

The first important thing I would like to report about is our new licensing system for masts and booms. This system is successfully on its way now. With date of 15/08/00 we have two authorized manufacturers for masts and four authorized manufacturers for booms. We still have administrative problems with the model mast manufacturer, Marstrom, who did not yet present a new mast for prototype measurement.

The two authorized mast manufacturers are the following:

Schutte UniFibre Spars (NED)
Tropical Engineering (GBR)

The four authorized boom manufacturers are the following:

Selden Mast Ltd (GBR) formerly known as PROCTOR
Dinghy-Store Denmark (DEN) The LJ 2000 boom
Needlespar (GBR)
Finessa (SWE) to be approved by ISAF)

As you can see, you already have the possibility to choose between several producers.

With the Licensing system some remarkable changes can be noticed at the material: all the approved manufacturers are issued with a unique Authorized Manufacturers Code (AMC) for their masts or booms. This code is a combination of letters and numbers. For each piece of equipment the producer must pay a licence fee to IECU. Therefore he receives a sticker - the so called Authorized Manufacturer Sticker (AMS) - and the associated measurement form. As not many people will have seen an AMS-sticker before, have a look at the design of the sticker for masts. The boom sticker looks similar, instead of the "M" in front of the number it has a "B". Each new mast or boom must be marked with 1) the AMC- the code for the manufacturer- and 2) the AMS- the measurement sticker comparable to the ISAF plaque for hulls, near the gooseneck. Moreover all new pieces of spars must be issued with: 3) a valid measurement form, connected unmistakably to the respective piece of equipment through the AMC and AMS numbers.

If you are interested in how the new measurement forms look like, have a look on our website: <http://www.europeclass.org>. Under the link "Technical information" you can download the complete set of measurement forms and the Class Rules 2000 in portable document format for Acrobat Reader. As an effect of this licensing system, you -the sailors- will always get your material

together with measurement papers! We always wanted to achieve this standard, with the licensing system we reached it at least for spars. The producers are no longer allowed to sell masts or booms without measurement papers. There will still be a transitional period, where some dealers will have on stock some old material, produced previous to the start of the licensing system. Perhaps they will try to sell this material without measurement papers, you should insist on getting measured material!

If you are a producer, interested in obtaining a licence for Europe masts or booms, contact me directly, best via e-mail:

IECU.VPTechnical@addcom.de.

I will provide you with further information about the procedural.

The second thing is about an intended amendment of the Class Rules concerning the rudder fittings at the hull. About this, there was already taken a decision at the AGM in Bahia, Brazil, in January: In the rudder blade measurement diagram of the Class Rules the definition of the distance of the fittings at the hull should no longer be defined as the distance between the "bearing surface", but between the "top surfaces" as there are existing rudderstock systems on the market, not using both times the top surfaces of the hull fittings as the bearing surfaces, but going below the lower fitting. To give a clear prescription for those systems, it was discussed, that a maximum thickness for the lower fitting should be introduced. At the AGM in Bahia a measure of 10 mm. was decided. Meanwhile, at several measurements it was recognised that many of the existing rudderstocks going under the lower hull fitting would not fit with this thickness of 10 mm. After a request to the producer of this sort of rudderstock, Marstrom, we got confirmation from him that the distance between the bearing surfaces at his product normally was 142 mm. Checking some of these rudderstocks in Murcia, they were found to be in a range of 140 mm. to 146 mm. Therefore at the continued AGM in Murcia in July the maximum thickness for the lower rudder fitting at the hull was revised to be 5 mm. With this measure all or at least nearly all of the existing rudderstocks are not banned by the rule.

As usual, our own decision is not yet valid as a rule, but still has to be approved by ISAF at their annual conference in November. When approved, it will be valid from the 01/03/01, I will report about this.

If you have any questions, proposals or remarks concerning the technical business of the Europe Class, do not hesitate to contact me.

Yours Bernhard Krueger
IECU VP Technical

OPEN WEEK AND EUROPEAN CHAMPIONSHIP Murcia (Spain) 5-15 July

Final Results Open Week

1. Sören Johnsen DEN
2. Margriet Matthijsse NED
3. Petra Niemann GER
4. Mats Wang Hansen NOR
5. Serena Amato ARG
6. Min Dezillie BEL
7. Larissa Nevierov ITA
8. Helen Montilla ESP
9. Tatiana Drozdovskaja BLR
10. Lenka Smidova CZE

MEN EUROPEAN CHAMPIONSHIP

93 sailors entered this championship representing 16 countries: BEL, CRO, CZE, DEN, ESP, FIN, FRA, GBR, GER, ITA, JPN, NED, NOR, POR, SLO and SWE.

FINAL RESULTS:

1. Hans Christian Hage NOR
European Champion 2000
2. Sören Johnsen DEN
3. Kevin Orlandi FRA
4. Mats Wang-Hansen NOR
5. Valerian Le Brun FRA
6. Jonas Lindberg SWE
7. Vegard Bratton NOR
8. Christian Bech-Ravn DEN
9. Morten Ulrikkeholm DEN
10. Johan Wigforss SWE

WOMEN EUROPEAN CHAMPIONSHIP

116 sailors entered this championship representing 26 countries: ARG, AUT, AUS, BEL, BR, CAN, CRO, CZE, DEN, ESP, FIN, FR, GBR, GER, GRE, IRL, ITA, MEX, NOR, NZL, POL, POR, SLO, SUI, SWE, and USA.

FINAL RESULTS

1. Margriet Matthijsse NED
European Champion 2000
2. Sari Multala FIN
3. Sarah Macky NZL
4. Kristine Rova DEN
5. Shirley Robertson GBR
6. Min Dezillie BEL
7. Melanie Dennison AUS
8. Therese Torgersson SWE
9. Monika Bronicka POL
10. Maria Coleman IRL