



International Europe Class Union

Recommendations for Measurement at Major Events

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Please see also the "Measurement Instructions for Major Events"

Station 1, Collect papers, entry and final control

The sailor arrives with the properly filled out "Inspection Entry Form".

We check and collect this paper together with the Certificate and the Measurement Forms.

When the sailor believes that all is done and found to be correct, he shall return the "Inspection Entry Form".

The station will control the form and if found to be ok the Event Chief Measurer will finally inform so the Race Committee.

You need:

at the beginning and each morning 3 persons, later on 2 persons;
these persons should be efficient in bureaucratic paperwork and the English language;
a desk of 2 meters length and 6 chairs;
blankets of the Inspection Entry Form;
folders to collect the papers for each competitor and boxes to store the folders;
blanket forms to help competitors in case of RRS 78.2.

Station 2, Hull

The main work is weighing and the control of figures concerning security and figures related to attachments and rig.

You need:

at least 2 persons, better are 3 persons;
a space of 5 x 7 meters, wind protected;
a little desk and 3 chairs;
a balance with a range of approx. 90 kg, accuracy if possible ± 5 grams, but we can live with ± 25 grams;
45 kg calibration weights;
plated lead and a scissors for cutting corrector weights (~ 5 kg);
a installation for checking the length and a water tank to check the floatability of the painter;
a possibility to mark the checked painter permanently;
tool for checking mast hole diameter or proper caliper (long inside jaws);
mirror on the stick or digital camera to check inside of tanks for forgotten objects.

Station 3, Foils

Checking centreboard, rudder and rudderstock.

You need:

2 persons;
a space of 4 x 4 meters;
a desk of 3 x 0.6 meters and 2 chairs;
a desk of 2 x 0.6 meters;
templates for the profiles of centreboard and rudder;
few parts of sail batten, approx 350 mm long;
wire feeler gauge 2.5mm to check gaps size;
Installations to check the thickness of the blades;
a balance with a range of min 2 kg, accuracy within ± 1 g + 2kg calibration weights;
a steel ruler of 150 mm;
a caliper.

Station 4, Rig

Checking mast and boom, at very big events you may need this station twice.

You need for each station:

a space of 8 x 4 meters;
3 persons;
a stiff and rigid desk of 6 x 0.9 meters with fittings as shown in the drawing, 3 chairs;
2 set of tools for finding mast/boom hole center;
2 wooden blocks 30x30x150;
Tool for checking diameter of mast heel;
Caliper capable of external diameter of 80 mm;
a balance with a range of min 6 kg, accuracy ± 5 grams +5.5 kg calibration weights;;
plated lead and a scissor to cut corrector weights;
fast glue and tape to fix the afforded correctors to the spars;
tools to mark correctors weights;
Colour spray in white, yellow and black, tape to adjust the limit marks.

Station 5, Sails

Checking sails, at bigger events you may need this station twice.

You need for each station:

a space of 7 x 5 meters;
3 persons;
a stiff and rigid melamine coated desk ~3.3 x 5 meters, cut like shown in the drawing, 3 chairs;
spare sail numbers and country figures;
2 steel rulers of 300 mm;
tool for fixing sail head to the table and checking head width;
tool for checking primary reinforcement max size;
tool for checking numbers size and spacing ;
normally we do not stamp the sails.

Station 6, Sample measurement

It is the intention of the Class to check at those big events the newest hulls of each brand with the templates and swing test, similar as provided for prototype measurement. This as a control of the market and the measurement standards in the different countries.

Errors found at this station normally do not influence the results of the Championship Measurement.

You need:

a space of 5 x 7 meters, wind protected;
3 qualified persons;
1 small desk and 3 chairs;
Set of hull templates;
Fishing line arrangement or aluminium beam with support or template rig.

Due to a deficit in manpower or insufficient preparation this station is often deleted.

General remarks

Quality and speed of the controls depend more or less on the quality of your preparation and sufficient trained manpower.

Depending on the number of controlled items and the quality of the preparation and team of helpers you need 4 - 6 minutes for each piece of equipment. Allowed are 2 sails, 1 hull and 1 piece of all other equipment. That means, 2 measurement days x 8 working hours a day x 60 minutes each hour divided through 6 minutes for each piece, each station may cover 160 pieces in two days. If you have more, than you may need more stations or special preparations..

In practise we never had more than 2 stations.

The arrangement of the stations should be done in a way, that there is enough free space around so that boats and equipment may wait or go to another station as it suits to the go on of the work.

There should be 1 person responsible for entering the competitors and their equipment in the measurement area and the free flow inside.

Additionally you need a complete set of tools, screws and rivets to do all works for repairing or adjusting your tables or the gear, thinner, acetone, fast and slow glue, tape, paper towels and so on.

Needed Manpower

The Event Chief Measurer, who is responsible for preparing and organizing, will work together with the Race Committee, the Jury and the Class Chief Measurer.

Both are not attached to a special station, but will help and enter whenever a problem will arise.

Needed manpower for the team	Measurers or experienced helpers		Helpers	
	first station	second station	first station	second station
Station 1, Papers	2		1	
Station 2, Hull	1		2	
Station 3, Foils	2			
Station 4, Rig	2	2	1	1
Station 5, Sail	1	1	2	2
Station 6, Sample measurement	1		2	
Entry control and inside free flow	1		1	
Sums	10	3	9	3
	13		12	
All together	25			

Actually the inspections are well running with only one station. So we need altogether 19 people helping in the inspections.

We need at least half a day to train the team. Deficits in training means you need an additional hour for confused start in the first morning of the inspections.