

2011 J/24 WORLD CHAMPIONSHIP

Equipment Inspection Instructions

Equipment Inspection for the 2011 Worlds will begin on Friday, November 11, 2011 and run through Sunday, November 13.

All Boats must complete Equipment Inspection before they will be allowed to launch or compete.

Boats of Class officers and competitors working on the regatta will be given priority on Friday.

Sign up for Inspection will begin Thursday, November 10 at the Registration Office at 11 hs.

Forms

At Registration each boat will be given a set of Inspection Forms. These forms are organized that there are one or two per station. At each station the forms(s) get signed by an Inspector as the measurements are completed.

The Boat must keep all the forms together and present them to the Chief Equipment Inspector after the last inspection is completed.

If a boat has measurement deficiencies at one or more stations the form will only be signed by the Inspector when the deficiency is cleared.

There will be a schedule posted daily for those teams that need to recheck an item.

The Measurement Process

Boats will be towed from Station 1 to Station 2 by a tractor provided by the Organization, from Station 2 to 4 Boats will have to be moved by hand and from Station 4 to 5 the Boat will be towed again with the tractor.

At least two crew members must be available to accompany the boat from Station 1 to 5.

Any team that has not properly prepared their boat for Inspection will be asked to move aside for the next boat on the list. The boat will be reinserted in the queue at the discretion of the Chief Equipment Inspector.

Boat Inspection

Boat preparation:

The boat should be presented with the mast tied lightly to the pulpit and the pushpit with a halyard tail and mainsheet tail and stripped as required for weighing.

The owner/skipper or someone with the authority and understanding of the measurement requirements should be with the boat to discuss any problems that may come up.

The following equipment should be onboard and **nothing more:**

Boat	Mast, Spars	Running rigging and others
<ul style="list-style-type: none"> • pulpit • pushpit • stanchions • lifelines • hatch board • bow and stern cleats • bow chocks • one winch handle • outboard motor bracket • jib and genoa tracks • rudder and tiller with fittings • one tiller extension • mainsheet traveler and bar • backstay adjuster and tackle • bunk boards 	<ul style="list-style-type: none"> • Mast with spreaders attached • forestay • two upper shrouds • two lower shrouds • backstay and backstay bridle • boom • spin pole 	<ul style="list-style-type: none"> • one main halyard • one spinnaker halyard • 1 or 2 headsail halyards • set of headsail sheets • mainsheet • set of spin sheets • mainsail outhaul • boom vang • spin pole topping lift • spin pole downhaul • main traveler control lines • four headsail sheet blocks • cunninghams (main and headsail)
<ul style="list-style-type: none"> • other permitted, permanently installed, optional equipment like built in stereo or built in VHF radio or bolted in step box. None of these optional items, even though permanently installed, shall be overbuilt for the purpose of changing the weight or balance of the boat. See rule 3.2.8d 		

All other gear should be off the boat and all compartments sponged dry!

If your boat and equipment are not presented as dry as is practically possible, you will be asked to leave the measurement area until it is.

Trailer preparation:

Remove all gear from the trailer including gin poles, spars, spare tires and covers that might impede measurers' access to the keel and rudder and the space in between them. If you have a float-off trailer and the guides can be easily removed, please do so.

Hull preparation:

If you use a product like McLube on your keel, either you or Inspectors will have to lightly sand off a small area on the leading and trailing edges so that the keel can be marked for inspection. Nobody may be on the boat while the hull is being measured.

Rudder preparation:

Your rudder should be mounted on the boat with the hinge pins in place but no cotter keys. As soon as the measurer tells you he is done with the rudder on the boat, remove it for weighing with the tiller and extension attached to the rudder but no hinge pins or cotter keys. After the rudder has been weighed, you may reattach it to the boat, and present your entire lifting rig to be weighed.

If you carry a spare rudder and/or spinnakers pole, identify these to the Measurer at the Weighing Station. They will be measured and marked accordingly. You must still comply with the Sailing Instructions for use of replacement equipment.

Weighing preparation:

Attach the lifting rig in preparation for weighing the boat before entering the measurement area. Rudders and lifting rigs will be weighed immediately after the hull is weighed.

Mast up preparation:

After the boat has passed all of the hull, keel, rudder and mast down inspections, step and rig the mast completely with chocks in place. This should be done at your designated parking area. Report your readiness for mast up measurement to the Station 5 Inspectors. Inspectors will put you on a list for mast up measurement on a first come, first served basis. Do not hail a measurer to come do this work. They will be working strictly off the list. One crew member should stay with the boat until mast up measurement is complete. Please provide a safe ladder, tied to a stanchion for the measurement team to board your boat.

Sail Inspection

Two crew members should accompany the sails through measurement to refold or roll them as each is done. Sail Inspectors will put on a list for Sail inspection on a first come, first served basis. Sail measurement should not be done while the boat is going through hull and mast down measurement, since most of the crew will be required to move the boat through the hull measurement process. Sail measurement may be done before the boat moves into hull and mast down or while waiting for mast up measurement. Before you take your sails to be measured, please check that your sailmaker has filled out and signed the sailmaker's statement (sample on page four of your measurement forms) and attached one to the head of each sail. Also check that there is a royalty tag **sewn on** to each sail near the tack. If any of these details are not complete, find a representative of your sailmaker and have them completed before you present the sails for measurement. These are the most common reasons for rejection of a sail, and could save both you and the Inspector time if you check them in advance.

After all of your inspection forms are complete, return them to be reviewed by the Chief Equipment Inspector.

Thank you for your cooperation,

The Equipment Inspection Team.