



Preparation Hints for Equipment Inspection at Major Events as for instance World Championships or Youth European Championships

André Haufe, Class Chief Measurer

In the following a summary of the seminar at the World Championship in Vallensbæk, DEN, given on July, 11th, 2023 is provided. The text and the pictures/drawings have been extracted from the slides thereof and shall give a rough overview how an equipment inspection at a major event is organized, what extent of collaboration is expected from the sailor and most notably, which the technical details are, that will typically be checked. As a sailor keep in mind that we meet for sailing – not for equipment inspection. Hence, if you make sure, your equipment is in order, everything is within the rules and you have the respective papers ready, the whole procedure should not take more than half an hour – in sum! However, if you have to craft and tinker with your mast, boom, foils etc. it will easily take 2-3 hours or even more. Plus, you will slow down the complete procedure for all the other sailors too. So, please prepare everything at home – for your and the other sailors' benefit.

1. General remark

Always remember the following as baseline- taken from the Europe class rules:

1. GENERAL

- 1.1 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. Everything that is not actually stated as permitted or optional shall be prohibited.

2. Be prepared! Things to do before the event!

Make sure all your papers are in order and that they are the correct ones for the equipment you want to use! For each piece of equipment, you should have a formally signed measurement document. Prints of digitally signed documents are not valid!

Bring them in the right order to the registration desk at the venue, so checking them w.r.t. the internet inspection form (IIE) is as easy and smooth as possible:

1. Inspection Entry Form
2. Measurement certificate
3. Hull measurement form
4. Center board
5. Rudder blade
6. Rudder stock
7. Mast
8. Boom
9. Sails

If repairs are necessary, do them before the event. Do not count on any professional help at or during the event. While it may be likely that there are professionals at hand – it may not be the case every

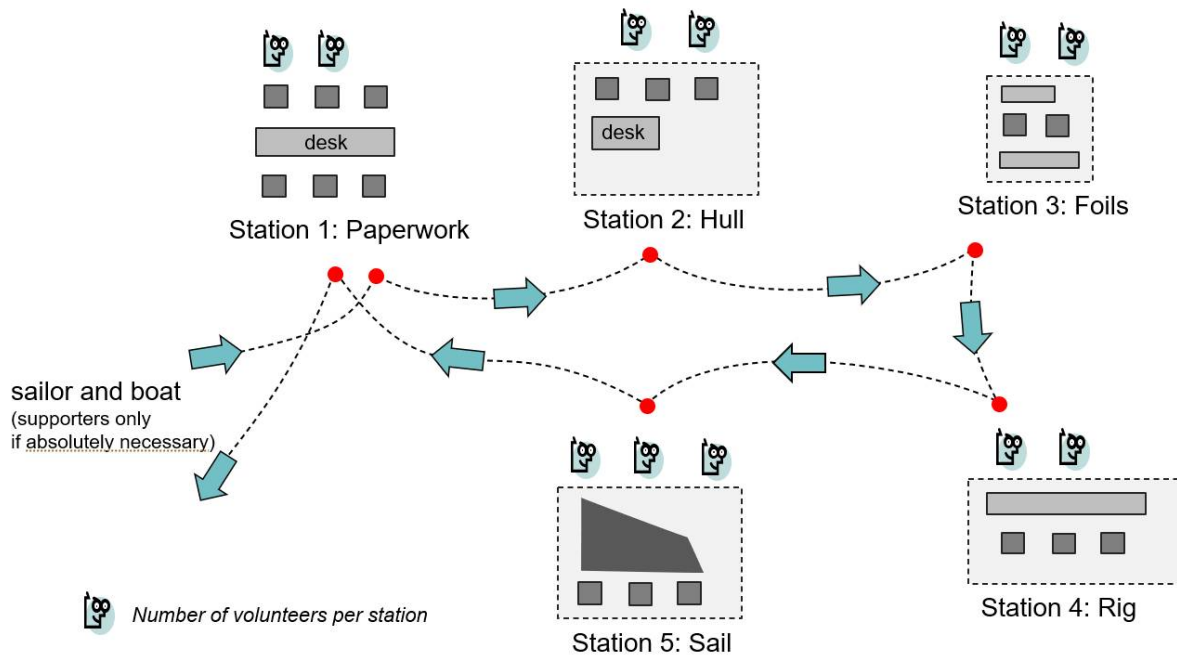


time. You will be doomed if you can't sail at the event because you miss a cheap equipment detail/part or fail equipment inspection due to excessive wear.

If in doubt: Consult with the class rules that can be found on www.europeclass.org or on the World Sailing website.

3. How does it work?

Typically, two days of equipment inspection are planned at the event and published in the NOR respectively. The following scheme shows a typical order of inspection. Keep in mind, that sailors in order to save time may do inspection of appendices, mast and boom in parallel!!



4. Station 1: Paperwork

- The insurance form, including 3rd party liability insurance coverage, shall be presented at the Race Office, **not** at the equipment inspection.
- Please have all your papers ready before entering the inspection area. Make sure they are in the right order (see Section 2).
- Do not bring any other documents.
- Nicely stand in line for the paperwork. Checking your papers is a demanding task. The person at the desk is concentrating to work as fast as possible **for you!**
- All documents will be retained by the measurement committee and will be returned to the sailor after the last race of the championship. Hence, it might be a good idea to bring copies, **not** the original documents.
- Safety: We check the length and the buoyancy of your **painter** and whether your **PDF** actually fits you (size **and** weight)!



5. Station 2: Inspection of the hull

- Identification and weighting of the hull is the **minimum** requirement. More may be checked. If something is not correct w.r.t. the extra weight, it will be corrected in the papers only on demand and only if time allows.
- Bring your hull dry. **Dry means dry.** If it does have water standing in the buoyancy tanks, the person at the station will ask you to dry it on the spot or even to go back to the end of the line. Drying a boat takes time and slows us down.



Stem profile was not checked but is defined in the Class Rules to be smooth within defined limits.

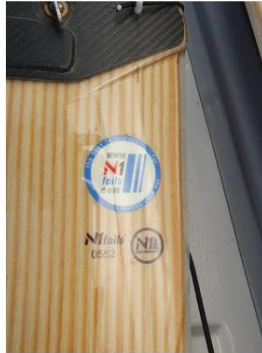
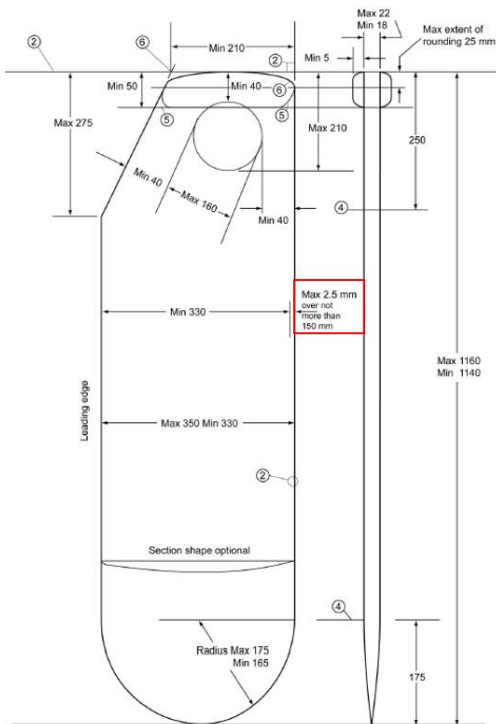


Extra weight (lead) to reach the requirement of 45kg.

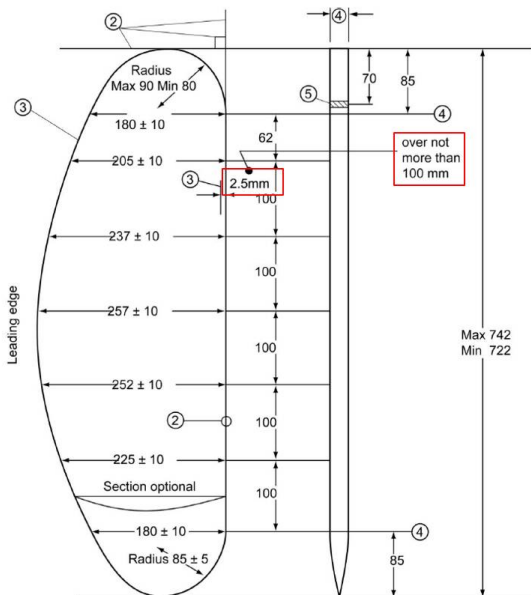


6. Station 3: Inspection of center board, rudder blade and rudder stock

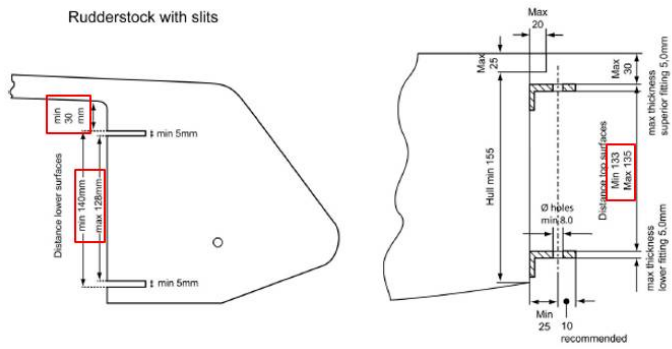
- The center board is identified, weighted (min 2000 gr,) and the shape is checked.
If there are damages, i.e. inspection of the trailing edge, they will have to be fixed!!



- The rudder is identified, weighted (min. 900 gr.) and the shape is checked.
If there are damages, i.e. inspection of the trailing edge, they will have to be fixed.

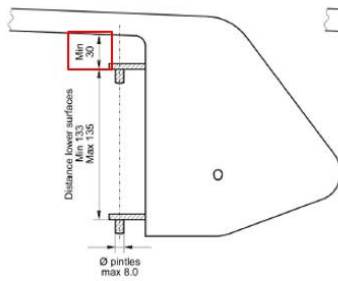


- The rudder stock is identified and weighted. Minimum is 1.25kg including tiller extension. If there are damages, i.e. oval fixing hole, they will have to be fixed.

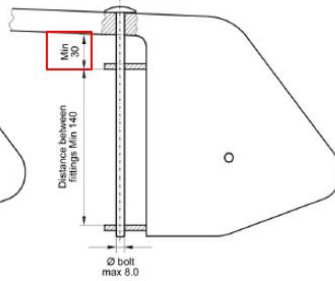


Rule 3.4.5. (iv)

Rudderstock with both fittings going on the top surfaces

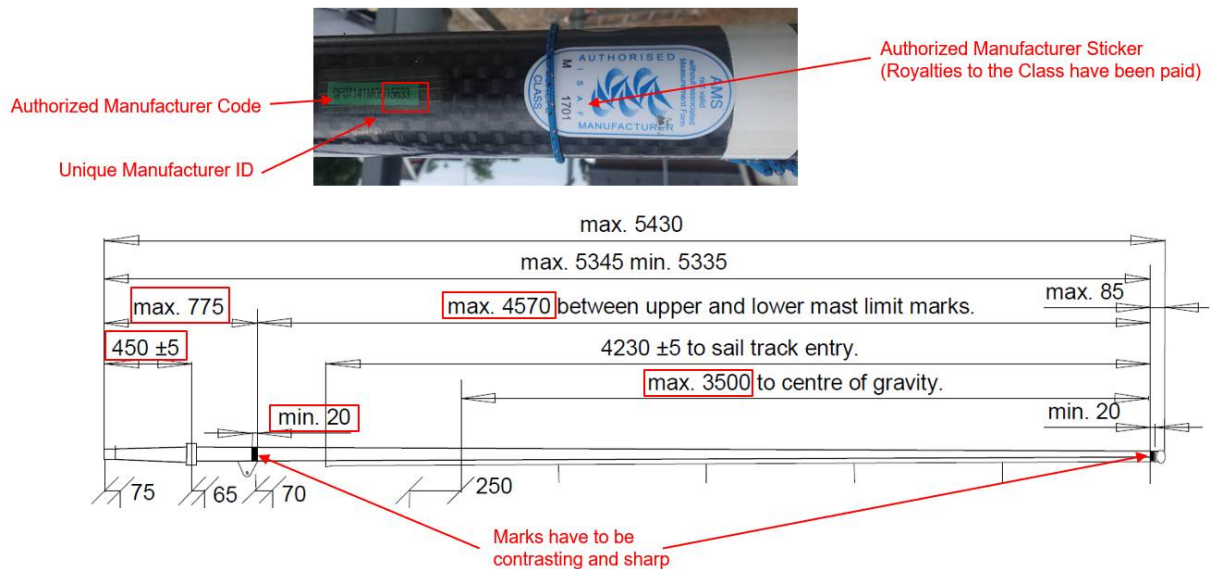


Rudderstock with fittings going outside the hull fittings



7. Station 4: Inspection of mast

- The mast is identified, weighted (min. 5500 gr.) and certain measurements are checked.
- Limit marks have to be painted in contrasting color (white or yellow if the mast is black or black if the mast is white) and must show **sharp** edges!
- If there are damages or wear, that will have to be fixed.
- The mast is identifiable by the Authorized Manufacturer Sticker (AMS) but **not** by the Authorized Manufacturer Code (AMC). The latter of which is a unique string assigned to a certain manufacturer and therefore **not** unique to the mast.
- If the AMS is missing, a unique number for this mast has to be engraved somewhere to identify the mast and relate it to its measurement form!



Authorized Manufacturer Code



Authorized Manufacturer Sticker
(Royalties to the Class have been paid)



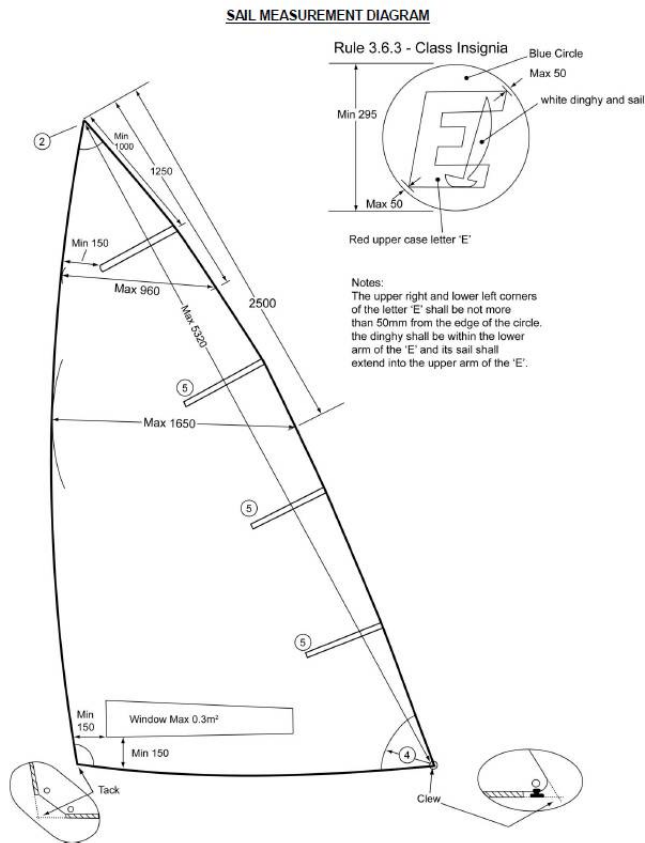
Measurement bands not sharp or not clearly visible. Both boom should not have passed equipment inspection in an ideal world.



ANDRÉ HAUFE / EUROPE CLASS CHIEF MEASURER

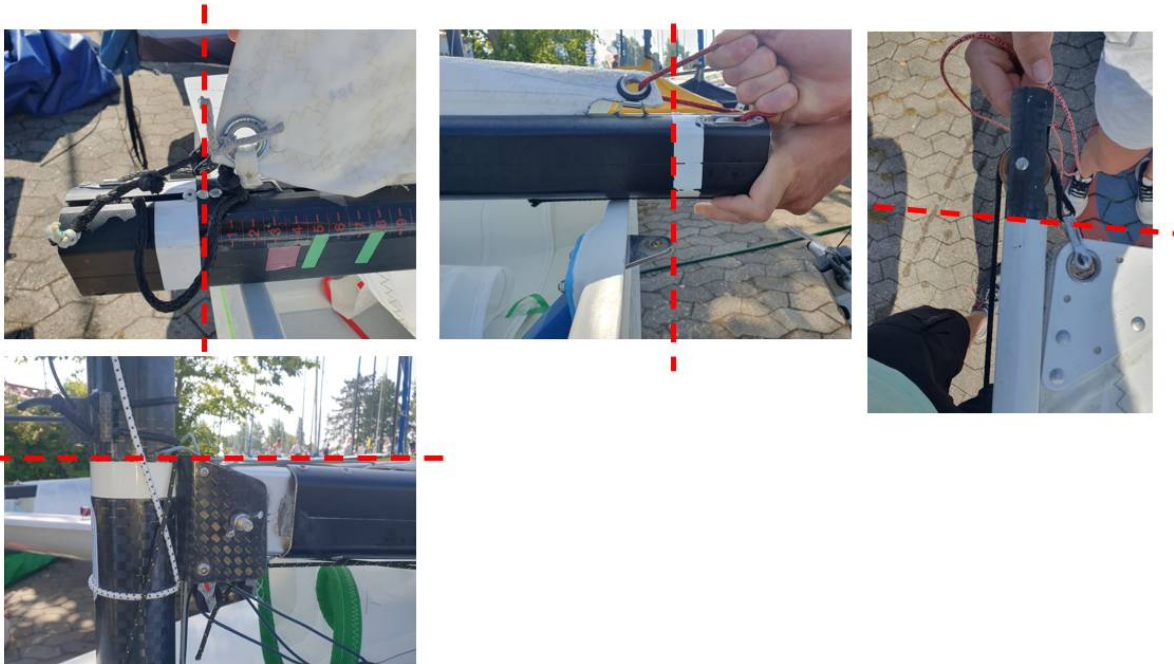
9. Station 4: Inspection of sails

- The sails are checked on a sail table. Make sure your sail is as dry as possible.
- Major attention is paid to identification, shape, material, national letters, sail number and class insignia.



10. Why all that fuss about measurement bands in the morning before races?

- Only if the rig is assembled, we can check if the sail is actually hoisted in the correct way and cannot be pulled beyond the limiting bands on mast and boom. This check can only be done during racing days on the water or when going out to or coming in from the races.
- Furthermore, there are after race controls to make sure you race the equipment you brought through measurement and whether it is still within the rules... 😊



11. Be sun smart!

Last but not least: Be prepared for being on the water for a long time.
Put on and carry sun protection.



SLIP



SLOP



SLAP

...and HAVE FUN during the races and ashore.



ANDRÉ HAUFE / EUROPE CLASS CHIEF MEASURER