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INTERNATIONAL "EUROPE" CLASS RULES.

1°) Principle dimensions.

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|---|--------------------|
| Length over all, overlap deck excluded: | 3.350 mm.          |
| Maximum beam, rubbingstrake excluded:   | 1.380 mm.          |
| Draft with centreboard:                 | 1.000 mm.          |
| Sailarea:                               | 7,0 m <sup>2</sup> |

2°) Crew.

There shall be one person on board whilst racing.  
The use of a flying trapeze or sliding seat or any other apparatus to support the crew outboard is prohibited.

3°) One design.

The object of these rules is to achieve as much uniformity as possible between the boats of this Class.

4°) Protection of one design.

Boats of this Class shall only be built by builders licensed by the "Europe Class Union".  
Amateur building may be allowed under responsibility of each National association.

5°) Appointement of the measurers.

Measurers shall be appointed by the National authority or measurer by the "Europe Class Union" in countries where there is no National measurer.

6°) Templates.

All boats shall be measured with certified copies of the master set of templates, held by the "Europe Class Union".  
Copies of this master set of templates are to be obtained from the "Europe Class Union".

7°) Measurement form.

If the boat complies with the class rules in every respect, the measurer shall deliver the measurement certificate as used in the respective country.

8°) Registered number E.C.U. (Sailnumber)

Each country shall start its numbering from one (1)

9°) Official plans.

The official plans shall consist of 8 sheets :

- 1 general plan N°616.
- 1 sections plan N°602.
- 1 dimensions sheet N°602a
- 1 mast and boom plan N°615.
- 1 sail plan N°631.
- 1 centerboard plan N°610.
- 1 rudder blade plan N°606.
- 1 measurement plan N°700.

INTERNATIONAL " EUROPE " CLASS RULES.

10°) Construction.

The hull, deck and sidetanks will be made of wood or moulded plywood or GRP.

The construction is optional however shape and dimensions shall be conform to the official rules

Self-bailing double bottoms are prohibited.

Transom flaps or drainholes in the transom of which the total effective area shall not exceed 2 dm<sup>2</sup> are allowed.

Rublingshake max. 40mm. Wide at the side overlap deck at transom and stems max. 20mm wide

There shall be one hatch in the forward bulkhead at section 6

There shall be at least one drainagebung in each side tank.

The side tanks shall be effectively watertight and properly sealed off from the bowcompartment.

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

11°) Weight.

The weight of the hull in dry condition including fixed fittings shall not be less than 42 kilos.

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

If the weight of the boat is less than 42 kilos, loaden correctors with a total weight not exceeding 5 kilos shall be permanently fastened to the watertight bulkhead at a minimum distance of 200mm. from the hull

Weight and number of these correctors shall be noted on the measurement form. Weight and sailnumber shall be stamped on the correctors

The total weight of the boat ready for racing shall not be less than 60 kilos, excluded the equipment as mentioned in item 18.

12°) Centreboard.

Shape and dimensions of the centreboard shall be conform to the official plans.

The centreboard shall be made of wood or GRP and its thickness shall be minimum 18mm. and maximum 22mm.

The sectional shape of the centreboard is optional.

The weight of the centreboard shall not exceed 5 kilos.

13°) Rudder.

Shape and dimensions of the rudderblade shall be conform to the official plans.

The rudderblade shall be made of wood or GRP.

The thickness of the rudderblade is minimum 18mm. and maximum 22mm.

The sectional shape of the rudderblade is optional

A fixed rudderblade is prohibited.

Construction, material and design of the tiller, tiller extension and rudderhead are optional.

The underside of the rudderblade. Shall not be lower than 600mm under the keel line at the transom.

# INTERNATIONAL " EUROPE " CLASS RULES.

## 14°) Mast.

The material of the mast shall be wood or GRP.  
 The construction of the mast is optional.  
 Diameter of the mast maximum 90mm. and minimum 70mm. at deck height excluded ring.  
 Permanently bent masts are prohibited.  
 Minimum weight of the mast, including fixed fittings shall be 5,5 kilos.  
 The centre of gravity in same condition shall be at least 2.000mm above the extreme lower end of the mast.  
 The diameter of the masthole in deck shall not be wider than 10mm. than the diameter of the mast at deckheight.  
 The maststep may be adjustable at more or less 25mm from original mast. See plan 700 but all operating controls must lie at least 500mm. forward of section 6.  
 The mast may not be adjusted during the race, the mast shall be rotating and may not be supported by stays and or shrouds.  
 Two bands 20mm. wide shall visible be painted on the mast.  
 Upperside lower black band shall lie at 305mm. above the upperside of the deck.  
 The lower side of the upper black band shall lie at 4.570mm. above the upperside of the lower black band.  
 The heel of the mast must be secured in the maststep to prevent the mast from falling out during a capsize.  
 For wooden masts, attachment will be made by mastslot system.  
 The dimensions of this mastslot shall not exceed 80 x 20mm  
 For GRP masts only, attachment is allowed with a different system.  
 The total height of the mast is maximum 5030mm above the upperside of the deck.

## 15°) Boom.

The material of the boom shall be of wood or GRP.  
 The construction is optional.  
 The boom without fittings must be able to pass through a ring with a diameter of 76mm. and min. 60mm height.  
 A band of 20mm. wide shall be visible painted on the boom with its inner edge at maximum 2.740mm. from the after side of the mast.  
 Total length of the boom measured from the after side of the mast shall be maximum 2.890mm.  
 The boom shall be linked to the mast in such a way that they turn together.

## 16°) Sail.

All measures are include the bolt ropes.  
 The sail shall be of woven material; except that one unwoven transparent panel is permitted.  
 This panel shall not exceed 0,28m<sup>2</sup>.  
 When measuring the sail shall be in a dry condition and wrinkles shall be removed where measures are to be taken.  
 Length of the lcech 5.320mm. maximum.  
 The lcech when not under tension must in no place be concave and shall form a continuous fair curve.

16°) Sail.

The width at half height 1.680mm. maximum  
The leech shall be measured in a straight line from height of headboard to the intersection of the foot and leech, roping excluded.  
The width at half height shall be measured along the cloth of the sail from the midpoint of the luff to the midpoint of the leech, including the bolt rope.  
The midpoint of the luff shall be found by stretching the luff with enough tension so that the cloth just comes taut and marking a distance of 2.285mm. from the forward topcorner of the sail.  
To find the midpoint on the leech height of headboard of the sail shall be placed on the intersection of the foot and the leech.  
The so formed fold indicating the midpoint of the leech.  
When racing the highest point of the sail or headboard shall not extend above the lower edge of the upper band.  
The foot of the sail shall not extend behind the inner edge of the band on the boom  
There shall be three or four sailbattens of which the total length shall not exceed 2 330mm.  
The forward end of the sailbattens must be at a minimum distance of 152mm. from the aft side of the mast or upperside of the boom.  
The width of the sailbattens is maximum 50mm.  
The headboard shall triangular shape included in a isocelous triangle.  
The base of the headboard shall be  $113\text{mm.} \pm 5\text{mm.}$   
The fore and after sides of the headboard shall be  $153 \pm 5\text{mm.}$   
The distance of the headboard to the bolt rope shall be maximum 30mm. The round top will be at less than 45mm of the top of this triangle.

The sailinsignis consists of a blue circle with a diameter of 300mm. in which is placed the character E in red and a styled sailing boat in white color situated in the E.  
The sailinsignia, nation letters and numbers shall be visibly placed on both sides of the sail at approximately  $\frac{2}{3}$  of the height of the sail above the boom and shall be placed at different heights, those on starboard being uppermost.

17°) Running rigging-fittings-sheeting.

The halliard arrangement-mainsailsheet and all fittings are optional.  
The halliard shall be arranged in such a way that it is not effective as standing rigging.  
If a kickingstrap is being used, it shall be fitted behind the mast.

18°) Equipment.

The following equipment shall be on board whilst racing.  
One bailer for the boats without self-bailer.  
One lifejacket.  
One paddle, length minimum 800mm.  
One anchor with a weight of minimum 1 Kilo.  
One painter or anchorline of sufficient strength with a length of 15 meters minimum.  
A possibility to fix the painter or anchorline to the stem is obliged.

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19°) Translation/alternations of the rules.

In case of differences in the interpretations of the rules, if translated into another language, the French text shall be legal. The Committee of the " Europe Class Union " can refuse every interpretation of the rules which is not in the spirit of the Class. A proposal to alter the rules shall be sent to the secretariat of the " Europe Class Union ". This proposal shall be put for decision before an international meeting of the Class Organisations. English translation is approved by E.C.U

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|--------------|-------------|----------------|------------------|
| FRANCE       | BELGIQUE    | ALLEMAGNE      | PORTUGAL         |
| A. DEVILLERS | J. CHERCHYS | HOLLANDE       | J. CASTEL BRANCO |
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