



## **Be Ready for Measurement**

---

With the 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 the races.

### **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, three of the first ten sailors in each race will be inspected. It is not the measurer on the measurement boat who decides which sailors to inspect. The finishing positions (not the names, sail numbers, or 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 near the finish line 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 who has to be inspected fails to approach the measurement boat, the measurer will report the incident to the Race Committee, who 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 too low.

### **What do we check?**

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

**PERSONAL FLOTATION DEVICE (PFD):** 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 of 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). (CR 6.6.3.1)

**GAP BETWEEN FOOT AND BOOM AND BETWEEN LUFF AND MAST:** no lashing can be tied in such a way that it lets the edge of the sail extend more than 10mm 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 SPAN AND BOOM:** Make sure that the fittings in the boom that prevent the boom stops from moving are securely fixed. (CR 3.5.3.8)

#### **MAST LOCKING ARRANGEMENT**

The mast has to be attached to the hull in such a way that it cannot come out of the mast step fitting if you capsize. You can use either a lanyard or a lock below 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 so always check this. (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 limitation marks (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

#### **Penalties**

As indicated in the IODA 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 receive stronger penalties.

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

Thank you  
Measurement Committee