



International Europe Class Union

Measurement at Major Events - Guidelines for Sailors

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Why to measure my boat?

The answer is simple – to make sure that we all race on equal equipment and fastest sailor win. But please consider other benefits from measurement at championship:

- Your boat is checked against the rules – you can be sure you are sailing true Europe Dinghy.
- Risk of valid measurement protest against you is minimized.
- If your weight correctors changed, your certificate will be updated (for free!).
- The value (also market value) of your boat is confirmed.

Station 1, Collect papers, entry

Try to prepare your inspection entry form in advance (recently the form has been made available online) – you will save time at the measurement. Try to avoid doing that by hand, but if you have no other choice, please write in readable way (capital letters are good idea) – measurement team will appreciate that. Giving your weight and height helps us to keep statistical data – we can prove that our class is for everybody.

Be careful about Mast ID number – that is in your measurement form in the “Other manufacturers ID numbers on the mast” field. Please do not confuse it with AMC or AMS sticker number.

At reception desk your boat certificate, as well as measurement forms will be checked and collected (don't worry – we will return your papers after champs), having them organized will speed up the process.

Please be at measurement area at the time selected for your team, but be patient – we all are doing our best, but it is not possible to exactly predict time needed for 100+ boats. It is possible that you will have to wait.

Station 2, Hull, safety vest and towing rope

There shall be no water in the hull – please treat it seriously – otherwise you will be asked to leave the measurement area and return again but without water. If your hull is too heavy, you can remove some lead from it, but please do not insist to end up with exact 45.0000 kg. 200 grams overweight makes **no difference** with boat performance.

Your personal floating device (safety vest) has to comply with ISO/EN standard (there shall be label confirming that) and has to be sized according your size – maybe it is good time to recognize that you have grown up since you sailed Opti and switch from junior M to XL size ☺.

Your towing rope (painter) has to be at least 14 m long, floating and at least 6 mm diameter. Cored rope is not mandatory but it can not be a flat ribbon. Please undo all knots before measurement. **No mercy for personal floating device and towing rope – that's your safety.**

Station 3, Centreboard, rudder, rudderstock

Enter each part separately (remove rudderblade from rudderstock). If your foils have hollow construction, make sure there is no water inside. Please observe stops at centreboard - if they are excessively worn, CB could not pass. Sometimes foils (especially older, with wooden core) are too thick – you will have some sanding.

Station 4, Mast and boom

Please remove halyard from your mast gooseneck (have it neatly organized at the top) and remove gooseneck bolt.

You do not need to remove kicker and mainsheet block from the boom (but please remember that mainsheet block is excluded from boom weight). Please also observe that gooseneck holes in boom and in mast are wearing in “wrong” direction – if last time you were told that you were at the limit, now you have good chance to be over. Please check at home and repair with no hurry ☺

Mast and boom bands has to be distinct (red or navy blue over black is not considered as distinct) and should be painted – no tape. Please, be careful if you trying to put your bands exactly **at** the limit - make sure that your measurement tape is really good – otherwise you can easily be 1- 2 mm out.

Warning: there is no practical possibility at the measurement to check the position of the stop in the boom sailtrack and if sail does not go over the mast band when hoisted. **It is your sole responsibility to have both in right positions.** If measurer spots wrong stop position or sail being too high in the boat park, you will be asked to correct it, but if you are chosen for aft race control, you will have a meeting with the jury.

Station 5, Sails

Please, remove the battens.

And be ready to quickly put your sail(s) on the table and get it back. It is usually most time critical station and we are trying to work really fast. Please check your national letters and numbers – if you have chosen something non-standard, make sure that it is within the rules

My equipment doesn't measure – what to do?

Basically, it's your problem – the sailor is responsible for his/her equipment. But here is some advice:

- Don't panic. Ask measurer what exactly is the problem. If you have difficulties with understanding due to language barrier or you are not technically oriented, get help of your parent or coach.
- You can ask measurer how to deal with the particular issue, and he/she usually will try to be helpful, but please remember – first purpose of measurer is equipment control, not repair consulting. And it is your sole decision and responsibility to choose way of repair.
- When you have your equipment repaired, ask measurer for re-check. And please understand that you probably will have to wait for time slot – we will not stop entire line for you.

I lost/left at home my measurement form – what to do?

There are two options:

1. You are able to retrieve your MF before the end of the event. Then you need to fill special missing documents form that states that your papers exist and that you will be able to present them before the event finish, and then normally enter the measurement and racing. But please remember; if you will be not able to produce your papers against race committee last day, you will be scored DSQ all races!
2. Basing on time and resources available we can make certification measurement of your equipment and issue measurement form. If you choose that way please contact the Event Chief Measurer. That service is not free – small fee is collected. And again, the main job of measurer is to inspect equipment. Any other activity has lower priority. Most probably you will have to wait for free time.

Finish!

When your all equipment has been successfully measured, return your Inspection Entry Form to measurement reception desk. Now your equipment has been checked and you can enjoy the championship.

Thanks for co- operation!