

# Event Inspections During World Championships for the 2.4mR Class

By International 2.4mR Association Technical Committee. Version 2018.01.03

## Background

The class likes to go from extensive pre regatta inspection to focus on spot checks during the regatta. The belief is that this will be a more efficient way of preventing cheating and lead to a better pre regatta procedure. Most participating boats have taken part in many international championships and measuring the same mast for the 10<sup>th</sup> time does not seem meaningful.

We also like to hand over the decision weather a broken class rule is serious or not to the sailors rather than being in the hand of a measurer or technical delegates. Participants in the events have different ambition and a situation of poor rule compliance may be taken more serious in the top of the fleet than in the rear. We don't like to send sailors home that are there to learn on petty non-compliant issues.

## Pre Regatta Inspection

According to World Sailing recommendation the following shall be inspected before a world championship event (Level 4): Measurement Certificate and form + Sails + Weight + Corrector Weights + Marks on Spars + selected items + Safety equipment

We suggest the following procedure for the listed items:

### Measurement Certificates

The class has 3 different certificates:

2.4mR rating certificate: It has to be checked that it's a certificate and not a measurement report. It shall also be checked that the ISAF plaque number on the certificate matches the plaque in the boat.

Buoyancy certificate: It's very important the boat has a valid Buoyancy certificate (valid 5 years from issue date). If there is any doubt about the validity of this Buoyancy certificate the boat shall be checked. It shall also be checked that the ISAF plaque number on the certificate matches the plaque in the boat.

Norlin 2.4 One Design certificate: Boats registered in the One Design category shall in addition to the other certificate present this. It shall be checked that the plaque number on the certificate is in correspondence with the plaque in the boat and the number.

### Sails

The class permits usage of 2 main sails and 3 jibs during a regatta. All sails must be registered before the first race. It shall be checked that all sails have a World Sailing/ISAF measurement tag properly signed and that sail numbers are in correspondence with registration and measurement certificates. We suggest that the organizer makes 5 stickers for each boat that the measurer can stick on the sails after inspection. The stickers shall be impossible to move from one item to another. The stickers shall not be removable. A system with stamps and signatures will also work.

### **Weight and Corrector Weights**

As it's a one minute job to change the ballast on a 2.4mR, pre-race checks does not serve any purpose other than giving the sailor an opportunity to check the boat weight with the event scalar. Weight checks will therefore not be included in the official inspection before the event. Instead all sailors shall be given opportunity to check the boat weight before the first race. The organiser shall have someone supervising the procedure to make sure the scalar is handled properly and with care. An instruction of what shall be included in the weight shall be available to all competitors.

### **Marks on Spars**

The rule only permits the usage of one mast and one boom during an event. It's sufficient to inspect that all items have required measurement bands. Measurements does not have to be taken, but can be made if there are suspicion of non-compliance. We suggest that the organizer makes 2 stickers for each boat that the measurer can stick on the spars. After inspection the measurer shall put the stickers on the inspected items. The stickers shall be impossible to move from one item to another.

### **Safety Equipment**

The safety of a 2.4mR is granted by the foam that makes to boat float even if it's filled with water.

This shall be regularly checked and the proof of that is the buoyancy certificate. We therefore suggest that the sailor signs a helmsman declaration which includes the following text:

I take full responsibility for that my boat floats in accordance with the presented buoyancy certificate. I also take full responsibility for carrying a Towing rope minimum 9m long of not less than 5mm in diameter and of material that floats.

### **Spot Checks during the Regatta**

In the Notice of Race the following text is recommended under the section "Measruement":

- x.a Measurement inspections may be made at any time during the regatta. On the water, the race- or/and the technical committee can instruct a boat to proceed immediately to a prescribed location for inspection. Inspection may require that the boat is taken out of the water, that the mast is taken down or the lead removed from the bilge. The competitor shall then promptly arrange for required action and supply necessary tools.
- x.b Substitution of damaged or lost equipment, subject to measurement, will not be allowed unless approved by the jury/race committee. Requests for substitution shall be made to the jury/race committee at the first reasonable opportunity.
- x.c The boats shall normally when not sailed be kept on their designated mooring spot. Equipment may be inspected by measurement personal at any time and covers may temporarily be removed for inspection. The boat may not be moved without notice to the sailor.
- x.d The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor.

### **On the Water and when Returning to the Dock**

On the water as well as when sailors return from sailing to the dock, it shall be checked that there is no usage of non-inspected equipment (sails or spars without stickers) as well as that prescribed safety equipment is on board.

### **Spot Checks on Designated Mooring**

When the boats are moored at their designated places invent inspectors can take the opportunity to check e.g. : usage of non-permitted materials, mandatory fittings, J-measure, mast datum point, running and standing rigging or safety equipment.

### **Spot Checks including Haul out Boat**

After each day of racing 2-4 boats shall be asked to proceed directly from the racing area to be lifted out of the water. It's vital that the sailor isn't given the opportunity to throw equipment over board or take equipment on board from other competitors or coach boats. The competitor shall not be permitted to take anything from the boat other than personal equipment. The boat weight and hull appendages shall then be primarily be checked. (For OD boats templates can be used) It's however a good idea to use the opportunity to check other parts as well. For this a restricted area by a crane is required. Only event inspection personal, technical committee, International class technical committee delegates and jury is permitted in the restricted area. The boat owner is allowed to enter the restricted area after approval from event inspection personal. The boat weight is expected to increase by maximum 3 kg when sailed a rough day. A swamped boat increases its weight by approximately 6 kg.

The boat weight for the 2.4mR is a maximum weight and for the Norlin OD the weight is 253-254 kg.

### **Protest Procedure**

If inspections lead to findings that may be ground for a protest, the measurer/inspection team shall post these findings on the notice board. The technical committee shall not protest a boat based on finding from inspections, this changes rule 60.4 (a)(2). Competitors may protest based on the posted inspection findings within a given protest time. There shall be one protest time set before the regatta and one at the end of each racing day. The hearing of such protest may be postponed to the following day. Breaking a class rule shall in general only lead to penalty for one day of racing.