

## **2010 J/24 WORLD CHAMPIONSHIP**

### **Measurement Instructions**

Measurement for the 2010 Worlds will begin on Thursday, August 12, 2009 and run through Saturday August 14. All boats must complete measurement before they will be allowed to launch or compete.

Boats of Class officers and competitors working on the regatta will be given priority on Thursday. Sign-up for measurement will begin at 0800 Thursday morning at Registration.

### **Forms**

At Registration each boat will be given a set of Measurement Forms. These forms are organized that there are one or two per station. At each station the form(s) get signed by the Measurer as the measurements are completed. The boat must keep all the forms together and present them to the Measurement Desk in Registration after the last measurement task is complete. If a boat has measurement deficiencies at one or more stations, the forms will only be signed by the Measurer when the deficiency is cleared.

### **The Measurement Process**

Boats will be towed through the measurement stations by a car provided with the boat. A driver plus two other crew members must be available to accompany the boat as it is driven through measurement.

Boats on trailers that have support beams or other encumbrances that hinder hull and keel measurement will be identified in the measurement entry queue and sent to a location where they will be transferred to a temporary trailer for the measurement process. At the end of measurement they will be returned to their own trailer.

Boats will be inspected at the entrance to the measurement tent. Any team that has not properly prepared their boat for measurement will be asked to move aside for the next boat on the sign-up sheet. The boat will be reinserted in the queue at the discretion of the Measurer at the Inspection Station. Depending on what is required to resolve the deficiency, the boat may be set back 5 or 10 places in the line-up or sent back to their parking space for several hours to get the boat and/or lines dry.

Your Bow Numbers will be applied at the inspection station and will be used for control from that point forward in the process

### **Boat Measurement**

#### ***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**:

<b><i>Boat</i></b>	<b><i>Mast, Spars</i></b>	<b><i>Running rigging and others</i></b>
<ul style="list-style-type: none"> <li>• pulpit</li> <li>• pushpit</li> <li>• stanchions</li> <li>• lifelines</li> <li>• hatch board</li> <li>• bow and stern cleats</li> <li>• bow chocks</li> <li>• one winch handle</li> <li>• outboard motor bracket</li> <li>• jib and genoa tracks</li> <li>• rudder and tiller with fittings</li> <li>• one tiller extension</li> <li>• mainsheet traveler and bar</li> <li>• backstay adjuster and tackle</li> <li>• bunk boards</li> </ul>	<ul style="list-style-type: none"> <li>• Mast with spreaders attached</li> <li>• forestay</li> <li>• two upper shrouds</li> <li>• two lower shrouds</li> <li>• backstay and backstay bridle</li> <li>• boom</li> <li>• spin pole</li> </ul>	<ul style="list-style-type: none"> <li>• one main halyard</li> <li>• one spinnaker halyard</li> <li>• 1 or 2 headsail halyards</li> <li>• set of headsail sheets</li> <li>• mainsheet</li> <li>• set of spin sheets</li> <li>• mainsail outhaul</li> <li>• boom vang</li> <li>• spin pole topping lift</li> <li>• spin pole downhaul</li> <li>• main traveler control lines</li> <li>• four headsail sheet blocks</li> <li>• cunninghams (main and headsail)</li> <li>• spinnaker sheet barber hauler</li> </ul>

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. They will be listed on the measurement form.

**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. Boats with wet lines will be rejected.

***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 measurers will have to lightly sand off a small area on the leading and trailing edges so that the keel can be marked for measurement. 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 spinnaker 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 tackle 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 measurements, step and rig the mast completely with chocks in place. This should be done in a designated parking lot area. Report your readiness for mast up measurement to the measurement desk. Registration will put you on a list for mast up measurement in sequence. 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.

***Deficiencies:***

If a boat has measurement deficiencies at any of the stations, it will be directed to an appropriate area to resolve the deficiency. Please follow these directions in order to facilitate checking the correction by the Measurer when it is completed.

## **Sail Measurement**

Two crew members should accompany the sails through measurement to refold or roll them as each is done. Sail measurement should not be done while the boat is going through inspection, hull and mast down measurement, and weighing 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 inspection 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 measurer time if you check them in advance.

## **Required & Optional Equipment**

A tent will be available close to the other measurement tents for weighing optional equipment. This is a boat responsibility to weigh the items and complete the form for submission with the rest of the package. The area will be equipped with a suitable scale and place to complete the form "Part C Inventory of Required and Optional Equipment". Please print legibly or you will be given the opportunity to do it again. See class rule 3.7.3.

## **Forms – After Measuring**

After all of the measurement forms for a boat are complete and signed, return them to the Measurement Desk. A file will be kept for each boat containing the complete set of measurement forms and a copy of the boat's IJCA issued measurement Certificate submitted at the time of Registration. The complete file will be reviewed by the Event Measurer to certify entry.

Please check the event Notice Board for any recalls of boats concerning measurement issues.

New Measurement Certificates will be issued for every boat that participates in the World Championship containing the updates measurements taken at this regatta. They will either be delivered to the owner on site or mailed after the regatta. To meet the requirement of class rule 2.5.6 have the newly issued certificate if one is available, otherwise use the certificate used for registration.

**Note – Class Rule 2.5.6 requires that a copy of the boat's current Measurement Certificate including Part C – Inventory of Required and Optional Equipment (Rule 3.7.3) are kept aboard the boat. These will be checked during boat inspections and failure to have them available could result in a penalty.**

## **Crew Weigh-In**

Crew weigh-in will take place at Registration. Crew members can be weighed in swim-wear or equivalent clothing. Members of a crew can be weighed at different times to accommodate individual arrival times. Registration will keep the Weigh-In form for each boat to which members of a crew will be added as they present themselves for weighing. To be weighed the crew members must present government issued photo identification such as a passport.



Malmö Segel Sällskap, 31 July 2010, GW

### 2010 J/24 World Championship Malmö, Sweden

#### Instructions 2010 (V3.2 July 27 2010)

(Please read and prepare before arrival. Note the change in Registration- and Measurement times.)

**No 1 Entrance to Limhamn Small boat harbour From Strandgatan into Bryggövägen.**  
There will be signs and people to guide you.

#### **No 2 Parking and Washing area**

Park your car and trailer here and take a short walk to Registration.  
All washing to be made here (washing not allowed on asphalt surfaces).  
This area shall also be used for trailer parking during the regatta.

#### **No 3 Registration**

Register and get Measurement documents.

**No 4 Measurement area and queue**

Please come to Measurement asap (first in first ready basis).

Use your car to tow the trailer through the measurement process.

**No 5 Mast Up measurement and Final toucharea**

Register in Mast Up queue. Here you can do allowed work on your boat (see also no 2).

**No 6 Launch**

All boats must be on land Thursday evening. The crane shall be used only for Measurement (e.g. trailer change) and Launching all Friday and Saturday.

After launch please sail to the Regatta Harbour (Western Harbour), 2.8 nm, or see no 7.

**No 7 Temporary mooring in Limhamn**

Before you sail to Western Harbour you may moore here or at any mooring place with a green sign.