

Dear Competitors,

Please take note of the following with particular emphasis on the highlighted red areas. Equipment Inspection at the 2018 European Championships at Warnemunde will be conducted on a post race basis, similar to the last two world championships (Refer Equipment Regulations posted on European Championship website with particular reference to "Day Zero" and its implications).

Equipment Inspection at Championships is not a Fundamental Measurement where your boat is fully checked to ensure it complies with class rules but a general check of already measured selected items to ensure you are class rule compliant.

I draw your attention to RRS 78.1, which states:

**While a boat is racing, her owner and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her measurement or rating certificate, if any, remains valid. In addition the boat shall also comply at other times specified in the class rules, the notice of race or the sailing instructions.**

Individual equipment inspection of boats will not take place prior to "Day Zero".

Each boat owner will be supplied with tamper proof stickers to place on selected items of their boat which will be advised at registration (items to be stickered may comprise hull, mast, sail, dagger boards & rudders) and this placement and signing and return of declaration form will be the owner confirming that all items are fully measured, meet class rules and are supported by a current fully completed measurement certificate.

In post race inspection, the Jury and Technical Committee will decide each day on a number of boats that will be selected after the days racing which will then be inspected by the inspection team. Should any discrepancies with the rules be found with the boat, a measurement protest will be lodged with the Jury.

It is imperative before you arrive at Warnemunde that your boat and equipment are fully measured and you hold current measurement certificates for all items.

There will not be the personnel or time at Warnemunde to undertake Fundamental Measurement of any unmeasured items and it is your responsibility to ensure this is done before arrival. I cannot overemphasise this point enough.

The Equipment Inspection team will be on site from Thursday 5<sup>th</sup> July to assist with any questions or concerns. Official class scales will be available from this time for any competitor that may wish to check the weight of their boat. With the Europeans quickly approaching you must ensure everything is in order. Please contact your National Measurer if unsure of any points or myself at [gharbour@bigpond.com](mailto:gharbour@bigpond.com)

The following is a list of common issues, which may be of benefit.

**Measurement Certificates:**

Please ensure that you have a current certificate for hull, mast & sail. Please ensure they are fully completed, signed of by an authorized measurer, relate to the actual item they cover and carries a date that relates to the measurement or construction of the item.

**Boat Platform:**

Retrofitted boats need to be re measured or have retrofit measurements noted on current certificate and resigned by measurer.

No ISAF/World Sailing sticker on rear of hull for any boat built after 1/1/2010.

Boat width exceeded by foot straps outside 2.3m.

Boat length exceeded by foot straps, rear hatch covers, stern reinforcement etc. exceeding 5.49m.

Remember anything attached to hulls excluding the actual rudder hangings /gudgeons are considered part of the hull for measurement purposes.

**Mast:**

Must be **signed by measurer, dated and show mast area** near starboard base of mast.

Any fairings, flaps or end plates attached to mast must be noted and included in mast measurement if applicable.

**Sail:**

Sail must be signed by measurer, dated and show sail area, luff length & base length on starboard side of sail near tack. .

Sail numbers and national letters must be of one single clearly contrasting colour with size and placement in terms of RRS.

**Check that total sail area plus total mast area does not exceed 13.94sqm**

**Dagger boards:**

Must enter through top of hulls, cannot go outside 2.3m in any position.

No part of dagger board can be less than .75m from centerline in any position below the waterline.

Checks of these measurements are to be taken with dagger boards placed in least desirable position if they can move sideways in dagger board case.

**Rudders:**

Measured with rudder parallel to hull centerline, must fit within 2.3m overall width and .75m from boat centerline and .3m from hull stern in all positions from fully up to fully down. Should rudder hangings/gudgeons have any form of rake or cant adjustment then measurement to be taken in least desirable position.

**Boat Weight**

If under 75kg must have weight correctors securely attached to boat.

**Advertising**

NOR rule 2 refers to World Sailing Regulation 20 - Advertising Code. This requires the forward 25% of each hull (1.37m from foremost point of the hull) to be clear of all personal advertising. This area is restricted to event advertising only.

**It is your responsibility to ensure you are rule compliant not the Measurer or Equipment Inspector.**

Regards

Graeme Harbour

Chief Equipment Inspector

A Class European Championships Technical Committee

Warnemunde

1/5/18