



EVENT MEASUREMENT REGULATIONS & POLICIES

Ver.3-2025

Part A. Regulations

1. General requirements

- 1.1 All boats (including their spars, sails and equipment) entered for the Championship shall be inspected in accordance with the Class Rules and any special rules contained in these Event Measurement Regulations, the Notice of Race, and the Sailing Instructions. Pre-race measurement inspections and measurement inspections at random during the Championship, shall be organised at all Class events.
- 1.2 Pre-race measurement inspections shall include, at least:
 - Hull/Boat weight inspections (including but not limited to the weight of complete hull or boat), weight and dimensions of rig, dimensions of hull appendages, identification on hull and sails, dimensions of sails, permitted fittings and safety equipment.
 - The ECM may request additional inspections on a case-by-case basis.
- 1.3 In accordance with RR 78, competitors are responsible for maintaining their boat in accordance with the Class Rules (for the purpose of RR 78, competitors are considered to be the owners).

2. Pre-race measurement inspections

- 2.1 The boats shall be presented for measurement inspections with the full equipment as scheduled by the event Technical Committee (TC). Locations and schedule for measurement inspections shall be posted on the official notice board (part dedicated to the TC).
- 2.2 Each boat shall be presented for measurement inspections as follows:
 - the mast shall be down and the boat shall be accompanied by mast, boom, spinnaker pole, one set of sails, rudder, tiller, centreboard and all other equipment specified in class rules,
 - the mast shall be complete with the spreaders in position and with the standing rigging taught and secured at the lower measurement band. Halyards shall be in the sailing position. The mast head wind indicator, if any, shall be removed,
 - the hull shall be empty, in dry condition, with all inspection port covers open, with the stemhead fitting, shroud plates, headsail and spinnaker fairleads, fixed cleats and blocks, toe-straps, rudder pintles or gudgeons, mainsheet track/bar, spinnaker bags and corrector weights (removed) inside the boat.
 - Additionally, if selected for hull weight: the mast shall be disconnected same as the control lines, the centreboard, the rudder, any loose fittings and the shroud plates. Centreboard pivot pin must remain in the hull.
 - the towing rope (painter), **personal equipment**, **portable equipment** and the jib luff wire shall be excluded for the weighing (hull or boat).
 - the hull shall carry the identification marks required by the Class Rules,

- hull, sails, spars and equipment shall carry all the measurement marks, bands, stickers and labels prescribed in the Class Rules.

2.3 According to the Class Rules, the number of sails, spars and foils which may be approved during measurement inspections shall not exceed:

1 mainsail, 1 jib, 1 spinnaker,
1 mast, 1 boom, 1 spinnaker pole,
1 centreboard, 1 rudder.

Sails without the sail button required by Class Rule B.6, or without a sail number or the 420 emblem, will not be inspected. As specified in the Class Rules, all sails supplied by competitors shall have been certified in accordance with the Class Rules before being presented for measurement inspection.

2.4 Each boat shall be presented for measurement inspection with her Measurement Certificate including the completed Measurement Form. These may be retained by the ECM for up to the duration of the event. If the completed Measurement Form is a photocopy, its authenticity shall be confirmed with an original stamp and signature from the issuing authority.

2.5 Any item which is not in dry or clean condition satisfactory to the ECM to be properly inspected, and any item which is not found to be in compliance with the Class Rules during inspections, shall be presented again later on to the TC, and may remain at the ECM's disposal for as long as it is not satisfactory.

2.6 The weight of clothing and equipment worn by a competitor may be self-checked using the official equipment, during the time scheduled on the official notice board.

2.7 Only the team coach, team manager or their delegate and the boat's crew are allowed to be present during the boat's measurement inspection. At least one of these persons shall be present and shall be authorised to remedy any deviation from the rules or to withdraw the boat from the event.

2.8 Unless authorised by the ECM, repairs or alterations to boats, equipment or sails shall not be made in the measurement inspection areas.

2.9 All pieces of the boat's equipment subject to inspection shall be marked with an official measurement inspection mark or sail stamp (waterproof ink), preferably on the port side. Some items may receive two inspection marks, one in a readily visible position when afloat, and a second in a position protected from wear and tear (after the items have been marked, the sticker/stamp may be signed and numbered by a member of the TC and the number recorded on the Equipment Inspection Form to prevent exchange of equipment from one boat to another). After the items have been marked, a crew member of each boat is required to sign the Equipment Inspection Form declaring that all inspected pieces of equipment have been properly marked and that none of the marked pieces of equipment will be changed without prior approval by the ECM. Any such piece of equipment not so marked shall not be used. If through wear and tear, a mark starts to become obliterated, the fact shall be reported to the TC and the mark may be replaced.

3. Pre-race measurement inspection proceedings

3.1 Pre-race inspection will be done by teams only. These slots will be selected randomly and will be posted on the official notice board (part dedicated to the TC) at 14:00 hrs of the day before the first day of pre-race measurements. The first slots may be allocated to the host country. Boats and equipment as indicated above shall be presented at their designated times.

3.2 The representative of the boat shall be at the queue in front of the measurement inspection area with boat, sails, spars and other equipment and with the Measurement Certificate and the Measurement Form 10 minutes before the designated time.

3.3 The ECM or his/her delegate will hand out the Equipment Inspection Form for each boat, after its initial inspection near the entrance to the measurement inspection area. At each measurement inspection station, the representative of the boat shall present the Equipment Inspection Form, to be filled in each time an inspection has been performed.

4. Changes to inspected boats and equipment

4.1 After hulls, spars, sails and equipment have passed through pre-race measurement inspections and have been event limitation-marked, they shall not be removed from the regatta area without the written permission of the ECM.

4.2 Alterations: after boats have completed pre-race measurement inspections, no alteration shall be made except for normal adjustment of fittings and equipment.

4.3 Repairs: any competitor wishing to make repairs to his/her boat, sails or other equipment, after it has passed through pre-race measurement inspections, shall make an application to the ECM using the official equipment repair/replacement form. If permission is granted, the concerned competitor shall arrange a time for such repairs to be inspected for approval by the TC.

4.4 Replacements: any application for a replacement of sails, spars or other equipment to be used shall be submitted to the ECM using the official equipment repair/replacement form. Approval can only be given when it can be satisfactorily demonstrated that the sails, spars or equipment are severely damaged, were not deliberately mistreated, and cannot be repaired satisfactorily in the time available before the next race. New pieces of equipment shall be inspected by the TC before use. However, when a piece of equipment is lost or damaged immediately prior to a race and must be replaced or repaired at sea, the competitor shall notify the TC or the Race Committee prior to the start of the race, and then make an application to the ECM as described above, as soon as he/she arrives ashore after the race has finished, and within the protest time limit. The ECM will decide whether the original part is to be subsequently repaired for the next racing day or a permanent replacement is to be approved, based on the extent and nature of damage. All details regarding repair and replacement conditions and decisions shall be indicated on the official equipment repair/replacement form.

5. Post-race measurement inspections

5.1 Any boat, her spars, sails, equipment and crew's clothing and equipment may be inspected at any time during the regatta by the TC.

5.2 After each race competitors -selected at random by the TC- may be informed by a member of the TC that they have been selected for measurement inspection on the water or ashore (special pre-assigned area for such inspections may be defined). In the latter case, the boats shall be escorted back from the finish area and inspected as soon as possible after coming back ashore.

5.3 At least one representative of the crew is required to be present during the entire inspection period of the boat. When the TC representative is not convinced that the boat would exceed in a dry condition the minimum weight required by Class Rules due to the weight reached in a wet condition during inspection, he may impound the boat for weighing before the next race.

5.4 When a measurement varies from that prescribed by the Class Rules, or when the TC representative has reason to believe that a piece of equipment has been altered, repaired or replaced without prior approval, the TC shall protest that boat.

Part B. Policies

6. Pre-Race Inspection Procedures

- 6.1 In all cases where a control performed by a volunteer indicates non-compliance with the Class Rules, the control is to be repeated and verified by a the ECM or a delegate.
- 6.2 In all verified cases of Class Rule non-compliance, the exact nature and detailed description of the non-compliance will be recorded on the inspection forms and the affected team notified.
- 6.3 No assistance or advice on corrections / modifications shall be given to competitors by TC members unless specifically asked.
- 6.4 Equipment Weighing:
 - In general, only one weighing attempt will be permitted for all items so controlled; no optimization attempts by the competitors will be permitted, except correctors may be installed as described below.
 - In cases where corrector weights need to be installed:
 - a) The amount of correctors is to be verified during the initial weighing
 - b) The correctors will be presented separately for control on a suitable scale
 - c) The installation of the correctors will be inspected by the ECM or a delegate.
 - In cases where the weight deficiency cannot be covered by the maximum amount of corrector weights permitted:
 - a) The maximum permitted amount of correctors shall be installed and the remaining part of the weight deficiency covered as permitted in Class Rules.
 - b) The relevant piece of equipment shall be re-weighed to verify the above correction.
- 6.5 Each team shall present only one item for each inspected or controlled piece of equipment. The TC may permit the withdrawal of the first item of equipment and its substitution by a second item of equipment in the following cases:
 - a) An item that fails in a serious matter like shape or construction that is proven to not be the fault of the owner (i.e. delivered in this state by the builder).
 - b) An item which is too light (where the maximum corrector weight allowance is not enough to cover the weight deficiency)
- 6.6 All pieces of equipment that are to be event limitation-marked shall be marked so after successful inspection and the details recorded in the inspection forms. No item shall leave the inspection area without the appropriate limitation mark in place or a non-compliance notification in the inspection forms.
- 6.7 The ECM will report to the Race Committee all boats that have satisfactorily completed equipment inspection by the end of the pre-race equipment inspection period.

7. Inspections during the Racing Days

- 7.1 Boat Park inspections may be performed in a pro-active role by the ECM in charge working together with another TC member as a team. TC members shall avoid conversations with competitors or coaches when alone or in private.
- 7.2 Boat Park inspections may include any items such as corrector weights, event limitation marks and boat fittings that are limited by the Class Rules. These inspections will be organized in a way that ensures control of all boats in a single pass.
- 7.3 Pre-Race on the water inspections are to be avoided, except where a competitor directly asks for a specific check in his boat.
- 7.4 Measurer boats shall be crewed by the ECM or a delegate, and another member of the TC. There

will be no communication between them and any competitors, except when performing an inspection or, where a competitor directly asks for a specific check on his/her boat or a repair/replacement of his/her equipment.

- 7.5 Measurer boats shall be positioned near the starting area before *racing* starts, clearly identified by the relevant flag, so that competitors may report any equipment damages and request replacements. They shall not obstruct any *racing* boat, Jury, Race Management or media boats.
- 7.6 At the finish, Measurer boats shall be positioned near a committee boat in order to get near the boats as soon as possible after they finish. They should keep clear of any active officials or media boats.
- 7.7 The ECM will decide before each race the number of boats to be controlled at the finish. In general, this will be decided by the finishing order and the exact finishing places for control will be agreed during the morning meeting of the TC. Additional boats may be inspected if deemed necessary. When multiple races are sailed on the same day, and a boat indicated for inspection has been already inspected in a previous race of that day, the ECM may inspect the previous or next boat in the finish order instead.
- 7.8 Post-Race on the water inspection will include such items as event limitation marks, safety equipment including PFDs and use of equipment according to Class Rules such as positioning of sails in relation to the limit marks on the rig when applicable. After the last race of each day, boats may be escorted back to shore for more detailed inspections. These inspections will be performed in a protected space of the regatta venue. Boats selected for shore inspection shall be informed so at the finish, and coach or other boats shall be prohibited from coming close during the trip back to the sailing marina unless permitted by the ECM. Shore controls may be performed with the assistance of other members of the TC.
- 7.9 The operator of a Measurer boat will promptly advise the Course Race Officer if they believe their boat has substantially affected one or more boats racing.

8. Class Rules Protests

- 8.1 When a boat is found to contravene the Class rules or the inspection regulations during a post-race inspection at the finish or ashore as in 7.8, clear evidence is to be kept by the ECM using any means deemed appropriate, and the competitor(s) informed about the results of the inspection.
- 8.2 To establish if a boat should be protested, the TC will refer to the Discretionary Penalties document applicable to the event. If the Discretionary Penalties document suggests no penalty for this particular rule infringement, then the ECM will simply report back to the boat in question and ensure the infringement is rectified at the first reasonable opportunity.
- 8.3 If a penalty is suggested by the Discretionary Penalties document or the penalty is unclear at that time, or if there is no Discretionary Penalties document applicable to the event, then the ECM shall protest on behalf of the TC.

9. Answering Questions

- 9.1 TC Members may answer questions on the application of class rules that do not involve a protest. Questions that involve an interpretation of a class rule should be submitted to the TC in writing. The full list of all non-interpretation questions along with the respective answers given by the TC on each day shall be posted on the official Notice Board not later than 09:30 of the next day.
- 9.2 Whether ashore or afloat, the primary conversation should be between one TC member and a competitor or coach. A second TC member shall observe the discussion, and may help diffuse the situation as needed. Conversations with competitors or coaches in private shall be avoided.