



On the water measurement inspection at our events

With an aim of helping everybody to be ready for an international event and understand why measurement inspections are carried out, and further to the measurement tips posted in our web site, here we give you an overview of the inspections carried out on the water after a race.

WHY?

The objective of these inspections, as well as of the measurement inspection prior to the start of the first race, is to CHECK FOR COMPLIANCE WITH THE CLASS RULES, which means that we want to ensure a fair and safe sailing event.

WHO DO WE INSPECT?

According to the sailing instructions, the top ten finishing boats of every race shall sail to the Equipment Inspector boat at the starboard side of the finishing line as they may be inspected. It is not the measurer on the measurement boat who decides which sailors to inspect. The finishing positions (not the names, not the sail numbers, not the country) of the sailors to inspect are given to the measurer by the International Jury prior to the day's races. The measurers on the boat will do their best to call the sailors to be checked but it is the responsibility of the first ten sailors to approach the measurement boat and ask if they are going to be inspected. If a sailor that has to be inspected fails to approach the measurement boat, the measurer will report the incident to the Race Committee, which will protest the competitor. So, be aware that you might face disqualification if you finish among the ten first sailors and do not approach the measurement boat for inspection!!!

NOTE: If the measurement boat sees a boat clearly contravening any of the measurement rules they may also call them for inspection irrespective of finish position. For example if they see a sail band too high or low.

WHAT DO WE CHECK?

Compliance with the Class Rules, especially those in connection with the following items:

PERSONAL FLOTATION DEVICE (life jacket): You must wear your flotation device and have it fastened correctly. You can take it off if you want to change clothes but otherwise you must have the PFD on at all times while on the water. (CR 4.2(a))

WHISTLE: You must have a whistle attached to your PFD. If you have a whistle inside a pocket in the PFD but it is not attached, or if you have a whistle attached to your jacket, you are not complying with the class rules!! :(Make sure that you tie the knots correctly!! (CR 4.2(a))

BAILER(S): Only one bailer of at least 1 litre capacity is required and it shall be attached to the hull. If you have two bailers, both of them need be attached. Again, make sure you do the right knot... (CR 4.3(a))

PAINTER (OR TOWING ROPE): don't forget to carry it and make sure it is correctly attached!! (CR 4.3(b))

PADDLE: If you have a paddle but it is not attached to the hull by a lanyard, this is not in compliance with the class rules, even when the paddle is tucked in between a buoyancy bag and its straps. (CR 4.3(c))

LUFF MEASUREMENT BAND: It has to be between the mast limit marks (band 1 and band 2). See the drawing at the end of the article. (CR 6.6.3.1)

GAP BETWEEN FOOT AND BOOM AND BETWEEN LUFF AND MAST: no lash can be tied in a way that permits the sail to be more than 10mm away from the mast or boom. Please make sure that the lashings are tied correctly. Check them before going afloat and between races. (CR 6.6.3.3 and 6.6.3.4)

CLEARANCE BETWEEN SPAR AND BOOM: Make sure that the fittings in the boom that prevent the boom strops from moving are securely fixed. (CR 3.5.3.8)

MAST LOCKING (RETAINING) ARRANGEMENT:

The mast has to be attached to the hull in a way that it cannot come out of the mast step fitting if you capsize. You can use either a lanyard or a lock locking system beneath the mast thwart. However, if you use the second option, be aware that the screws used to attach the mast collar may force the locking system to open. Also make sure it is fixed in a position that stops the mast coming out of the mast step (CR 3.5.2.11).

BUOYANCY BAGS: To be securely fastened to the hull and to have the capacity stated in the rule, the bags have to be correctly

inflated. Be careful of this, remember to inflate the bags before you launch your boat and check them between races. (CR 3.2.7.1 and 3.2.7.3)

MEASUREMENT STICKERS AND SAIL EVENT STAMP: The event measurement stickers and event sail stamp have to be on the equipment they were placed on during event inspection: rudder, daggerboard, mast, boom, sprit, hull; and stamp and signature on the sail.

Stickers may come loose and the stamp on the sail may fade or vanish, IF THIS HAPPENS please take the piece of equipment with the faulty mark to the measurement committee and ask for a replacement. Don't risk being penalised - ask for a replacement.

PENALTIES

As indicated in our standard Sailing Instructions, the penalty for not complying with any these class rules MAY be less than disqualification. However, the final decision is at the discretion of the International Jury who evaluate each situation. Repeated infringements may receive more severe penalties.

Remember: you can ALWAYS approach any of the measurers appointed for the event if you are in doubt about anything, we'll be glad to help!!