

INTERNATIONAL EUROPE CLASS UNION

INTERNATIONAL PRESIDENT:

HANS HANSSON
DR FORSELIUS GATA 26
S-41326 GOTHENBURG
SWEDEN

SECRETARIATE:

ANN SOPHIE ANDERSEN
BOX 1088
S-26201 ÄNGELHOLM
SWEDEN

Ängelholm 7th September 1977

S. Schultz
Frankenstrasse 21
5357 Swisstal-Odendorf
Germany

Dear member,

It has become apparent that there are a number of anomalies in the Europe Class Rules, Sail Measurement diagram, Measurement form and Measurement diagram (which is one sheet of the plans). ECU considers it important that these anomalies be corrected as speedily as possible. Therefore proposals to correct them were formulated at the ECU AGM in Nieupoort on 5th and 6th August and were agreed by a majority of those present. However all members of ECU, whether represented at the AGM or not should be aware of what is proposed and should be given an opportunity to comment. A copy of the proposed changes is enclosed.

If the proposals are to be submitted to the IYRU for consideration at their November 1977 meeting it is mandatory that they be received by the IYRU before 18th September. You are requested to give careful but speedy consideration of the proposals.

Your concurrence with the proposals will be assumed unless adverse comments are received by ECU (addresses as below) by 12th September. Proposals for which there is a majority assent by members will be submitted to IYRU and if approved by them in November would become effective from 1st March 1978.

Please address your comments to the International President at the above address and also send a copy, to arrive by 12th September, to ECU Technical Committee, c/o IECA (UK), Tangledown, Lower Chase Road, Waltham Chase, Southampton, SO3 2LJ, England.

With kind regards,



Hans Hansson
President

Encls. Proposed Changes to the Measurement Form
Proposed Changes to the Class Rules
Proposed Changes to the Sail measurement diagram
Proposed Changes to the Measurement diagram
Proposed Changes for consideration for 1978 ECU AGM
Method of using IYRU templates

Proposed changes to the Measurement Form

1. General Notes for Measurer. Amend Note 3 to read:-

Definitions

- (i) The 'aft measurement point' is the intersection of the keel line with the transom, both projected if necessary.
- (ii) The 'aft measurement plane' is a plane through the aft measurement point perpendicular to the base line. It is vertical.
- (iii) The base line is shown on the measurement diagram. It is horizontal.

2. Items 11 and 14. Amend 'aft measurement point' to read 'aft measurement plane'.

3. Item 1. Amend to read:-

Hull length from aft measurement plane to foremost point of the stem excluding rubbing strake.

4. Items 5.7 and 10. Delete.

5. New Item. Insert new item between 21 and 22 as follows:-
'Does the thwart comply with rule 7(4)(ii) ? YES/NO

6. Item 24. Amend to read:-

Width of rubbing strakes	MIN	ACTUAL	MAX
a. at stem			20
b. at transom including overlap of transom from aft measurement plane			20
c. elsewhere			40

7. Item 26. Delete

8. New Item. Insert new item between 13 and 14 as follows:-

Is the top of the centreboard case slot parallel to the base line within a tolerance of 10 mm? YES/NO

9. Item 30(1) Amend to read:-

Is the mast fitted in the boat so that it will not come out of the mast step during a capsize? YES/NO

10. Item 34(h) Amend to read:-

Does the leech satisfy rule 14(5)(ii) ? YES/NO

11. Item 12. Amend to read:-

Distance from aft end of the top of the centreboard case slot to aft measurement plane	MIN	ACTUAL	MAX
		1530	

Proposed changes to the Class Rules

1. Rule 7(3). Amend wording to read:
 - (i) The 'aft measurement point' shall be 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.
2. Rules 7(4)(i) and 7(4)(iv). Amend 'Aft Measurement Point' to read 'Aft Measurement Plane'.
3. Rule 7(4)(iii) Amend to read:

Rubbing strakes shall not be wider than

 - a. 20 mm at the stem
 - b. 20 mm at the transom including overlap of the transom from the aft measurement plane.
 - c. 40 mm elsewhere

The maximum depth of the rubbing strake shall nowhere exceed 25 mm.
4. New rule. Add new rule 7(4)(viii) as follows:-

The top of the centreboard case slot shall be parallel to the base line within a tolerance of 10 mm.
5. Rule 14(2). Amend $0.28m^2$ to $0.3m^2$.
6. Rule 14(4). Amend to read
The headboard shall be as on the sail measurement diagram. No part of the board shall be more than 138 mm from the luff of the sail including bolt rope.

Proposed changes - Sail Measurement Diagram

1. On the upper right hand drawing align the top of the lower band on the mast to the 335 line.
2. Add to the headboard text:-

No part of the headboard shall be more than 138 mm from the luff of the sail including bolt rope.

Proposed changes Measurement Diagram

1. Add broken lines and annotation to show position of 'aft measurement plane'
2. Add dimensions on base line to show distance of measurement station positions from the aft measurement plane as follows:-

Station 10	1000mm
Station 6	2000mm
Station 3	2750mm
Station 1	3250mm
3. Delete all 'round the hull' dimensions as follows:-
 - a. on keel line 1004, 2005, 2756, 3269
 - b. on sheerline 1008, 2016, 2809, 4300
4. Add tolerances to centreboard and rudder drawings as follows:-
 - a. Centreboard. 895+-10, 340+-10, 170rad+-5, 1150+-10, 220+-10
50 MIN,
 - b. Rudder Blade. 732+-10, 85rad+-5, 180+-10, 225+-10, 252+-10,
257+-10, 237+-10, 205+-10, 177+-10.
5. Delete following dimensions from centreboard drawing:- 205; 120
6. Add drawings to show positioning and how to set up templates 1, 6, 10 and stem. Add the following explanations to those drawings.

Templates 1, 6, and 10 shall be set up with their centres wedged above the keel line at a height equal to the difference in rocker measurement (Measurement Item 6) from the minimum rocker tolerance at each station respectively.

Stem template shall be set with its nubs touching the stem and with the after guide line set forward or aft of station 1 by a distance equal to the difference in hull length (measurement Item 1) from the mean of the hull length tolerances taking account of sign.

International Europe Class

Items proposed for consideration at ECU 1978 AGM (after members and builders have had time to consider and after data has been collected).

1. Make changes to them mast measurement item 30(e) so that it will be possible to measure any mast without reference to a particular hull.
2. Consider change of rudder blade rule (and plan) to something simple such as:

Rudder blade shape is optional but it must lie within a rectangle of not more than 742 mm by 267 mm and no part shall project below the underside of the hull at the transom by more than 600 mm.

Method of using IYRU Templates

1. With the boat upside down suitably supported establish a horizontal BASE LINE passing through points which are 160 mm above the 'aft measurement point' and 49 mm above the keel line at station 3.
2. Mark positions of stations 10, 6, 3 and 1 on the keel line at the following distances from the aft measurement plane (ie. from a vertical line passing through the aft measurement point.)
3. Take rocker measurements (Measurement Form Item 6).
4. Calculate the difference in rocker measurements from the minimum tolerance for each station. Eg. for station 10 if measurement taken is 65 mm, the required figure to be calculated is the difference between the minimum tolerance figure of 50 mm for that station and 65 mm (ie. 15 mm). The figures calculated will be used when setting up templates 10, 6 and 1 at the correct height above the keel line.
5. Measure hull length (measurement item 1) between verticals (perpendicular to base line) passing through aft measurement point (ie the aft measurement plane) and the foremost point of the stem.
6. Calculate difference in hull length from mean of tolerances for item 1 eg if hull length measured is 3345mm difference is $3345 - 3350 = -5$ ie. hull is 5 mm shorter than design length. This figure will be used when setting up stem template.
7. Set up Transom template resting on the hull at the transom station, on its 10 mm nubs, perpendicular to the base line and central to the hull using suitable wedges to maintain its position. Take measurement items 8(a) and 9(a).
8. Set up station 10 template at station 10 (ie in a plane 1000 mm from the aft measurement plane) with its centre point supported above the keelline by the height calculated in step 4 above, and central to the hull, using suitable wedges to maintain its position. Take measurement Items 8(b) and 9(b).
9. Set up station 6 template using method as for station 10. Take measurement Items 8(c) and 9(c).
10. Set up station 3 template using method as for station Transom. Take measurement Items 8(d) and 9(d).
11. Set up station 1 template using method as for station 10. Take measurement Items 8(e) and 9(e).
12. Set up Stem Template with its nubs resting on the stem and with the after guide line at a position different from station 1 position by an amount as calculated in 6 above taking account of sign. Take measurement Items 8(f) and 9(f).