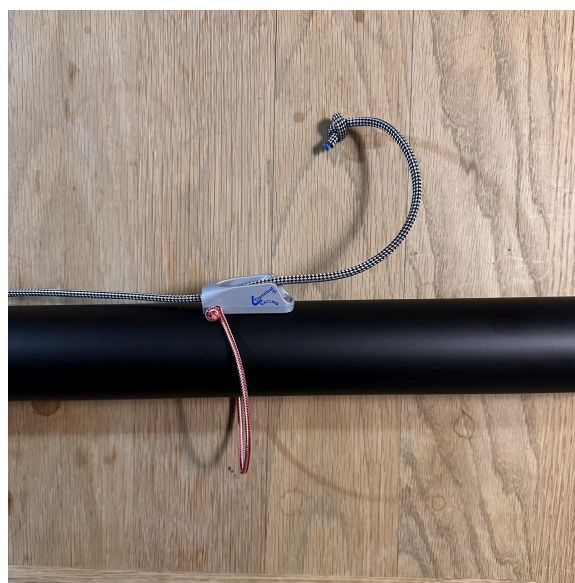
Retrieve the soft shackle fitted with the hook as well as the one fitted with the block.



Place the soft shackle fitted with the block into the eye strap located at the aft end of the boom, then position the soft shackle fitted with the hook around the boom. Take the black-and-white outhaul line and pass it through the hook in order to tie a knot.



Lead the outhaul line through the boom eye strap and secure it in the outhaul cleat.



Take the 40 mm winch block and run the line twice through the block, then tie a fisherman's knot at the ends of the line.



Finally, form a cow hitch around the boom by passing the line through the vang eye strap.



Loosen the double and triple blocks of the vang.
Grab the soft shackle attached to the double block without disconnecting it. Form a lark's head with it and place it around the mast step.



Check that the mast is fully seated in the mast step.
 Tighten the lark's head around the mast just below the carbon collar. Ensure the mast is fully seated : the PVC collar should protrude by approximately 0.5 cm.



Attach the soft shackle to the tack point and pass the boom through the soft shackle.



Attach the mainsheet to the aft boom block, then lead the sheet through the traveler block, up through the boom-end block, then through the slack adjuster, and finish by running it through the winch block.



WARNING : Attach the boom only just before launching. Otherwise, the boom may strike the foils and cause the boat to capsize.

Lead the vang line through the deck block and then into the cleat. Repeat the same procedure on the other side.



SETTINGS

Sail 5.3m²

Stabilizer shim	Wind		
	6 - 8 knots	8 - 10 knots	10 - 25 knots
No shim	x	x	
Small shim (- 1°)			x

Sail 6.5m²

Stabilizer shim	Wind		
	6 - 8 knots	8 - 10 knots	10 - 12 knots
No shim	x		
Small shim (- 1°)		x	

SAILING

STUCK HEAD TO WIND

If you get stuck head to wind :

1. Completely release the mainsheet.
2. Push the tiller to one side only and wait for the boat to bear away from the wind.
3. Once the boat has passed the wind axis, wait for it to stop.

Then:

- Sit on the gunwale.
- Place your feet in the hiking straps.
- Heel the boat to windward
- Pull the tiller towards you.
- Finally, trim the mainsheet while keeping the boat heeled to windward.

The boat will eventually bear away and start moving again.

TAKEOFF

The easiest point of sail to start foiling is beam reach (90° to the wind).

Once on beam reach :

- **Flatten the boat** using the mainsheet.
→ If it heels, I ease !

This reflex must become automatic.

Hiking position :

- Feet in the hiking straps for better stability.
- **Windward strap for kids**
- **Leeward strap for adults**

A flat boat = more power = more speed = earlier takeoff.

Longitudinal trim :

- Too far back ? The boat won't accelerate → **Move forward.**
- Too far forward ? The bow pushes water → **Move back.**

Once flying, **fore-aft trim is key** :

- If the **bow** down, move back.
- If the **stern** sinks, move forward.

UPWIND (CLAUDE-HAULED)

Start by building speed on a beam reach. Once the boat is foiling, you can head up slowly and trim the sail.

Warning : If you head up too much with not enough speed, the boat will slow down and the stern will sink.

To regain speed :

1. Turn the tiller slightly away from the wind.
2. Fully power up the sail by trimming the mainsheet.

These actions bring power back and help level the boat.

Your **upwind course will look like an "S"**:

- Head up when you have speed.
- Bear away when speed drops and the stern sinks.

The more you hike, the more you can sheet in and sail closer to the wind.

DOWNWIND

If you're already foiling and you want to bear away to a broad reach :

1. Gently pull the tiller.
2. Ease the mainsheet at the same time.

⚠ If you're too rough, the boat will "crash" (the bow dives into the water).

Before bearing away in strong wind :

- Shift your weight back.

- If not, you risk burying the bow again.

Downwind sailing :

- Flat water: easy to control with the mainsheet only.
- Choppy water: more technical as you'll start surfing waves.

Use both tiller and mainsheet to position the boat correctly and keep it flat.

The rougher you are with the tiller, the more likely you are to nosedive.

VANG (KICKER) TRIM

A simple way to trim your **vang** :

- Wind > 8 knots: battens should easily flip from one tack to the other.
- Wind < 8 knots: battens won't flip, even with lots of vang.

Leech tension is a skill that improves with practice. Try different settings and watch how the boat reacts. Over time, you'll develop a natural instinct for adjusting the vang based on wind conditions.

GENERAL REMARKS

- Always keep the boat level to optimize speed and lift.
- Longitudinal trim = key to stable flight.
- Smooth steering + active sheet = flight control.

TECHNICAL SPECIFICATIONS

HULL	
Material	Polyester fiberglass
Length	3.20m / 126inch
Width	1.33m / 52inch
Width with foils up	2.30m / 90.5inch
Width with foils down	2.67m / 105inch
Weight of the hull with fittings	30kg / 66lbs
RIGGING & SAILS	
Mast & boom material	Carbon fiber epoxy / black anodized aluminium
Sail material	Milar woven
Mast's length	4.73m or 5.48m / 186inch or 216inch
Mainsail area	5.3m ² or 6.5m ² / 57sqft or 70sqft
FOILS	
Number of foils	3
Material	Anodized aluminium
Foil weight	5kg / 11lbs
Rudder length	1.10m / 43inch
GLOBAL INFORMATIONS	
Draft	90cm / 35inch
Weight of complete boat	55kg / 121lbs
Maximum crew weight	90kg / 198lbs
Wind speed to takeoff	8 knots
Boat speed to takeoff	6.5 knots

GENERAL TERMS AND CONDITIONS

The 2-year limited warranty begins on the date of delivery of the boat to the customer, as indicated on the delivery certificate.

Birdyfish® products are only guaranteed to the original Birdyfish® customer against defects in materials and workmanship.

The warranty is not transferable.

To keep this limited warranty in effect, the product must have been handled and used in accordance with the owner's manual.

The delivery certificate is mandatory for use in the event of notification of a product problem. Within 10 days of discovering the defect, the customer must send their claim, accompanied by a copy of the delivery note, by email to : sales@birdyfish.com

Birdyfish® reserves the right, prior to any obligation under this limited warranty, to inspect or delegate an expert to inspect the defective Birdyfish® product.

Please note the difference between defects and damage: defects are covered by the warranty, but Birdyfish® has no control over damage caused by things such as misuse, abuse, collision, transportation, lack of maintenance, etc.

Damage, for whatever reason, that occurred after delivery is not covered by the warranty.

After an assessment that clearly shows its responsibility, Birdyfish® will offer to replace the parts and/or reimburse labor costs.

Before undertaking repairs, the customer must submit a detailed estimate of labor costs to Birdyfish®; reimbursement will only be made after written approval of the detailed estimate by Birdyfish®. The customer will be reimbursed for repair costs upon presentation of the corresponding invoice.

This limited warranty covers only repairs to correct any material or manufacturing defects.

This warranty DOES NOT COVER :

- Abnormal operation, incorrect installation and services, poor or lack of maintenance.
- Normal wear and tear, discoloration, blistering, or grazing caused by the boat being moored or stored in salt or fresh water.
- Failure due to lack of maintenance. Proof of maintenance is the responsibility of the customer (the customer must keep all receipts).
- Normal wear and tear on slats, sails, ropes, non-slip surfaces, holes in the code 0, scratches on appendages such as the centerboard, foils, rudder, and anodized parts, wear and tear due to grounding.
- The boat is not covered by the warranty if it is rented or used commercially.
- Transport-related hazards affecting the craft and/or parts of the craft.
- Accidents, collisions, impacts from objects, damage caused by fire, theft, vandalism, riots, electrocution, explosions, freezing, and/or natural disasters.
- Misuse of the vehicle, such as overloading or use in weather conditions outside the Class D design specifications.
- Damage caused by falling objects (chemicals, tree sap, bird droppings, etc.), stones, hail, earthquakes, water or flooding, windstorms, lightning, etc.
- Economic loss, including (without limitation) payment for lost time or wages, inconvenience, craft rental expenses, accommodation bills, food, travel

expenses, storage costs, and other incidental or consequential losses or damages.

For any technical support requests, please contact us using this form :

