

International EUROPE Class Rules

Authority*: International Yacht Racing Union, 60 Knightsbridge, London SW1X 7JX, United Kingdom.

1. GENERAL

- (1) The Europe is a one design class. The intention of these rules is to ensure that the boats are as alike as possible in all respects affecting performance.
- (2) The official language of the class is English and in the event of dispute over interpretation the English text shall prevail.
- (3) These rules shall be read in conjunction with the official plans, measurement diagram and measurement form. In the event of any discrepancy between them the matter shall be referred to the IYRU.
- (4) Any interpretation of these rules shall be made by the IYRU which may consult the International Europe Class Union (IECU). In making such interpretations the IYRU shall bear in mind the principle contained in rule (1) above.
- (5) All boats shall be built in accordance with the class rules and measurement form.
- (6) In countries where there is no National Authority (NA) or the NA does not wish to administer the class, its functions as stated in these rules shall be carried out by IECU or its delegated representatives (National Associations). Where the NA has delegated the administration of the class to the National Association the words 'National Europe Class Association' replace the words 'National Authority' in the following rules.
- (7) Neither the IYRU nor IECU accept any legal responsibility in respect of these rules and/or plans or any claim arising therefrom.
- (8) A National Authority may permit limited advertising in accordance with IYRR 26.2.

2. BUILDERS

- (1) Professional builders shall be licensed by the IYRU to build boats of the Europe class. Applications for a building licence shall be made in writing to the IYRU who shall seek the approval of the IECU and the appropriate National Authority. Any builder who builds boats for sale will be considered to be a professional builder.
- (2) An amateur builder shall be permitted to build not more than one boat a year for his own use.

3. INTERNATIONAL CLASS FEE

- (1) The International Class Fee is US \$27.00, or its equivalent in other currencies, of which \$12.00 is due to the IYRU, \$10.00 is due to IECU and \$5.00 is due to the National Europe Class Association.
- (2) The amount of the International Class Fee may be reviewed by the IYRU in consultation with IECU.
- (3) The building fee shall be paid by the builder on every boat built, whether or not it is subsequently measured and registered. Payment shall be made direct to the IYRU which will issue a plaque which shall be deemed to be the receipt for the International Class Fee.

4. REGISTRATION AND MEASUREMENT CERTIFICATE

- (1) No boat is permitted to race in the class unless it has a valid measurement certificate.
- (2) The certificate is obtained as follows:
 - (i) The builder shall apply to the National Authority for a sail number enclosing the International Class Fee or the official International Class Fee receipt. The National Authority shall issue a sail number only on receipt of evidence that the International Class Fee has been paid.
 - (ii) The boat shall be measured by a measurer officially recognised by the NA. The completed measurement form shall be supplied to the owner of the boat.
 - (iii) The owner shall send the completed measurement form to his NA together with any registration fee that may be required. On receipt of this the NA may issue a certificate to the owner.
- (3) Change of ownership invalidates the certificate but shall not necessitate remeasurement. The owner may apply to his NA for a new certificate, returning the old certificate together with any re-registration fee that may be required and stating the necessary particulars. A certificate shall then be issued to the new owner.

* The IYRU is not a National Authority as described in the rules.

- (4) It is the owner's responsibility to ensure that his boat, spars, sails and equipment comply with the class rules at all times and that alterations or repairs to the boat, spars, sails or equipment do not invalidate the certificate.
- (5) Notwithstanding anything in these rules the IYRU and NA shall have the power to refuse to grant a certificate to, or withdraw a certificate from, any boat.

5. IDENTIFICATION MARKS

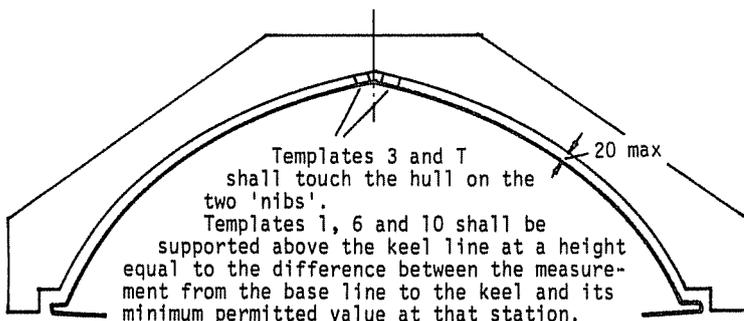
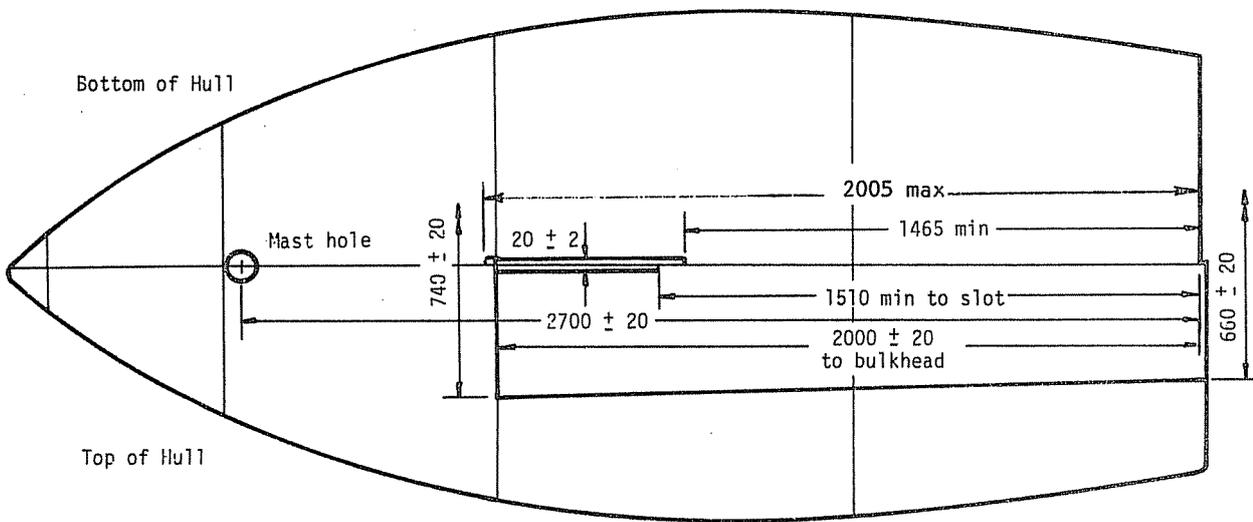
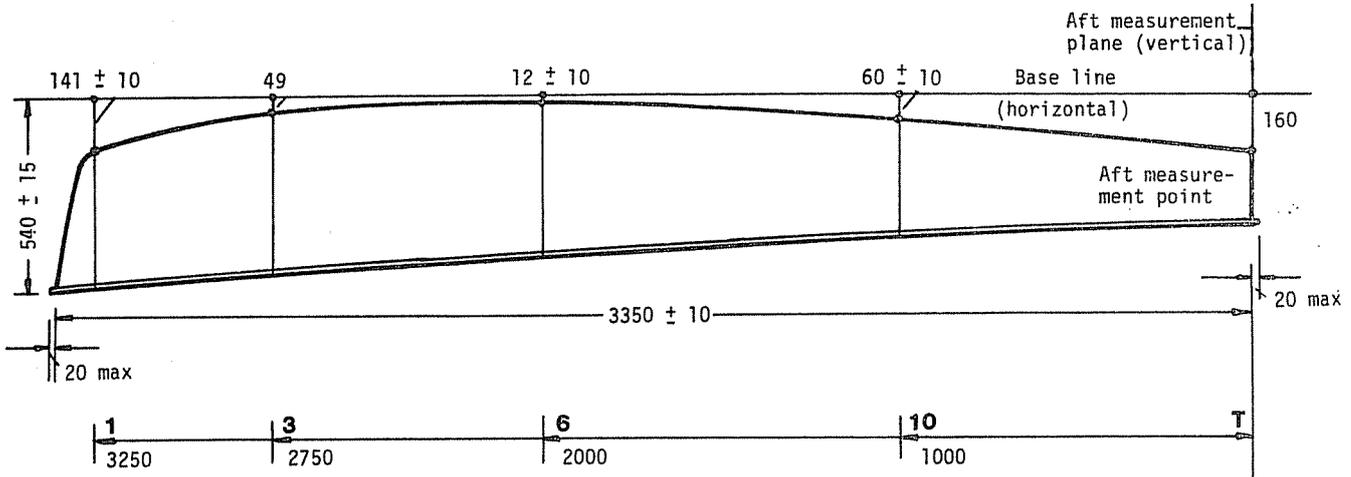
- (1) Each boat shall have:
 - (i) permanently fixed and clearly visible the official IYRU plaque and
 - (ii) the name of the builder clearly shown on the hull.
- (2) Each sail shall have an official IECU sail label sewn on the sail near the tack.
- (3) Each NA shall issue sail numbers consecutively starting from 1.

6. MEASUREMENT

- (1) Only a measurer officially recognised by a NA shall measure a boat, its spars, sails and equipment and sign the declaration on the measurement form that they comply with the class rules.
- (2) The measurer shall report on the measurement form anything which he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class, and a certificate may be refused, even if the specific requirements of the rules are satisfied.
- (3) A measurer shall not measure a boat, spars, sails or equipment owned or built by himself, or in which he is an interested party or have a vested interest.
- (4) All boats shall be measured using the official templates supplied by the IYRU.
- (5) New or substantially altered sails shall be measured by an official measurer who shall stamp or sign and date the sails near the tack. The details shall be recorded on the certificate and the entry signed by the measurer or secretary of the NA.
- (6) All boats and their equipment shall be liable to remeasurement at the discretion of the NA or race committee.

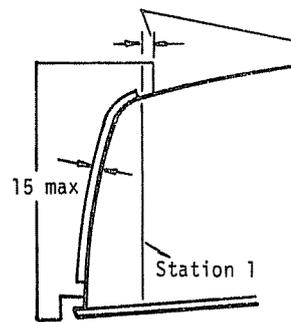
7. HULL

- (1) The hull, deck, side tanks, bulkhead and centreboard case shall be made of wood, plywood, glass reinforced plastic (GRP) or any combination of these materials. Sandwich construction is permitted. Foam, balsa wood, micro-balloons or materials of similar properties are permitted as either a sandwich core or as a filler.
Fibres of carbon, boron, aromatic polyamides (such as Kevlar) or other high tensile material are specifically prohibited.
- (2) The hull shell, decks, side tanks, bulkhead and centreboard case shall be constructed generally in accordance with the official plans except where otherwise permitted under these rules and shall comply with the measurements and tolerances laid down in these rules and the measurement form.
- (3)
 - (i) The 'aft measurement point' shall be in the intersection of the keel line with the transom, both projected if necessary.
 - (ii) The 'aft measurement plane' shall be a plane through the aft measurement point perpendicular to the base line. It is vertical.
 - (iii) The 'base line' shall be as shown on the measurement diagram. It is horizontal.
 - (iv) For the purpose of rule 7(3)(i) the transom is an imaginary surface enclosed by the aft edge of the hull shell and a line joining the port and starboard sheerlines at the aft end of the hull shell.
- (4) The hull shall comply with the following:
 - (i) There shall be a main bulkhead at 2000mm \pm 20mm from the aft measurement plane. The bulkhead shall have a hatch with a watertight cover, capable of resisting accidental dislodgement, which shall be kept in place when racing. The bulkhead may have not more than two drainholes with watertight plugs. The bulkhead may have not more than eight lead holes for control lines provided these holes do not breach the watertight integrity of the forward buoyancy unit or tank required by rule 7(4)(ii). Each hole shall not be more than 7mm in diameter and shall be within an area enclosed by lines 100mm from the floor of the hull, the side tanks and the line of the deck. This shall apply to all boats.
 - (ii) There shall be a forward buoyancy unit which may be provided by any one or combination of: watertight compartment(s); closed cell foam block(s); air bag(s). Not less than 30 litres of the unit's total volume shall be forward of the mast. The forward buoyancy unit, if it is a compartment or compartments shall:
 - (a) be isolated from the mast position by a watertight bulkhead or bulkheads, and
 - (b) be fitted with an inspection hatch with watertight cover which shall be kept in place whilst racing, or a drain hole with a watertight plug. Both inspection hatch and drain hole may be fitted.
 - (iii) A thwart of minimum width 60mm and minimum thickness 15mm shall connect the two side tanks with the upper part of the centreboard case.



Templates 3 and T shall touch the hull on the two 'nibs'.
 Templates 1, 6 and 10 shall be supported above the keel line at a height equal to the difference between the measurement from the base line to the keel and its minimum permitted value at that station.

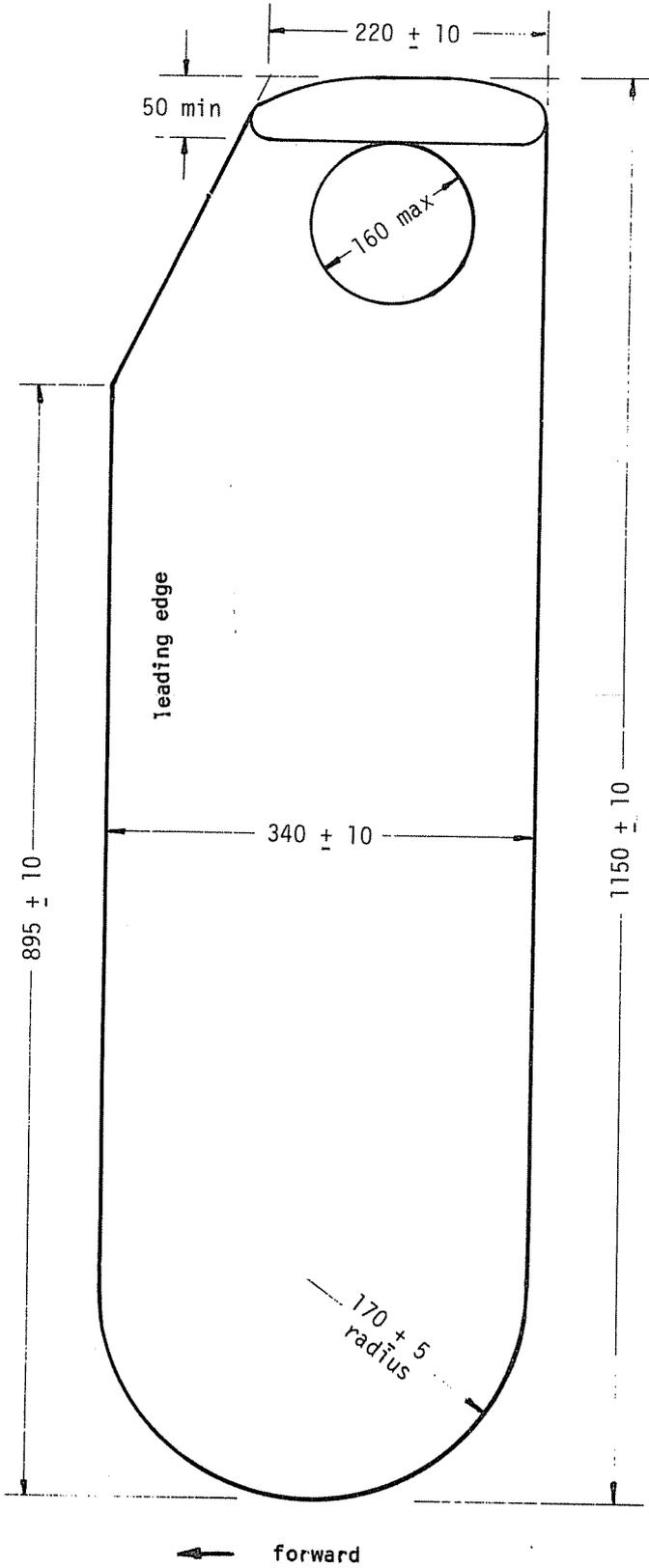
Example for station 10:
 Actual base line to keel 58mm
 Minimum permitted 50mm
 Height of template 8mm



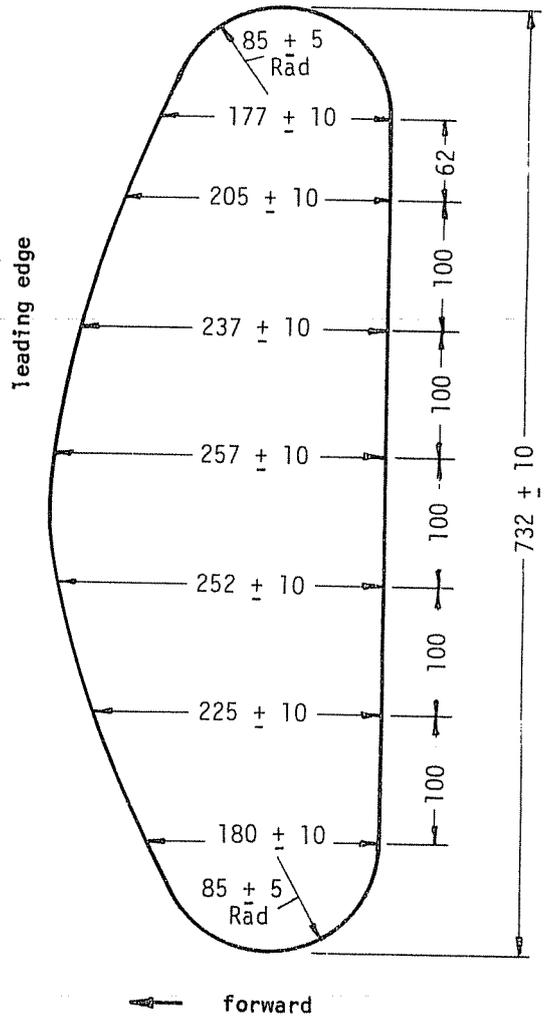
The stem template shall be set with its 'nibs' touching the hull and with its aft edge forward or aft of station 1 by a distance equal to the difference in hull length from the mean length (3350mm) taking account of sign (i.e. + or -).
 Example:
 overall length 3348
 - 3350

Aft edge aft of station 1 2mm

MEASUREMENT DIAGRAM



CENTREBOARD



RUDDER BLADE

- (iv) Rubbing strakes shall not be wider than:
 - (a) 20mm at the stem
 - (b) 20mm at the transom including inset or overlap of the transom forward or aft of the aft measurement plane.
 - (c) 40mm elsewhere.
- The maximum depth of the rubbing strake shall nowhere exceed 25mm.
- (v) The centre of the hole in the deck for the mast shall be 2700mm \pm 20mm from the aft measurement plane.
- (vi) Each side tank shall have at least one drainage hole which shall be closed at all times while racing.
- (vii) Holes in the transom are permitted but shall not exceed 0.02m² in total area.
- (viii) The lower mast bearing may be adjustable in the fore and aft direction. Any adjustment system shall not extend aft of a point 500mm forward of station 6.
- (ix) The top of the centreboard case slot shall be parallel to the base line within a tolerance of 10mm.

8. BUOYANCY

- (1) There shall not be less than three separate buoyancy units which will comprise the two side tanks and the forward buoyancy unit required by rule 7(4)(ii).
- (2) Buoyancy tanks shall be watertight.
- (3) On first measurement the measurer shall be satisfied that the tanks are watertight. The measurer shall carry out buoyancy tests for each tank as follows:

Super or sub atmospheric pressure shall be applied to the tank sufficient to produce a differential reading of 130mm on a water gauge. The pressure differential shall not reduce from 130mm to 50mm in less than 30 seconds.

9. CENTREBOARD

- (1) The centreboard shall be made with only the following materials: wood, plywood, g.r.p. and plastic foam, or a combination thereof.
- (2) The profile of the centreboard shall comply with the profile shown on the measurement diagram.
- (3) The maximum thickness of the centreboard shall be 20mm \pm 2mm.
- (4) The shape of the cross-section of the centreboard is optional, except that within 250mm of the top of the centreboard any cross-section which will angle the forward part of the centreboard to windward of the fore-and-aft line, on either tack, is prohibited.
- (5) The weight of the centreboard shall not exceed 5kg.

10. RUDDER

- (1) The rudder blade shall be made with only the following materials: wood, plywood, g.r.p. and plastic foam, or a combination thereof.
- (2) The profile of the rudder blade shall comply with the profile shown on the measurement diagram.
- (3) The maximum thickness of the rudder blade shall be 20mm \pm 2mm.
- (4) The shape of the cross section of the rudder blade is optional.
- (5) The rudder blade shall not extend below a point 600mm below the underside of the hull at the transom.
- (6) The rudder blade shall be able to pivot about its axis in the rudder stock. It shall be kept in the fully down position at all times when racing. However the sailing instructions may prescribe an exception to this rule for racing in shallow water. A fixed rudder blade is prohibited.

11. MAST

- (1) The mast shall be of wood, aluminium alloy, g.r.p. or a combination thereof. The use of carbon fibre is permitted in g.r.p. masts.
- (2) The construction of the mast is free except as controlled by these rules.
- (3) The mast shall pivot on its heel and shall not be supported by any standing rigging. The halliard shall not be used to support the mast.
- (4) The diameter at the deck including deck bearing ring, if fitted, shall not exceed 80mm.
- (5) The diameter at the heel, including protection ring, if fitted, shall be 50mm \pm 2.5mm.
- (6) The distance from the heel to the centre of the deck bearing ring shall be 450mm \pm 5mm.
- (7) The aft face of the mast shall be straight but a permanent set due to distortion of 40mm shall be permitted.

- (8) Two distinctively coloured bands not less than 20mm wide shall be permanently marked on the mast as follows:
- (i) With its upper edge not more than 335mm above the sheerline at the station 3.
 - (ii) With its lower edge not more than 4570mm above the upper edge of the other band.
- (9) The horizontal movement of the mast at the bearing surfaces on the boat shall not exceed 5mm at the deck or at the heel.
- (10) The minimum weight of the mast including fixed fittings but excluding the halliard shall not be less than 5.5kg.
- (11) The centre of gravity of the mast in the same condition as in (10) above shall not be less than 1900mm from the heel.
- (12) If the mast is found to be underweight or if the centre of gravity is too low, corrector weights not exceeding 0.5kg shall be permanently fastened to the outside of the mast above deck level.
- (13) The mast bearings shall not be adjusted while racing.
- (14) The mast shall be fitted in the boat so that it will not come out of the mast step during a capsize.

12. BOOM

- (1) The boom shall be of wood, aluminium alloy, g.r.p. or a combination thereof. The use of carbon fibre is permitted in g.r.p. booms.
- (2) The construction of the boom is free except as controlled by these rules.
- (3) A metal boom shall have the same cross section throughout its whole length.
- (4) The boom without fittings shall be capable of passing through a circle of diameter 76mm.
- (5) The depth of the boom shall not be less than 60mm. Wooden booms may be tapered aft of the forward edge of the measurement band.
- (6) The boom shall be straight but a permanent set due to distortion of 20mm shall be permitted.
- (7) A distinctively coloured band not less than 20mm wide shall be permanently marked on the boom with its forward edge not more than 2740mm from the aft side of the mast. A stop shall be fitted to the boom to prevent the sail being hauled out beyond the inner edge of the band.
- (8) The overall length of the boom shall not exceed 2890mm.
- (9) The boom shall be connected to the mast in such a way that the mast and boom rotate together.
- (10) The upper edge of the forward end of the boom shall not be lower than the top of the lower band on the mast.

13. WEIGHT

- (1) The hull in dry and clean condition, with normal fixed fittings, shall weigh not less than 45kg.
- (2) Fixed fittings are those which are screwed, glued or bolted to the hull. Floorboards are not normal fittings and shall be removed for weighing.
- (3) If the hull is found to weigh less than 45kg lead correctors not exceeding 5kg total weight shall be fastened to the bulkhead not lower than 200mm from the bottom of the hull. The weight and sail number of the boat shall be stamped on the correctors. The weight and number of these correctors shall be recorded on the measurement certificate.

14. SAIL

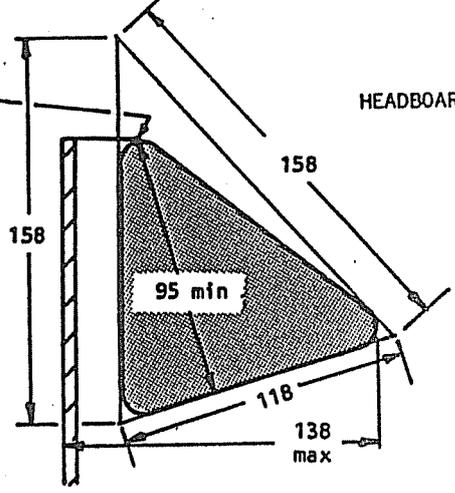
- (1) The sail shall be made and measured in accordance with the IYRU measurement instructions except that:
 - (i) there is no limit on the extent of other reinforcement as a continuation of corner and Cunningham position stiffening.
 - (ii) the weight of the cloth shall be the same throughout.
- (2) Measurements shall comply with the dimensions and tolerances given in the measurement diagram and measurement form.

15. FITTINGS AND RIGGING

- (1) The halliard, sheeting arrangements and fittings are not controlled.
- (2) A fitting for fastening a painter at the stem shall be provided.

Measurement datum for leech length and for folding sail to find mid point of leech.

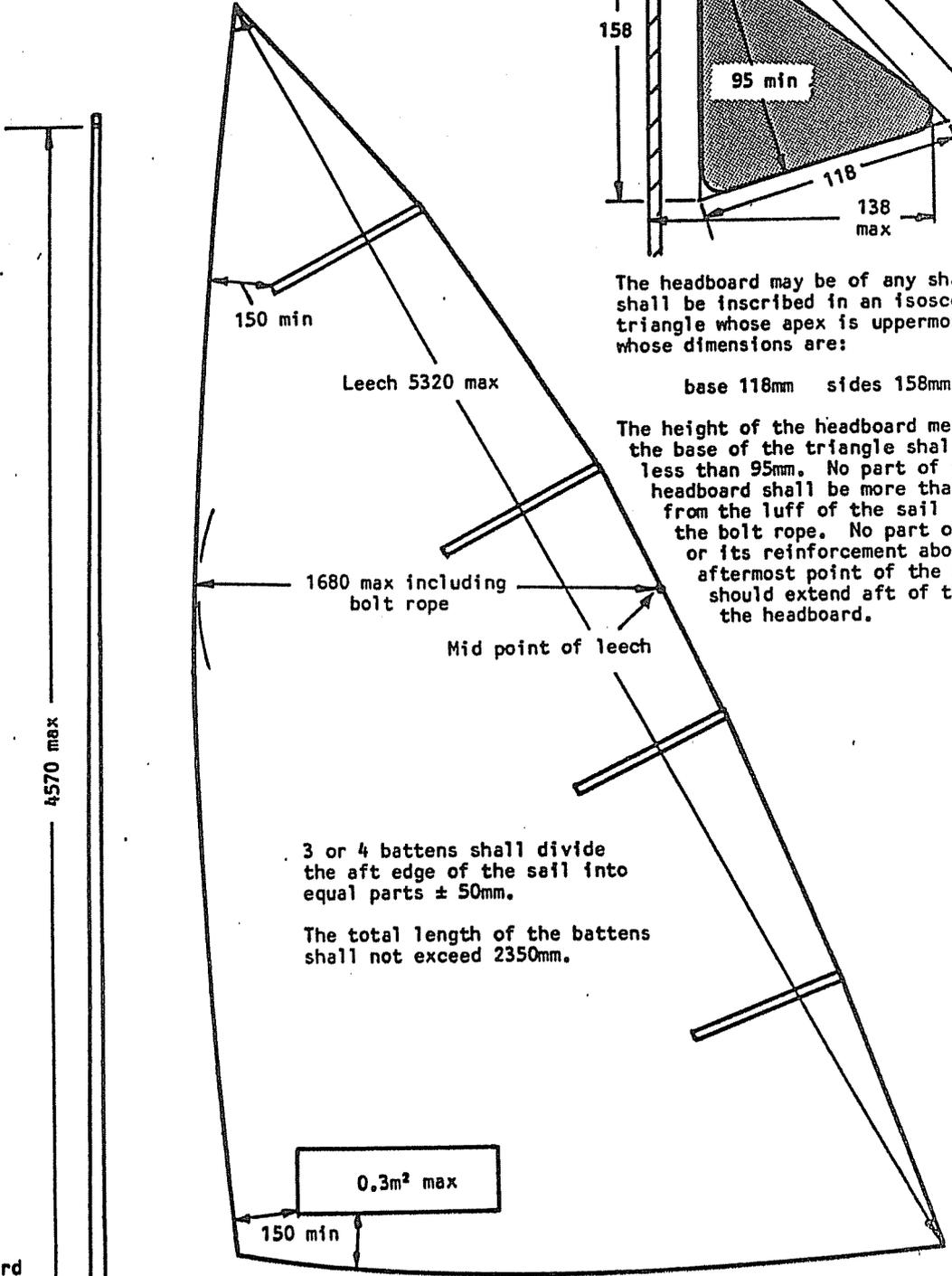
HEADBOARD



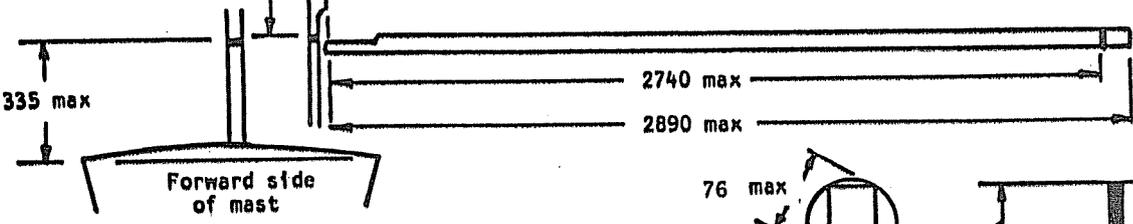
The headboard may be of any shape. It shall be inscribed in an isosceles triangle whose apex is uppermost and whose dimensions are:

base 118mm sides 158mm

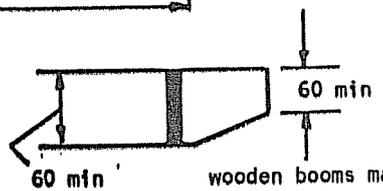
The height of the headboard measured from the base of the triangle shall be not less than 95mm. No part of the headboard shall be more than 138mm from the luff of the sail including the bolt rope. No part of the sail or its reinforcement above the aftermost point of the headboard should extend aft of the edge of the headboard.



The upper edge of forward end of the boom shall not be lower than the top of the lower band on the mast.



Metal booms shall not be tapered.



wooden booms may be tapered aft of measurement band.

16. EQUIPMENT

- (1) The following equipment shall be on board while racing:
 - (i) A life jacket.
 - (ii) A bailer, if the boat has no self-bailer.
 - (iii) A paddle, whose blade shall not be less than 200mm long and not less than 90mm wide.
 - (iv) A painter of diameter not less than 6mm and not less than 7m in length, unless otherwise prescribed in the sailing instructions.
- (2) The total weight of clothing and equipment worn or carried by a competitor, including buoyancy garments, shall not be capable of exceeding 12kg when soaked with water and weighed as provided in Appendix 10 of the International Yacht Racing Rules. International Yacht Racing Rule 61.2 shall not apply. Weight jackets of any type are prohibited.
- (3) Hiking pads, cushions or similar and which are attached to the boat are prohibited.