



1974

EUROPE CLASS UNION
INTERNATIONAL RULES

1. MAIN DIMENSIONS

Length overall of the hull, deck overlapp excluded	3.350 mm
Maximum beam, rubbing strakes excluded	1.380 mm
Draught, centreboard down	1.000 mm
Sail area, measured	7,0 m2

2. CREW

The dinghy shall be raced with one person on board. Arrangements extending outboard to support the helmsman are forbidden.

3. ONE - DESIGN

The object of this rules is to establish a class of dinghies which is one - design in all matters which affect basic speed. The rules shall be interpreted in this spirit.

4. RESPONSIBILITY

It is the responsibility of the owner to see to it that the boat is measured and that it thereafter always remains in class even after alteration, additions or rebuilding have been carried out.

5. PROTECTION OF THE ONE - DESIGN

The EUROPE - dinghy shall be professionally built only by those builders licensed by the Europe Class Union, or by the National Organisation as a representative for the Europe Class Union, ECU. Amateurbuilding may be allowed under the responsibility of the National Organisation. The hull shall carry permanently fixed the ECU plate, stating builder and registration number. The sail shall carry the ECU sail label.

6. APPROVAL OF THE MEASURERS

The measurer shall be approved by the National Yachting Association or by the ECU in countries where there is no National Authority.

7. TEMPLATES

All boats shall be measured with certified copies of the master set of templates held by the ECU. Each National Europe Organisation shall hold duplicates of this templates which shall be obtained from the ECU. The National Organisations may issue their own measurers certified copies made direct from the duplicates. By measuring the information joined to the rules is to be followed.

8. MEASUREMENT CERTIFICATE

The measurer shall fill in the measurement certificate and sign it if the boat in every respect corresponds with the Class Rules.

9. ECU OFFICIAL NUMBER

Each country shall begin its numbering from 001 combined with the National Letter(s).

10. OFFICIAL PLANS

The official plans consist of eight sheets:

- | | |
|-----------------------|---------|
| 1. General plan | no 616 |
| 2. Sections plan | no 602 |
| 3. Dimensions sheet | no 602a |
| 4. Mast and boom plan | no 615 |
| 5. Sail plan | no 631 |
| 6. Centreboard plan | no 610 |
| 7. Rudder plan | no 606 |
| 8. Measurment plan | no 700 |

11. HULL, DECK AND COCKPIT

The hull, the deck, the sidetanks and the bulkhead shall be made of moulded plywood or of GRP.

The use of carbon or boron fibres or of materials of equivalent quality is forbidden.

The building is free providing the hull follows the general arrangements shown in the plans except where added to or varied by these rules. Selfdraining doublebottom is forbidden.

Transom holes are allowed providing their area does not exceed 2 dm².

There shall be a hatch in the bulkhead at section 6 and at least one drainage opening in each side tank.

The sidetanks shall be watertight and effectively sealed from the forepeak.

A thwart, minimum 60 x 15 mm, shall connect the two side tanks with the upper part of the centreboard case, approximately at section 8.

The rubbing strakes are to be maximum 40 mm wide at the sides and maximum 20 mm at the stem and at the transom. The height shall be maximum 25 mm.

The hole in the deck for the mast shall have a fixed position in correspondence to plan no 700.

12. WEIGHT

The hull in dry and clean condition shall not weigh less than 42 kgs fixed fittings included.

Fixed fittings are all fittings permanently screwed, glued or bolted to the boat.

If the boat weighs less than 42 kgs lead correctors of maximum 5 kgs shall be fastened to the bulkhead at section 6 at minimum 200 mm from the hull. The weight and number of these correctors shall be recorded in the measurment certificate.

The weight and sailnumber shall be stamped on the correctors.

The total weight of the boat ready for racing shall not be less than 60 kgs, the equipment mentioned in paragraph 19 excluded.

13. CENTREBOARD

The form and the dimensions shall conform to the official plan no 610.

The centreboard shall be made of wood or of GRP.

The thickness shall be minimum 18 mm and maximum 22 mm.

The cross-section of the centreboard is free.

The weight of the centreboard shall not exceed 5 kgs.

14. RUDDER

The form and the dimensions of the rudderblade shall conform to the official plan no 606. The rudderblade shall be made of wood or of GRP. The thickness of the rudderblade shall be minimum 18 and maximum 22 mm. The cross-section of the rudderblade is free.

A fixed rudderblade is forbidden.

The building, the material and the construction of tiller, tiller-extension and rudderhead are free.

The lowest edge of the rudderblade shall be maximum 600 mm under the transom at the keel line.

15. MAST

The material of the mast shall be wood, aluminium alloy, GRP or a combination thereof.

The construction of the mast is free.

The maximum diameter at deck shall be 80 mm, ring included.

The diameter of the mast at the heel shall be 50 mm \pm 2.5, ring included.

The largest gap between the bearing surfaces on the boat and the mast shall at the deck and at the heel not be more than 5 mm.

The distance between the heel of the mast and the centre of the ring at deck shall be 450 mm \pm 5 mm.

Permanently bent masts are forbidden.

The minimum weight of the mast, fixed fittings included, shall be 5.5 kgs. The centre of gravity in the same condition shall be at least 1900 mm above the heel of the mast.

Corrector weights up to a maximum of 0.5 kgs are allowed and shall be permanently fastened to the outside of the mast above deck level.

The lower mast bearing may be adjustable \pm 25 mm longitudinally from the original position on plan no 700, but any adjustment system shall be at least 500 mm forward of section 6.

The mast rake is not to be adjusted during the race.

The mast shall be pivoting and shall not be supported or tightened by a stay, shroud or any other tightening equipment.

Two distinctively coloured bands, 20 mm wide, shall be painted on the mast in right angle to the longitudinal mast axis.

The upper edge of the lower band at the front of the mast shall be 335 mm from the straight line joining the intersections of the deck and the hull at section 3.

The lower edge of the upper band shall be 4.570 mm above the upper edge of the lower band.

The mast shall be fitted in the step so that it will not fall out in case of capsizing.

16. BOOM

The boom shall be made of wood, aluminium alloy, GRP or a combination thereof.

The construction is free. The metal boom shall however have the same cross-section through its whole length.

The boom shall be fitted with a grove. The sail may not be set loose-footed.

The boom without fittings must pass through a circle with a diameter of 76 mm, have a minimum height of 60 mm and be straight, when first measured. A deflection of 20 mm due to deformation is allowed from the line between the inner end of the boom and the coloured band.

A distinctively coloured band, at least 20 mm wide, shall be painted on the boom at right angle to the upper edge. Its forward edge shall be maximum 2.740 mm from the after side of the mast.
The total length of the boom measured from the after side of the mast shall be maximum 2.890 mm.
The boom shall be linked to the mast in such a way that the mast and the boom rotate together at the same angle.
The top side of the boom shall be level with or above the upper edge of the lower band on the mast.

17. SAIL

All measures shall be taken bolt ropes included.
The sail shall be made of woven material, except that one or two transparent panels together not larger than 0.28 m² may be fitted.
The sail shall be dry when measured and pulled taut enough to remove wrinkles in the cloth along the line of measurement.
The length of the aft leech is to be maximum 5.320 mm.
The aft leech shall not be concave in any place when not under tension.
The width at half height shall be maximum 1.680 mm.
The leech shall be measured as a straight line from the top of the headboard to the bolt rope at the clew, bolt rope included.
The midpoint of the luff shall be found by stretching the luff enough to make the cloth flat and by marking a distance of 2.285 mm from the top of the headboard.
The midpoint of the aft leech is to be found by folding the sail so that the top corner of the headboard lies level with the bolt rope at the clew.
The highest point of the sail shall not be stretched beyond the lower edge of the upper band.
There shall be 3 or 4 battens. The total length of these shall not exceed 2.350 mm. The battens shall divide the leech in equal parts ± 50 mm.
The forward end of the battens shall be at least 152 mm from the after side of the mast or from the upper side of the boom.
The battens shall be maximum 50 mm wide.
The headboard shall be triangular and inscribed in an isosceles triangle, the base of which is to be 113 mm ± 5 and the length of sides of which are to be 153 ± 5 mm.
The upper edge of the headboard shall be at maximum 45 mm distance from the top of the isosceles triangle. The distance from the headboard to the bolt rope shall be maximum 30 mm.
The Class Emblem consists of a blue circle in which the red character "E" and a styled white dinghy is placed. The diameter of the circle shall be 300 mm. The emblem, the national letter(s) and the number shall be placed on both sides of the sail, but at different levels and at approximately 2/3 of the height above the boom. The number is to be placed highest on the starboard side.

18. RUNNING RIGGING, FITTINGS, SHEET

The halyard, the sheet tackle and all fittings are free.
The halyard is not to be used as a stay.
If a downhaul is used, it shall be fastened aft of the mast.

19. EQUIPMENT

The following equipment shall be on board while racing:

A life jacket.

A bailer, if the boat has no self-bailer.

A paddle, minimum 800 mm long.

An anchor of a minimum weight of 0.75 kgs and a painter of minimum 6 mm diameter and 15 m minimum length, unless otherwise prescribed in the racing instructions. If no anchor is requested the painter shall have a minimum length of 7 m.

There shall be a fixed possibility to fasten the painter at the stem.

Personal equipment

The total weight of the personal equipment of the helmsman all included, e.g. boots, lifejacket, pants, socks etc, may in wet condition not exceed 15 kgs. The helmsman shall not in order to gain more weight make use of any kind of material that does not absorb water.

20. TRANSLATION AND ALTERATION OF THE RULES

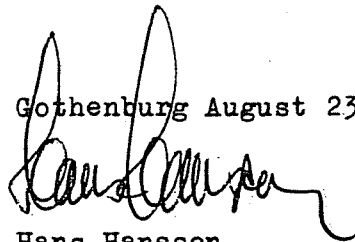
In event of disputes over the interpretation of the rules, the English text shall be the legal one.

The Committee of the Europe Class Union can refuse any interpretation of the rules that is not in the spirit of the Class Rules.

Any suggestion to a change of the rules shall be sent to the Secretary of the Europe Class Union.

The suggestion shall be submitted to the decision of a General Meeting, which normally takes place on occasion of the yearly World Championship.

Gothenburg August 23 1974



Hans Hansson
President
Europe Class Union

EUROPE CLASS UNION

INTERNATIONALE REGELN

1. HAUPTMAßE

Länge der Schale, ausschließlich Decksüberstände	3.350 mm
Maximale Breite, ausschließlich Scheuerleiste	1.380 mm
Tiefgang, Schwert unten	1.000 mm
Segelfläche, vermessen	7,0 m2

2. BESATZUNG

Das Dinghi muß mit einer Person an Bord gesegelt werden. Vorrichtungen nach Aussenbord, um den Steuermann zu stützen, sind verboten.

3. EINHEITSKLASSE

Der Gegenstand dieser Regeln ist eine Dinghi-Klasse zu etablieren, welche einheitlich ist in Allem was sich auf die Grundgeschwindigkeit auswirkt. Die Regeln sollen in diesem Sinne ausgelegt werden.

4. VERANTWORTLICHKEIT

Der Eigner hat darauf zu achten, daß das Boot vermessen ist und daß es danach immer in der Klasse verbleibt, auch nach Veränderungen, Zusätzen oder Wiederherstellungen.

5. SCHUTZ DER EINHEITSKLASSE

Das Europe-Dinghi darf professionell nur von solchen Werften hergestellt werden, die von der Europe Class Union, ECU, lizenziert sind oder von der nationalen Organisation, als Vertretung für die ECU. Amateurherstellungen können unter der Verantwortung der nationalen Organisation erlaubt werden.

Die Schale muß die dauerhaft befestigte ECU-Plakette tragen, Herstellererklärung und Registriernummer. Das Segel muß das ECU-Label tragen.

6. ANNERKENNUNG DES VERMESSERS

Der Vermesser muß durch den nationalen Yacht Verband oder von der ECU in Ländern, in denen keine nationale Vertretung ist, anerkannt werden.

7. MEßBRIEFE

Alle Boote müssen nach den anerkannten Kopien des Meßbriefes, dessen Originale von der ECU aufbewahrt werden, vermessen werden. Jede nationale Europe Organisation muß Duplikate von diesen Meßbriefen, die sie von der ECU erhält, aufbewahren. Die nationale Organisation kann von ihrem eigenen Vermesser beglaubigte Kopien, die direkt von den Duplikaten gemacht sind, herausgeben. Beim Vermessen sind die Informationen, verbunden mit den Regeln, zu befolgen.

8. VERMESSUNGSBESCHEINIGUNG

Der Vermesser soll die Vermessungsbescheinigung ausfüllen und sie unterzeichnen, wenn das Boot in jeder Hinsicht mit den Klassenregeln übereinstimmt.

9. OFFICIELLE ECU NUMMER

Jedes Land soll die Nummerierung im Verbindung mit dem National - Buchstaben bei 1 beginnen.

10. OFFICIELLE PLÄNE

Die offiziellen Pläne bestehen aus Blättern :

- | | |
|-----------------------|----------|
| 1. Hauptplan | Nr. 616 |
| 2. Sektionsplan | Nr. 602 |
| 3. Dimensionsblatt | Nr. 602a |
| 4. Mast- und Baumplan | 615 |
| 5. Segelplan | Nr. 631 |
| 6. Schwertplan | Nr. 610 |
| 7. Ruderplan | Nr. 606 |
| 8. Vermessungsplan | Nr. 700 |

11. SCHALE, DECK UND COCKPIT

Die Schale, das Deck, die Seitentanks und das Schott sollen aus wasserfestem Sperrholz oder GRP sein.

Die Verwendung von Carbon oder Boron-Fiber oder ähnlichem Material ist verboten.

Das Herstellen ist frei, vorausgesetzt die Schale entspricht den allgemeinen Vereinbarungen die in den Plänen gezeigt werden, ausgenommen Ergänzungen oder Änderungen zu diesen Regeln.

Selbsttlenzender Doppelboden ist verboten.

Obere Luken sind zulässig, vorausgesetzt die Fläche überschreitet nicht 2 dm²

Es soll im Schott in Sektion 6 eine Luke sein und schließlich soll in jedem Seitentank eine Öffnung sein. (Abflußöffnung)
Die Seitentanks müssen wasserdicht und vom Vorschiff völlig abgetrennt sein.

Eine Ducht, min. 60 x 15 mm, muß die beiden Seitentanks mit den oberen Teil des Schwertkasten verbinden, etwa in Sektion 8.
Die Scheuerleiste darf höchstens 40 mm seitlich und höchstens 20 mm am Bug und Spiegel überstehen. Die Höhe darf höchstens 25 mm betragen.

Das Mastloch am Deck muß eine feste Position haben und mit Plan Nr. 700 übereinstimmen.

12. GEWICHT

Die Schale darf im trockenen und sauberen Zustand, ~~XXXXXXXXXX~~ einschließlich fester Beschläge, nicht weniger als 42 Kg. wiegen. Feste Beschläge sind alle Beschläge, die ständig verschraubt, verklebt oder verbolzt mit dem Boot sind.

Falls das Boot weniger als 42 Kg wiegt, müssen Bleiausgleichsgewichte, max. 5 Kg, am Schott in Sektion 6 befestigt werden, mindestens 200 mm von der Schale entfernt. Das Gewicht und die Anzahl dieser Ausgleichsgewichte müssen im Meßbrief eingetragen werden. Das Gewicht und die Segelnummer müssen in die Ausgleichsgewichte eingeprägt werden.

Das totale Gewicht des regattaafertigen Bootes darf nicht weniger als 60 Kg betragen, ausschließlich persönlicher Ausrüstung entsprechend § 19

13. SCHWERT

Die Form und Maße müssen mit dem offiziellen Plan Nr. 610 übereinstimmen.

Das Schwert kann aus Holz oder GRP sein.

Die Dicke soll min. 18 mm, max. 22 mm betragen.

Der Querschnitt des Schwertes ist frei. Das Gewicht des Schwertes darf 5 Kg nicht überschreiten.

14. RUDER

Die Form und Maße müssen mit dem offiziellen Plan Nr. 606 übereinstimmen.

Das Ruder soll aus Holz oder GRP hergestellt sein.

Das Ruderblatt soll min. 18 mm und max. 22 mm stark sein.

Der Querschnitt des Ruderblattes ist frei.

Ein starres Ruder ist nicht zulässig.

Die Bauweise, das Material und die Konstruktion der Pinne, des Auslegers und der Ruderkopf sind frei.

Der niedrigste Punkt des Ruderblattes soll max. 600 mm unter dem Spiegel in der Kiellinie sein.

15. MAST

Das Material des Mastes darf aus Holz, GRP, Metall oder einer Kombination daraus sein. Die Konstruktion des Mastes ist frei.

Der max. Durchmesser des Mastes am Deck soll 80 mm betragen, einschließlich Ring.

Der Durchmesser des Mastes am Fuß soll einschließlich Ring 50 mm \pm 2,5 mm betragen.

Der größte Zwischenraum von Deck und Mast und am Mastfuß darf nicht mehr als 5 mm betragen.

Der Zwischenraum vom Fuß des Mastes und der Mitte des oberen Ringes muß 450 mm \pm 5 mm betragen.

Masten mit einer permanenten Biegekurve sind nicht zulässig.

Das min. Gewicht des Mastes, einschließlich fester Beschläge, muß 5,5 Kg. betragen.

Der Schwerpunkt des Mastes im gleichen Zustand darf nicht weiter als 1900 mm vom Mastfuß entfernt sein.

Ausgleichsgewichte bis Max. 0,5 Kg sind erlaubt und müssen ständig ausserhalb des Mastes über Deck befestigt sein.

Die Maststellung am Mastfuß darf in der Längsrichtung um \pm 25 mm von der Originalposition entsprechend Plan Nr. 700 verstellbar sein, aber jede Verstellvorrichtung ist wenigstens 500 mm vor Sektion 6 anzubringen.

Die Mastführung darf nicht während der Regatta verstellt werden.

Der Mast darf eine Führung haben, aber nicht durch ein Stag, Wanten oder irgendeiner Versteiffungsmöglichkeit geführt oder befestigt werden.

Zwei deutlich gefärbte Bänder, 20 mm breit, müssen im rechten Winkel zur Längstachse des Mastes aufgemalt sein.

Das obere Ende der unteren Meßmarke an der Vorderseite des Mastes muß 335 mm von der Geraden, die die Decksoberkannte mit der Schale in Sektion 3 verbindet, entfernt sein. (335 mm oberhalb der Scherlinie in Sektion 3)

Das untere Ende der oberen Meßmarke muß 4570 mm über dem oberen Ende der unteren Meßmarke entfernt sein.

Der Mast muß so am Fuß befestigt sein, daß er im Falle einer Kenterung nicht herausfällt.

16. BAUM

Der Baum muß aus Holz, Aluminium, GRP oder einer Kombination hieraus sein.

Die Konstruktion ist frei. Der Metallbaum indessen muß auf der gesamten Länge den gleichen Querschnitt haben.

Der Baum ^{muss mit einer Rille versehen sein} ~~soll mit Holz eingepasst werden~~. Das Segel darf nicht ohne ^{Liege} Führung sein.

Der Baum ohne Beschläge muß durch einen Kreis passen, dessen Durchmesser 76 mm beträgt, er muß eine min. Höhe von 60 mm aufweisen und bei der Erstvermessung gerade sein. Eine ständige Abweichung von 20 mm, die durch Verziehen bedingt ist, ist zulässig zwischen dem inneren Ende des Baumes und der Meßmarke.

Ein deutlich gefärbtes Band, mindestens 20 mm breit, ist im rechten Winkel zur Oberkante aufzumalen. Das vordere Ende muß max. 2740 mm von der hinteren Kante des Mastes entfernt sein. Die totale Länge des Baumes, gemessen von der hinteren Kante des Mastes, darf max. 2890 mm betragen.

Der Baum muß so am Mast befestigt sein, daß sich Mast und Baum im gleichen Winkel drehen.

Die obere Kante des Baumes muß auf gleicher Höhe oder über der Oberkante der unteren Mastmeßmarke liegen.

17. SEGEL

Alle Vermessungen müssen einschließlich der Lieken genommen werden. Das Segel muß aus gewebten Material hergestellt sein, ausgenommen ein oder zwei durchsichtigen Bahnen, zusammen nicht größer als 0,28 m². Das Segel muß bei der Vermessung trocken und genügend ausgezogen sein, daß sich keine Falten in der Meßlinie bilden.

Die Länge des Achterliek darf max. 5320 mm betragen.

Das Achterliek darf unter Spannung nicht konkav sein. Die Breite in halber Höhe ist max. 1680 mm.

Das Liek ist in gerader Linie von der Spitze des Kopfstückes des Segels bis zum Auge am Segelhals, einschließlich Unterliek, zu messen.

Der Mittelpunkt des Vorlieks kann dadurch festgelegt werden, daß man das Vorliek streckt, bis das Segel flach liegt; dann wird eine Markierung in einem Abstand von 2285 mm von der Aussenkante des Kopfstückes angebracht.

Der Mittelpunkt des Achterlieks wird so gefunden, indem man das Segel so faltet, daß die obere Ecke des Kopfstückes bündig zum Unterliek liegt.

Der höchste Punkt des Segels darf nicht über das untere Ende der oberen Meßmarke gestreckt werden.

Es müssen drei oder vier Segellatten vorhanden sein. Die gesamte Länge darf nicht 2350 mm überschreiten. Die Segellatten sollen das Liek in gleiche Teile von ± 50 mm aufteilen. Das vordere Ende der Segellatten muß mindestens 152 mm von der hinteren Kante des Mastes oder von der Oberseite des Baumes entfernt sein.. Die Segellatten dürfen höchstens 50 mm breit sein.

Das Kopfstück muß dreieckig sein und in ein gleichschenkeliges Dreieck passen, dessen Basis 113 mm ± 5 mm und Schenkellänge 153 mm ± 5 mm ist.

Das obere Ende des Kopfstückes muß max. 45 mm vom oberen Ende des gleichschenkeligen Dreiecks entfernt sein. Der Abstand vom Kopfstück zum Auge darf Max. 30 mm betragen.

Das Klassenzeichen besteht aus einem blauen Kreis indem das rote charakteristische " E " und ein weißes stilisiertes Dinghi ist. Der Durchmesser des Kreises muß 300 mm betragen. Das Klassenzeichen der nationale Buchstabe muß auf beiden Seiten des Segels sein aber in unterschiedlicher Höhe und annähernd $\frac{2}{3}$ der Höhe über dem Baum. Die Nummer muß auf der Steuerbordseite höher sein.

18. RENNRIEG, FITTINGS, SCHOT

Das Fall, die Schotführung und alle Fittings sind frei.

Das Fall darf nicht als Stag benutzt werden.

Wenn ein Niederholer verwandt wird, muß er hinter dem Mast befestigt werden.

19. AUSRÜSTUNG

Folgende Ausrüstung muß während der Regatta an Bord sein :

Eine Schwimmweste

Eine Pütz, wenn das Boot keine Selbstlenzer hat.

Ein Paddel, min. Länge 800 mm.

Ein Anker von mindestens 0,75 Kg. Gewicht und eine Schleppleine von min. 6 mm Durchmesser und mindestens 15 m Länge wenn es nicht in den Segelanweisungen anders ausgeschrieben ist. Wenn kein Anker verlangt wird, muß die Schleppleine mindestens 7 m lang sein.

Es muß eine feste Möglichkeit zum Befestigen der Schleppleine am Bug vorhanden sein.

Persönliche Ausrüstung

Das totale Gewicht der persönlichen Ausrüstung des Steuermannes alles eingeschlossen e.g. Schuhe, Schwimmweste, Hosen, Strümpfe etc. darf im nassen Zustand 15 Kg. nicht überschreiten. Der Steuermann darf nicht um Gewicht zu gewinnen irgendein Material verwenden, das kein Wasser absorbiert.

20. ÜBERSETZUNGEN UND AUSLEGUNG DER REGELN

Wenn es irgendeinen Disput über die Auslegung der Regeln gibt, soll der englische Text der maßgebliche sein.

Das Komitee der Europe Class Union kann jede Interpretation der Regeln die nicht im Sinne der Klassenregeln sind, verweigern (ablehnen)

Jeder Vorschlag um die Regeln zu ändern soll an den Sekretär der Europe Class Union gesandt werden.

Der Vorschlag muß der Entscheidung der Hauptversammlung unterbreitet werden, welche auf Veranlassung normaler Weise am Ort der Weltmeisterschaft stattfindet.

Gothenburg August 23. 1974

Hans Hanson

President

Europe Class Union

Hamburg, 22. Mai 1975

Übersetzungsvorschlag

Referat für Klassen-Vermessungsfragen

Uwe Wiencke

INTERNATIONAL EUROPE CLASS

Authority: International Yacht Racing Union, 60 Knightsbridge,
London SW1X 7JX, England.

Date of International Status

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 Europe Class Union (ECU). 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 (N.A.) or the N.A. does not wish to administer the class, its functions as stated in these rules shall be carried out by E.C.U. or its delegated representatives (National Associations). Where the N.A. 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 I.Y.R.U. nor E.C.U. accept any legal responsibility in respect of these rules and/or the plans or any claim arising therefrom.

2. BUILDERS

- (1) Professional builders shall be licensed by the I.Y.R.U. to build boats of the Europe class. Applications for a building license shall be made in writing to the I.Y.R.U. who shall seek the approval of the E.C.U. 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. BUILDING FEE

- (1) The building fee is £ sterling, or its equivalent in other currencies, or which £ is due to the I.Y.R.U., £ is due to E.C.U. and £ is due to the National Europe Class Association.
- (2) The amount of the building fee may be reviewed by the I.Y.R.U. in consultation with E.C.U.
- (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 I.Y.R.U. which will issue a plaque which shall be deemed to be the receipt for the building 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 building fee or building fee receipt.

The National Authority shall issue a sail number only on receipt of evidence that the building fee has been paid.

- (ii) The boat shall be measured by a measurer officially recognized by the N.A. The completed measurement form shall be supplied to the owner of the boat.
 - (iii) The owner shall send the completed measurement form to his N.A. together with any registration fee that may be required. On receipt of this the N.A. 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 N.A. 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.
- (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 I.Y.R.U. or N.A. 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 I.Y.R.U. plaque and (ii) the official sail number and national letter(s) carved or permanently marked in the hull. and (iii) have the name of the builder clearly shown on the hull.
- (2) Each sail shall have an official E.C.U. sail label sewn on the sail near the tack.
- (3) Each N.A. shall issue sail numbers consecutively starting from 1.

6. MEASUREMENT

- (1) Only a measurer officially recognized by a N.A. 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 has a vested interest.
- (4) All boats shall be measured using the official template supplied by the I.Y.R.U.
- (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 N.A.

- (6) All boats and their equipment shall be liable to remeasurement at the discretion of the N.A. or race committee.

7. HULL

- (1) The hull, deck, side tanks, bulkhead and centreboard case shall be made of only wood, plywood or glass reinforced plastic. The use of foam sandwich, balsa wood sandwich construction, carbon or boron fibres or other fibres of equivalent properties is specifically prohibited.
- (2) The hull shell, decks, sidetanks, 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. As many measurements as considered necessary to check the shape and dimensions of the boat have been listed on the measurement form.
- (3) The aft measurement point shall be the intersection of the lowest point of the transom with the underside of the hull.
- (4) The following shall conform with:
 - (i) One watertight bulkhead at $2000 \text{ mm} \pm 20 \text{ mm}$ from the aft measurement point. The bulkhead shall have a hatch with a watertight cover capable of resisting accidental dislodgement and shall be kept in place at all times when racing.

- (ii) A thwart of minimum width 60 mm and minimum thickness 15 mm shall connect the two side tanks with the upper part of the centreboard case.
- (iii) Rubbing strakes shall not be wider than 20 mm at the stem and at the transom. Elsewhere this width shall not exceed 40 mm. The maximum depth of the rubbing strakes shall nowhere exceed 25 mm.
- (iv) The ^{center} forward edge of the hole in the deck for the mast shall not be further forward than 2700 ± 20 mm from the aft measurement point.
- (v) Each side tank shall have at least one drainage hole which shall be closed at all times while racing.
- (vi) Holes in the transom are permitted but shall not exceed 2 dm^2 in total area.
- (vii) The lower mast bearing must be adjustable over a total distance of not more than 50 mm fore and aft. Any adjustment system shall not extend aft of a point 500 mm forward of station 6.

8. BUOYANCY

- (1) There shall be not less than three separate buoyancy compartments. For the purpose of this rule the compartment forward of the bulkhead shall be considered to be a buoyancy compartment.
- (2) The side tanks shall be watertight.
- (3) On first measurement the measurer shall be satisfied that the side tanks are watertight and he may order a buoyancy test to be carried out.

9. CENTREBOARD

- (1) The centreboard shall be made with only the following materials: wood, plywood, g.r.p. and plastic foam.
- (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 $20 \text{ mm} \pm 2 \text{ mm}$.
- (4) The shape of the cross sections of the centreboard is optional.
- (5) The weight of the centreboard shall not exceed 5 kg.

10. RUDDER

- (1) The rudder blade shall be made with only the following materials: wood, plywood, g.r.p. and plastic foam.
- (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 $20 \text{ mm} \pm 2 \text{ mm}$.
- (4) The shape of the cross sections of the rudder blade is optional.
- (5) The rudder blade shall not extend below a point 600 mm below the underside of the hull at the transom.
- (6) The rudder blade shall be able to pivot about its axis. A fixed rudder blade is prohibited.

11. MAST

- (1) The mast shall be of wood, aluminium alloy, g.r.p. or a combination thereof.
- (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 mast ring if fitted, shall not exceed 80 mm.
- (5) The diameter at the heel, including protection ring, if fitted, shall be 50 mm \pm 2.5 mm.
- (6) The distance from the heel to the centre of the deck bearing ring shall be 450 mm \pm 5 mm.
- (7) The aft face of the mast shall be straight but a permanent set due to distortion of 40 mm shall be permitted.
- (8) Two distinctively coloured bands not less than 20 mm wide shall be permanently marked on the mast as follows:
 - (i) With its upper edge not more than 335 mm above the sheerline at the station 3.
 - (ii) With its lower edge not more than 4570 mm above the upper edge of the other band.
- (9) The gap between the mast and the deck and heel bearings shall not exceed 5 mm.
- (10) The minimum weight of the mast including fixed fittings but excluding the halliard shall be not less than 5.5 kg.
- (11) The centre of gravity of the mast in the same condition as in (10) above shall be not less than 1900 mm 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 0.5 kg shall be permanently fastened to the outside of the mast above deck level.

- (13) Mast rake 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.
- (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. *forward of the measurement band on the boom*
- (4) The boom without fittings shall be capable of passing through a circle of diameter 76 mm.
- (5) The depth of the boom shall be not less than 60 mm.
- (6) The boom shall be straight but a permanent set due to distortion of 20 mm shall be permitted.
- (7) A distinctively coloured band not less than 20 mm wide shall be permanently marked on the boom with its forward edge not more than 2740 mm from the aft side of the mast.
- (8) The overall length of the boom shall not exceed 2890 mm.
- (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 be not lower than the top of the lower band on the mast.

13. WEIGHT

- (1) The hull in dry and clean condition shall with

normal fixed fittings weigh not less than 42 kg.

- (2) Fixed fittings are those which are screwed, glued or bolted to the hull.
- (3) If the hull is found to weigh less than 42 kg lead correctors not exceeding 5 kg total weight shall be fastened to the bulkhead not lower than 200 mm 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.
- (4) The total weight of the boat ready to sail, but excluding the equipment listed in rule 16 shall be not less than 60 kg.

14. SAIL.

- (1) The sail shall be made and measured in accordance with the 1975 IYRU Measurement Instructions.
- (2) This rule has still to be drafted.

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.

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, minimum 800 mm long.
 - (iv) ~~An anchor of minimum weight 0.75 kg and a~~

A painter of diameter not less than 6 mm
and not less than ^{7 m}15 m in length, unless
otherwise prescribed in the racing instructions.
~~If no anchor is required a painter of minimum~~
~~length 7 m shall be carried.~~

- (2) The total weight of personal equipment of the helmsman all included, E.G. Boots, life jacket, pants, socks etc, shall in wet condition not exceed 15 kg. The helmsman shall not in order to gain more weight make use of any kind of material that does not absorb water.