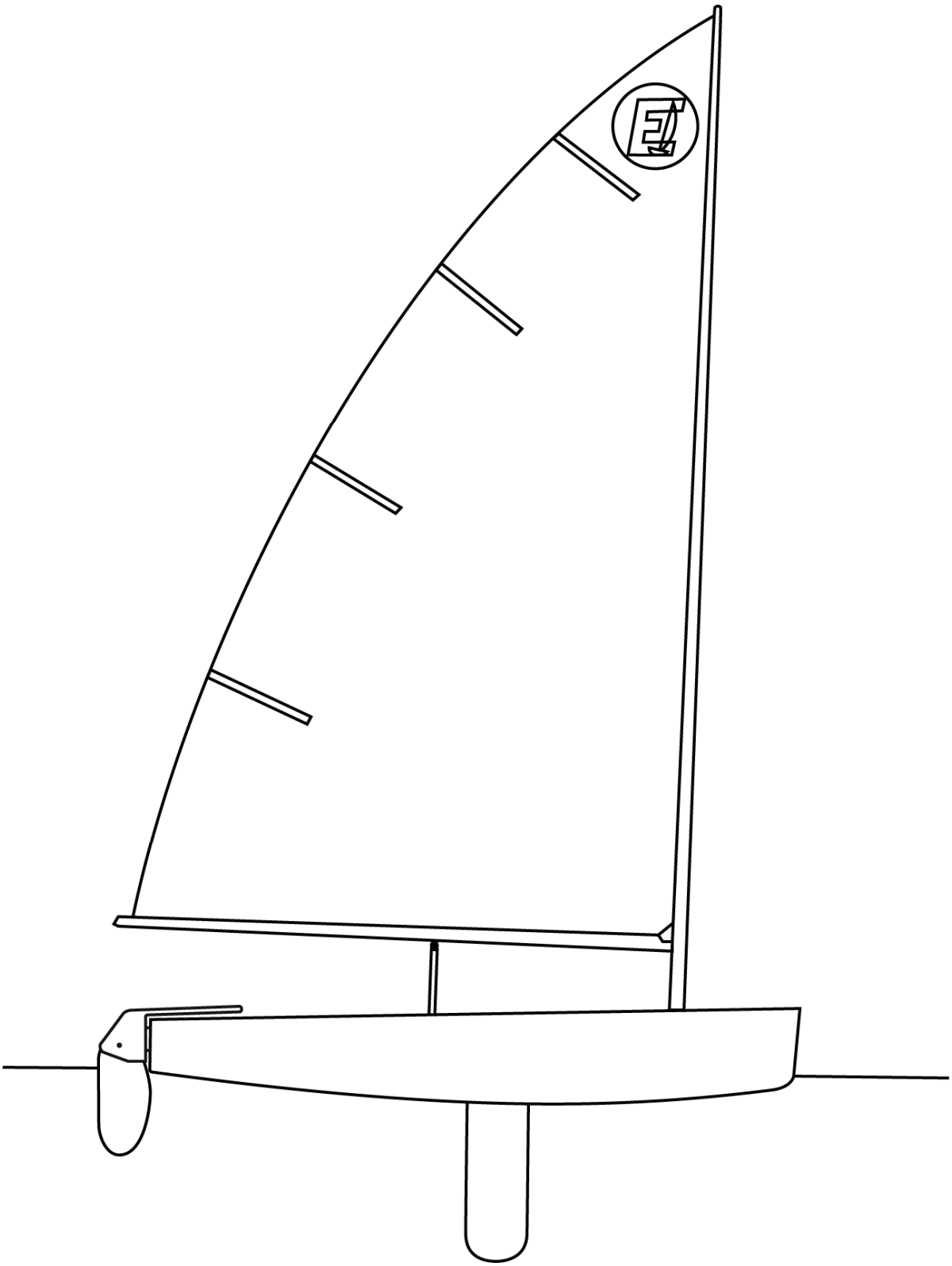
# 2012
# INTERNATIONAL EUROPE CLASS MEASUREMENT FORM

**Authority*: International Sailing Federation**
**Ariadne House, Town Quay, Southampton SO14 2AQ, UK**



The International Sailing Federation (ISAF) is not a National Authority (NA).

## GENERAL NOTES AND INSTRUCTIONS

For the Builder and Owner

1. The builder of a hull, a mast or a boom shall fulfil the conditions for the licensing system. The builder of a hull shall pay the International Class Fee (ICF) to IECU. The ISAF will issue an ISAF ICF sticker, an ICF Receipt (ICFR) and a Measurement Form, except Part 4 (mast and boom). The builder of a mast or boom shall pay the Authorised Manufacturers Sticker (AMS) fee to IECU. The ISAF will issue an AMS together with an associated mast or boom measurement form.
2. The builder shall fix the ICF sticker to the main bulkhead, to starboard and shall complete Part 1 of this form. The builder of a mast or boom shall fix the AMS near the gooseneck and shall complete Sections A an B of the respective measurement forms.
3. The builder, or owner shall apply to the owner's NA (or CA if issue of sail numbers has been so delegated) for a sail number, enclosing the ICFR. This is also necessary if the owner wants to be issued with a personal sail number.
4. Unless otherwise agreed with the owner the builder shall arrange for an official measurer to take all the measurements in Part 2 of this form before the hull leaves the Builder's premises.
5. The builder shall provide the owner with the ICFR and this form, with Part 1 and Part 2, unless otherwise agreed as in paragraph 4, complete when the boat is supplied.
6. The owner (or the builder) shall arrange for an official measurer or measurers to take all the measurements in Parts 2 to 6 inclusive on this form. Each part or page may be undertaken by a different measurer. The measurer(s) shall complete and sign part 7 for those measurement form items completed.
7. The measurement form shall be passed to the owner.
8. The owner shall complete and sign part 8 of this measurement form and then send all papers as required by his/her NA to his/her NA (or CA if the CA is the delegated certifying authority) together with any fee that may be required.
9. Parts 1 to 3 and 4 to 8 may be copied for the following purposes:
   (i) As a measurement record so that the owner may fulfil his/her responsibilities in compliance with RRS 78 and CR 2.3.2(iii) last sentence.
   (ii) Part 8 - to provide an 'owner's declaration' for the certifying authority before that authority issues a new 'change of owner' certificate.

For the Measurer(s)

10. If the Measurer is in any doubt regarding the accuracy of any part of the boat, its spars, foils, sail and equipment, he/she shall report it in the remarks space (Part 7) of this form.
11. The boat, its spars, foils, sail and equipment are required to conform to all the class rules even if not specifically mentioned on this form.
12. All dimensions are in millimetres (mm) unless otherwise stated. The measurement found shall be entered in the actual column. Any other form of entry is not acceptable.
13. Definitions

   (i) The "aft measurement point" (AMPt) is the intersection of the underside of the hull on the centreline with the transom, both extended if necessary.
   (ii) The "aft measurement plane" (AMPn) shall be a transverse plane through the AMPt perpendicular to the base line. It is vertical.
   (iii) The "base line" shall be as shown on the hull measurement diagram. It is horizontal.
   (iv) For the purpose of 12(i) the transom is an imaginary surface enclosed by the aft edge of the underside of the hull shell and a line joining the port and starboard sheer lines at the aft end of the hull shell.

| **PART 1.** **ISAF PLAQUE NO: . . . . . .** | | |
|---|---|---|
| To be completed by the **BUILDER** before the hull or kit leaves the Builder's premises or if a complete hull before it is presented for measurement. | | |
| 1.1 | Builder's Name: .....<br>Address: .....<br>.....<br>.....<br>..... | |
| 1.2 | (a) Are you a professional boat builder licensed by the ISAF to build Europe Dinghies?<br>(b) If not a Licensed Builder have you built another Europe dinghy in the last 12 months? | Yes / No<br>Yes / No |
| 1.3 | Has the ICF been paid and, if a complete hull, has the sticker been fixed to the main bulkhead to starboard of the centreline? | Yes / No |
| 1.4 | Do you certify that the hull/kit has been built to comply with the Class Rules of the International Europe Dinghy? | Yes / No |
| 1.5 | Date hull/kit completed: .....<br>Builder's Signature: .....<br>Date:..... | |

| **PART 2.** | **HULL** | |
|---|---|---|
| | **IDENTIFICATION MARKS** | **(Rule 2.6.1)** |
| 2.1 | (a) Is the ISAF ICF Plaque fixed to the starboard side of the main bulkhead? | Yes / No |
| | (b) Is the maker's name shown on the inside face of the transom on the starboard side? | Yes / No |

Measurement should not be undertaken until the builder has complied with Class Rule 2.6.1.(i) and (ii).

Invert the hull and set it up level both fore and aft and transversely. The transverse level shall be taken to be a horizontal line through the sheer lines at the transom station. Establish and mark the positions of the measurement stations on the centreline and at the rubbing strake each side.

| 2.2 | | **HULL SHAPE** | | | | | **(Rule 3.2.3 and plans)** |
|---|---|---|---|---|---|---|---|
| Distance from AMPn to Station | | Transom<br>0 | No. 10<br>1000 | No.6<br>2000 | No. 3<br>2750 | No. 1<br>3250 | Stem Base line to sheer |
| Base Line to hull on centreline | Maximum | | 70 | 22 | | 151 | 555 |
| | Actual | 160 | | | 49 | | |
| | Minimum | | 50 | 2 | | 131 | 525 |
| Actual less minimum | | 10 | | | 10 | | |
| | *(Set templates at this height above hull surface on the centreline)* | | | | | | |
| Surface of hull template | Maximum | 20 | 20 | 20 | 20 | 20 | 15 |
| | Actual Max | | | | | | |
| | Actual Min | | | | | | |
| | Minimum | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheer to top edge of the template | Maximum | 20 | 20 | 20 | 20 | 20 | 15 |
| | Actual-Port | | | | | | |
| | Actual-Stbd | | | | | | |
| | Minimum | 0 | 0 | 0 | 0 | 0 | 0 |

Measurer's signature & stamp:.....Date:.....ISAF ICF Plaque Number: .....

| ITEM NO | RULE NO | MEASUREMENT | MIN. (mm) | ACTUAL | MAX. (mm) |
|---|---|---|---|---|---|
| 2.3 | 3.2.3 (v) (vii) | <u>Transom</u><br>(a) Distance from AMPn to outer face of transom. | 0 | | 20 |
| | | (b) Overall width of inwale, transom and rubbing strake. | -- | | 40 |
| | | (c) Depth of inwale. | -- | | 25 |
| | | (d) Is the top of the transom straight between sheer lines within a tolerance of ± 10mm? | | Yes / No | |
| | | (e) Total area of holes and/or windows | 0 | | 0.02m² |
| | 3.4.5 (iv)<br>Rudder Fittings Meas. Diagram | <u>Rudder Fittings</u><br>Are the fittings corresponding to the drawing?<br>(f) distance from top of transom to the top surface of the top fitting. | | Yes / No | 30 |
| | | (g) distance between top surfaces of top and lower fitting. | 133 | | 135 |
| | | (h) thickness of both fittings. | | | 5 |
| | | (i) diameter of holes. | 8 | | |
| | | (j) distance centre of holes to transom. | 25 | | |
| 2.4 | 3.1.1<br>3.2.3 (v) | <u>Stem</u><br>a) distance from AMPn to foremost part of the stem excluding the rubbing strake | 3340 | | 3360 |
| | | (b) rubbing strake at stem.<br>(i) Width.<br>(ii) Depth. | | | 20<br>25 |
| 2.5 | 3.2.4 (iii)<br>3.2.3 (iv) | <u>Centreboard case slot and gasket recess</u><br>Distance from base line to top of centreboard case at:<br>(a) forward end of slot …… | -- | | -- |
| | | (b) aft end of slot …… | -- | | -- |
| | | (c) difference .....… | | | 10 |
| 2.6 | | Does the recess for the slot gasket:(a) extend not more than 30mm from each side of the slot? | | Yes / No | |
| | | (b) extend not more than 50mm from each end of the slot? | | Yes / No | |
| 2.7 | | Width of centreboard case slot, excluding any recess for gaskets. | 18 | | 22 |

Measurer's signature & stamp:.....Date:.....ISAF ICF Plaque Number: .....

| ITEM NO | RULE NO | MEASUREMENT | MIN. (mm) | ACTUAL | MAX. (mm) |
|---|---|---|---|---|---|
| 2.8 | | Distance, measured along the keel, from the AMPt to centreboard case slot at:<br>(a) aft end. | 1465 | | |
| | | (b) forward end. | | | 2005 |
| 2.9 | 3.2.3 | <u>Hull concavities</u><br>Distance from hull surface to a straight edge of any length:<br>(a) aft of station 4 (2500mm from AMPn) straight edge in fore and aft line | | | 1.0 |
| | | (b) at and forward of station 4<br>straight edge in horizontal plane. | | | 2.5 |
| | | (c) at and forward of station 4<br>straight edge in any other plane. | | | 18.0 |
| *Turn the hull the right way up and reset to level in the fore and aft and transverse planes.* | | | | | |
| 2.10 | 3.2.1 | <u>Hull Skin</u><br>(a) As far as can be established without destructive testing, the hull, including deck, side tanks, bulkhead, centreboard case and all structural components, is made of permitted materials? | | Yes / No | |
| | | (b) Is the thickness anywhere not more than 12mm? | | Yes / No | |
| 2.11 | 3.2.4(v)<br>3.2.3(v) | <u>Foredeck and Rubbing Strakes</u> - (Measurement Diagrams)<br>(a) Camber of the deck, relative to sheer height, at the main bulkhead. | 42 | | 62 |
| | | (b) Camber of the deck, relative to sheer height at station 3. | | | 30 |
| | | (c) is the foredeck a fair profile, except for not more than one step of not more than 5mm, each side of the centreline? | | Yes / No | |
| | | (d) Are any pads for fittings not more than 20mm from the curve of the deck? | | Yes / No | |
| | | (e) Is there a painter fitting near the bow? | | Yes /No | |
| | | (f) Rubbing strakes<br>(i) Width at widest point.<br>(ii) Depth at deepest point. | | | 40<br>25 |

Measurer's signature & stamp:.....Date:.....ISAF ICF Plaque Number: .....

| ITEM NO | RULE NO | MEASUREMENT | MIN. (mm) | ACTUAL | MAX. (mm) |
|---|---|---|---|---|---|
| 2.12 | 3.2.5 | Deck Ring and Heel Fitting for Mast - (Mast Measurement Diagram and notes)<br>(a) Distance from AMPn to the centre of the mast hole in the deck. | 2680 | | 2720 |
| | | (b) Internal diameter of the bearing surface of the deck ring from 10mm above to 10mm below deck level. | 81 | | 83 |
| | | (c) Height of top of rim of deck ring above the deck. | | | 30 |
| | | (d) Height of deck, at the deck ring, above the surface of the heel fitting on which the mast rests. | 445 | | 455 |
| | | (e) Height of top of heel fitting above the surface on which the mast rests. | 25 | | 40 |
| | | (f) Internal diameter of the bearing surface of the heel fitting (up to 25mm above surface on which mast rests). | 51 | | 53 |
| | | (g) Minimum possible distance from the aft most point of the mast rake adjustment system to the forward face of the main bulkhead. | 500 | | |
| 2.13 | 3.2.4(i) | Main Bulkhead<br>(a) Distance from AMPn to the aft face of the main bulkhead. | 1980 | | 2020 |
| | | (b) Are there not more than 2 hatches, with watertight covers, in the main bulkhead? | 0 | | 2 |
| | | (c) If the hatch(es) has (have) an opening of diameter more than a circle of 150mm is there an arrangement for bolting, screwing or clipping in place? | | Yes / No | |
| | | (d) Are there no more than 2 drain holes with watertight plugs or non-return valves? | | Yes / No | |
| | | (f) Are there not more than 8 lead holes for control lines, each not more than 7mm in diameter and all within an area enclosed by lines 100mm from the floor, side tanks and line of the foredeck, and not giving access to a compartment which is part of the forward buoyancy unit? | | Yes / No | |

| ITEM NO | RULE NO | MEASUREMENT | MIN. (mm) | ACTUAL | MAX. (mm) |
|---|---|---|---|---|---|
| 2.14 | 3.2.4 (ii) | <u>Side Tanks</u><br>(a) Do the side tanks extend from the main bulkhead to the inner face of the transom? | | Yes / No | |
| | | (b) Excluding fillets or fairings of not more than 25mm radius are the sides of the tanks straight? | | Yes / No | |
| | | (c) Distance between vertical faces, excluding any fairing or fillet, at:<br>(i) the inner face of transom.<br>(ii) the main bulkhead. | <br>640<br>720 | | <br>680<br>760 |
| | | (d) Radius of curvature between the top and vertical faces | 110 | | 150 |
| | | (e) Are any pads for fittings such that no part is more than 20mm from the curved surface on which it provides a flat area nor recessed into it? | | Yes / No | |
| | | (f) Is there at least one drain hole with watertight plug(s), or hatch, with watertight cover(s), in each tank? | | Yes / No | |
| 2.15 | 3.2.4(iii) | <u>Centreboard Case</u><br>(a) Thickness of sides. | | | 12 |
| | | (b) Is the forward end fixed to the main bulkhead over not less than 25mm of its depth measured from the top? | | Yes / No | |
| | | (c) Centreboard case capping.<br>(i) Width each side measured from slot.<br>(ii) Depth, excluding aft end extension to floor. | | | <br>65<br>65 |
| | | (d) Distance of the aft end of the case, at any level, from the slot excluding any step for mounting a mainsheet block? | | | 100 |
| | | (e) Step for mainsheet block, if fitted.<br>(i) Width.<br>(ii) Distance from slot at any level<br>(iii) Depth | | | <br>100<br>200<br>100 |
| | | (f) Distance from upper, aft end of slot to the AMPn excluding board protection pads | 1510 | | |
| | | (g) Distance from top of the case to the height of the sheer line at station 7 | 174 | | 194 |

Measurer's signature & stamp:.....Date:.....ISAF ICF Plaque Number: .....

| ITEM NO | RULE NO | MEASUREMENT | MIN. (mm) | ACTUAL | MAX . (mm) |
|---|---|---|---|---|---|
| 2.16 | 3.2.4 (iv) | <u>Thwart</u> - Measurement Diagrams and note 11 to plans<br>(a) Is there a thwart connecting the upper aft end of the centreboard case to the vertical face of each side tank? | | Yes / No | |
| | | (b) Width. | 60 | | 150 |
| | | (c) Depth. | 15 | | 35 |
| | | (d) Thickness:<br>(i) wooden construction.<br>(ii) GRP construction. | <br>15<br>3 | | <br>--<br>-- |
| | | (e) Optional stiffening webs (GRP thwarts only) If fitted:<br>(i) width, measured from vertical face of side tank.<br>(ii) radius between web and the underside of the thwart | | | <br>45<br>100 |
| 2.17 | 3.2.4 (viii) | <u>Cockpit Floor</u><br>(a) Floor stiffening battens<br>Maximum depth of any batten | | | <br>30 |
| | | (b) Transom knee or support strut<br>(i) Maximum distance of any part from the inner face of the transom.<br>(ii) Maximum distance of any part from the centreline of the hull. | | | <br>200<br>50 |
| | | (c) Hiking strap support battens<br>Maximum depth. | | | <br>30 |
| 2.18 | 3.2.4 (ix) | <u>Fairings and Fillets</u><br>Except where permitted under Item 2.15(e) is the radius of any fairing or fillet between hull components not more than 25mm? | | Yes / No | |
| 2.19 | 3.2.6 | <u>Buoyancy</u><br>(a) Does the forward buoyancy unit comply with rule 3.2.6? | | Yes / No | |
| | | (b) Do the buoyancy tanks satisfy the air test prescribed in rule 3.2.6(iii)?<br>(i) Port tank.<br>(ii) Starboard tank.<br>(iii) Forward tank (if fitted). | | <br>Yes / No<br>Yes / No<br>Yes / No | |

| ITEM NO | RULE NO | MEASUREMENT | MIN. (mm) | ACTUAL | MAX. (mm) |
|---|---|---|---|---|---|
| 2.20 | 3.2.7 | Hull Weight and Weight Distribution<br>Weight of the hull<br>In dry and clean condition with only permitted fixed fittings in place<br>(a) without corrector weights fitted. | 40kg | | |
| | | (b) with corrector weights fitted. | 45 kg | | |
| 2.21 | | Corrector weights (If hull is less than 45 kg)<br>(a) Total weight of correctors. | | | 5 kg |
| | | (b) Number of corrector weights. | | | |
| | | (c) Is the weight and ISAF ICF number stamped or engraved on each weight? | | Yes / No | |
| | | (d) Are the weight(s) secured to the main bulkhead at not less than 200mm from the bottom of the hull? | | Yes / No | |
| 2.22 | 3.2.8<br><br>3.2.8(iv) | Swing Test data - (See swing test measurement diagram and notes), (Hull in condition as for weighing)<br>(a) Distance from hull centre of gravity to AMPn for boats certified after 15.3.2010 mandatory. | 1500 | | |
| | | Not mandatory if no doubts<br>(b) swing periods (seconds)<br>(i) T1<br>(ii) T2 | | | sec<br>sec |
| | | (c) Calculated radius of gyration. | | | |
| | | (d) Calculated Moment of Inertia<br>Hull weight x (radius of gyration)² | 35.5 kgm² | | |
| | | (e) (i) Distance from underside of hull to swing axis.<br>(ii) Calculated height of cg below swing axis.<br>(iii) Calculated height of cg above underside of hull on the centreline ((i) - (ii)) | 200 | | |
| | | (f) Total weight of correctors. | | | |
| | | (g) Are correctors fitted and marked as required by Rules 3.2.8(iii) & (vii)? | | Yes / No | |

Measurer's signature & stamp:.....Date:.....ISAF ICF Plaque Number: .....

| PART 3. | | CENTREBOARD | | | |
|---|---|---|---|---|---|
| **ITEM NO** | **RULE NO** | **MEASUREMENT** | **MIN. (mm)** | **ACTUAL** | **MAX. (mm)** |
| 3.0 | 3.3 | Centreboard - (Measurement Diagram and Notes)<br>(a) Maker's Name:…… | | | |
| | | (b) Identification Code:…… | | | |
| 3.1 | 3.3.1 | Is the centreboard, as far as can be established without destructive testing, made of permitted materials? | | Yes / No | |
| 3.2 | 3.3.2 | (a) If of hollow construction is there a drain hole at not more than 80mm from the upper edge? | | Yes / No | |
| | | (b) Is the profile of the board such that when positioned over a template of the maximum and minimum permitted profiles it is concurrently not greater than the maximum nor smaller than the minimum? | | Yes / No | |
| 3.3 | 3.3.2 | Maximum distance of the leading and trailing edges from a straight edge placed against them, except at the bottom radius and top cut-out corner:(i) trailing edge.<br>(ii) leading edge | --<br>-- | | 2.5<br>2.5 |
| 3.4 | 3.3.2 | Thickness :<br>(a) below a line 175mm from the bottom of the board. | | | 22 |
| | | (b) above a line 250 from the top of the board<br>(i) maximum.<br>(ii) minimum, except within 20mm of edges.<br>(iii) difference. | 18 | | 22<br><br>1 |
| | | (c) at thickest point in any section between limits of (a) and (b). | 18 | | 22 |
| | | (d) If of hollow construction are the thickness limits not exceeded if sub or super atmospheric pressure is applied at the drain hole by blowing or sucking? | | Yes / No | |
| 3.5 | 3.3.2 | Is each side of the top of the board fitted with battens or stops of minimum 5mm height so that no part of the board within 50mm of the top, except within 20mm of each edge can enter the centreboard case slot? | | Yes / No | |
| 3.6 | 3.3.2 | Is the handgrip cut out not more than 160mm across in any direction, not less than 40mm from the top, trailing or leading edge and not more than 210mm from the top of the board? | | Yes / No | |
| 3.7 | 3.3.3 | Weight of centreboard. (Note: Corrector weights are not permitted.) | 2 kg | | |

Measurer's signature:.....Date:.....Stamp:.....

| PART 3. | | RUDDER BLADE | | | |
|---|---|---|---|---|---|
| **ITEM NO** | **RULE NO** | **MEASUREMENT** | **MIN. (mm)** | **ACTUAL** | **MAX. (mm)** |
| 3.8 | 3.4 | Rudder Blade - (Measurement Diagram and Notes)<br>(a) Maker's Name:…… | | | |
| | | (b) Identification Code:…… | | | |
| 3.9 | 3.4.1 | Is the rudder blade, as far as can be established without destructive testing made of permitted materials? | | Yes / No | |
| 3.10 | 3.4.1 | (a) If of hollow construction is there a drain hole at not more than 80mm from the upper edge? | | Yes / No | |
| | | (b) Is the profile of the blade such that when positioned over a template of the maximum and minimum permitted profiles it is concurrently not greater than the maximum nor smaller than the minimum? | | Yes / No | |
| 3.11 | 3.4.2 | Maximum distance of the trailing edge from a straight edge placed against it, except at the top and bottom radii. | | | 2.5 |
| 3.12 | 3.4.2 | Thickness<br>(a) below a line 85mm from the bottom of the blade. | | | 22 |
| | | (b) above a line 85mm from the top of the blade.<br>(i) maximum.<br>(ii) minimum, except within 20mm of edges.<br>(iii) difference. | 8 | | 22<br>1 |
| | | (c) at thickest point in any section between limits of (a) and (b). | 18 | | 22 |
| | | (d) If of hollow construction are the thickness limits not exceeded if sub or super atmospheric pressure is applied at the drain hole by blowing or sucking? | | Yes / No | |
| 3.13 | 3.4.3 | Distance of the centre of the pivot hole from the top of the board. | 70 | | |
| 3.14 | 3.4.4 | Weight of rudder blade including haul down lanyard but excluding pivot bolt. (Note: corrector weights are not permitted.) | 0.9kg | | |

Measurer's signature: .....Date: .....Stamp:.....

| PART 3. | | RUDDER STOCK and TILLER | | | |
|---|---|---|---|---|---|
| **ITEM NO** | **RULE NO** | **MEASUREMENT** | **MIN. (mm)** | **ACTUAL** | **MAX. (mm)** |
| 3.15 | 3.4.5 | Rudder Stock and Tiller Assembly<br>(a) Maker's Name:…… | | | |
| | | (b) Identification Code:…… | | | |
| 3.16 | 3.4.5 (iv)<br>Rudder Fittings Meas. Diagram | Are the fittings corresponding the drawing?<br>(a) distance under side of tiller to lower surface of top fitting. | 30 | | |
| | | If rudderstock with both fittings going on the top surfaces<br>(b) distance of top surfaces. | 133 | | 135 |
| | | If rudderstock with fittings going outside the hull fittings<br>(c) distance between fittings. | 140 | | |
| | | If rudderstock is made with slits suiting the fittings<br>(d) distance under side of top slit to upper side of lower slit<br>(f) distance upper side of top slit to under side of lower slit | 140 | | 128 |
| | | (e) diameter of pintles | | | 8.0 |
| 3.17 | 3.4.5(v) | Weight of complete rudder stock, tiller and tiller extension assembly including pivot bolt but excluding the rudder blade. (Note: corrector weights are not permitted.) | 1.25kg | | |

Measurer's signature: .....Date: .....Stamp:.....

| **PART 4 - MAST, Measurement Form & Manufacturers declaration No:** | | | |
|---|---|---|---|
| Item No. | Rule No. | | |
| **Section A.** | | **Authorised Manufacturers Declaration.** | **CR 3.5.4 viii a)** |
| 4a1 | 3.5.2 | Manufacturers name and address:<br>.....<br>.....<br>.....<br>.....<br>This form was issued: ..... (yyyymmdd) | AMC:.....<br>AMS fee for.....received.<br>IECU secr. Signature:<br><br>…… |
| 4a2 | 3.5.2<br>3.5.4 (xi) | Authorised Manufacturers Declaration (AMD)<br>The undersigned and above mentioned authorised manufacturer, hereby declares that: This Europe mast with the Authorised Manufacturers Sticker (AMS) no: , complies entirely with the current International Europe class rules, diagrams and their incorporated specifications as issued by the ISAF. I specially confirm my responsibilities as prescribed in CR. 3.5.1. I know that the current rules and diagrams can be obtained from ISAF or IECU.<br>Other manufacturers ID numbers on the mast: ……<br><br>Manufacturer's genuine stamp and signature……..…Date:……..….. | |

| **Section B.** | | **Authorised Manufacturers measurement report.** | | | **CR 3.5.4. viii b)** |
|---|---|---|---|---|---|
| **Item No.** | **Rule No.** | **Mast Measurements** | **Min. (mm.)** | **Actual** | **Max. (mm)** |
| 4b1 | 3.5.4 (xi) | (a) Is above Authorised Manufacturers Declaration (AMD) and AMS fee received box duly finished and signed by the Int. Class Association (IECU) and the manufacturer? | | Yes/No | |
| | 3.5.4 (x) | (b) Do AMC and AMS no. on the mast near the gooseneck indeed comply with the numbers in section A of this form? | | Yes/No | |
| | MB Meas. Notes 10 | (c) Are the indentation marks correctly positioned and clearly visible? | | Yes/No | |
| 4b2 | 3.5.5 | Weight of mast, including fixed fittings and gooseneck bolt, but excluding halyard. | | | |
| | | (a) Without corrector weights fitted | 5.0 kg | | |
| | | (b) With corrector weights fitted at the outside of the mast | 5.5 kg | | |
| | | (c) Weight of correctors | | | 0.5 kg |
| 4b3 | 3.5.4 (ii) | If the mast is divisible, is he corresponding Class Rule 3.5.4 (ii) | | Yes / No | |
| 4b4 | 3.5.4 (i) Diagram 1/2 | Distance from upper mast limit mark to:<br>(a) Centre of gravity of mast | | | 3500 |
| | | (b) Lower mast limit mark, i.e. distance between limit marks | | | 4570 |
| | Diagram 1/2 | Distance from heel point to:<br>(c) Centre of deck bearing ring | 445 | | 455 |
| | | (d) Lower mast limit mark | | | 775 |
| | Diagram 2/2 | Distance from centre of gooseneck hole to:<br>(e) Lower mast limit mark | | | 40 |
| | | (f) Aft edge of sail track (straightened and prolonged) | | | 40 |
| | | (g) Internal width of gooseneck fitting | 40 | | |

Measurer's signature: .....Date: .....Stamp:.....

| | | | | | |
|---|---|---|---|---|---|
| 4b5 | 3.5.4 (i) | Measurement limit marks :<br>(a) Width of lower mark | 20 | | |
| | | (b) Width of upper mark | 20 | | 85 (max top of mast) |
| | | (c) are the limit marks indelibly painted in a contrasting colour? | | Yes / No | |
| 4b6 | 3.5.4 (v) | Is the heel fitting indeed open or removable to provide inspection of the internal mast section. | | Yes / No | |
| 4b7 | Diagram 2/2 | Heel fitting in mast:<br>(a) Diameter at biggest section not more than 20mm from heel point | 48 | | 50 |
| | | (b) Diameter at smallest section above 20mm from heel point | 45 | | 50 |
| | | (c) Height | 45 | | |
| 4b8 | Diagram 2/2 | Mast deck bearing ring:<br>(a) Depth | 20 | | 50 |
| | | (b) Diameter at biggest section over not less than 5mm at either side of the centre of the depth of the ring | 78 | | 80 |
| 4b9 | 3.5.4 (i) Diagram 1/2 | (a) Mast spar curvature (pre-bend), without load, transverse and fore and aft. The max. deflection may be measured at any station. | | | 20 |
| | 3.5.4 (vi) Diagram 1/2 | (b) Mast deflection (bend measurements) with 20 kg load at station 2250:<br>Fore and Aft, Longitudinal: FA1 …… FA2 ……FA3 …… FA4 ……FA5……<br>Transverse, Lateral: TR1 …… TR2 …… TR3 …… TR4 …… TR5 …… | | | |
| | | (c) Sum of all above (FA + TR) deflection (mast bend) measurements: | | | |

4b10 — 3.5.4 (i) — Mast section 'Fore-and-aft' (**A**) and 'Transverse' (**B**) measurements at station:

| **A** | Min. | **Actual** | Max. | **B** | Min. | **Actual** | Max. |
|---|---|---|---|---|---|---|---|
| ***0*** | 26.3 | | 30.3 | ***0*** | 21.3 | | 23.3 |
| ***750*** | 32.3 | | 36.3 | ***750*** | 27.5 | | 29.5 |
| ***1500*** | 38.3 | | 42.3 | ***1500*** | 33.7 | | 35.7 |
| ***2250*** | 44.3 | | 48.3 | ***2250*** | 39.9 | | 41.9 |
| ***3000*** | 50.3 | | 54.3 | ***3000*** | 44.9 | | 46.9 |
| ***3750*** | 56.2 | | 60.2 | ***3750*** | 48.8 | | 50.8 |
| ***4500*** | 53.5 | | 57.5 | ***4500*** | 54.9 | | 56.9 |
| ***4830*** | 57.7 | | 61.7 | ***4830*** | 61.9 | | 63.9 |
| ***5270*** | 49.8 | | 53.8 | ***5270*** | 50.9 | | 52.9 |

| | | | | | |
|---|---|---|---|---|---|
| 4b11 | 3.5.4 (i) Diagram 1/2 | (a) Sail track opening slot, width | 3.5 | | 4.5 |
| | | (b) Bottom of sail track to aft edge of mast | | | 15 |
| | | (c) Internal diameter of sail track | 10 | | 12 |
| 4b12 | 3.7.5 | Are halyard and halyard lock or cleat indeed external? | | Yes/No | |
| 4b13 | 3.5.4(ix) b) | Manufacturer's name: .....<br>Manufacturer's genuine signature and stamp: .....<br>Date: ..... | | | |

| 4c | *Measurers remarks* | |
|---|---|---|
| Item no: | Remark | Signature |
| | | |

Measurer's signature: .....Date: .....Stamp:.....

| **PART 4 - BOOM, Measurement Form & Manufacturers declaration No:** (To be issued by the manufacturer with each boom.) | | | |
|---|---|---|---|
| Item No. | Rule No. | | |
| **Section A.** | | **Authorised Manufacturers Declaration. CR 3.6.3 vi a)** | |
| 4a1 | 3.6.1 | Manufacturer's name and address:<br>.....<br>.....<br>.....<br>.....<br>.....<br>This form was issued: ..... | AMC*:* .....<br>AMS fee for ..... received.<br>IECU secr. Signature:<br><br>…… |
| 4a2 | 3.6.1<br>3.6.3 (vi) | **Authorised Manufacturer's Declaration (AMD)**<br>The undersigned and above mentioned authorised manufacturer, hereby declares that: This Europe boom with the Authorised Manufacturers **Sticker (AMS) no**: .....…. complies entirely with the current International Europe class rules, diagrams and their incorporated specifications as issued by the ISAF. I specially confirm my responsibilities as prescribed in CR. 3.6.1. I know that the current rules and diagrams can be obtained from ISAF or IECU.<br>**Other manufacturers ID numbers on the boom** : ……..<br><br>Manufacturer's genuine stamp and signature……..…Date:…….. | |

| **Section B. Authorised Manufacturers measurement report. CR 3.6.3. vi b)** | | | | | |
|---|---|---|---|---|---|
| **Item No.** | **Rule No.** | **Boom Measurements** | **Min. (mm.)** | **Actual** | **Max. (mm)** |
| 4b1 | 3.6.3 (vi) | (a) Is above Authorised Manufacturers Declaration (AMD) and AMS fee received box duly finished and signed by the Int. Class Association (IECU) and the manufacturer. | | Yes/No | |
| | 3.6.3 (vii) | (b) Do AMC and AMS no. on the boom near the gooseneck indeed comply with the numbers in section A of this form. | | Yes/No | |
| 4b2 | 3.6.4 | Weight of boom including corrector weights (if any), without sheet blocks and shackles, but with securing eyes, outhaul, kicker (vang) system and it's running rigging: | | | |
| | | (a) Without corrector weights fitted | 3.0 kg | | |
| | | (b) With corrector weights fitted at the outside of the profile | 3.3 kg | | |
| | | (c) Weight of correctors | | | 0.3 kg |

Measurer's signature: .....Date: ..... Stamp:.....

| Item No. | Rule No. | Boom Measurements | Min. (mm.) | Actual | Max. (mm) |
|---|---|---|---|---|---|
| 4b3 | 3.6.4 | Distance from gooseneck end to: Centre of gravity of boom, without sheet blocks and shackles, but with securing eyes, outhaul, kicker (vang) system and its running rigging in their racing position (loose and movable ends fixed vertically). | 1250 | | |
| 4b4 | Diagram | Distance from centre of hole in gooseneck fitting to: (a) Forward end of uniform cross section | | | 60 |
| | | (b) Forward end of gooseneck fitting | | | 30 |
| | | (c) Top of boom and sail track | 40 | | |
| | | (d) Boom point | | | 2700 |
| | | (e) External width at gooseneck | | | 40 |
| | | Distance from aft edge of boom to: (f) Boom point | | | 150 |
| | | (g) Width of limit mark min 20mm | | Yes / No | |
| | | (h) Is the limit mark permanently painted and of contrasting colour | | Yes / No | |
| 4b5 | 3.6.3 (ii) | Is there a stop in the boom sail track to prevent the sail being hauled out beyond the boom point ? | | Yes / No | |
| | 3.6.3 (iii) | Boom spar deflection without load, vertical and transverse. The max. deflection may be measured at any point. | | | 20 |
| 4b6 | MB Meas. Notes 11 | (a) Can the boom spar cross section without fittings pass through a 77 mm. diameter circle? | | Yes / No | |
| | | (b) Is the boom spar cross section constant (within 2 mm) from 90 mm aft of the forward end of the gooseneck fitting to 20 mm aft of the boom point? | | Yes / No | |
| | Diagram | (c) Height of the boom | 60 | | |
| | | | | | |
| 4b7 | 3.6.3. (vi) b) | Manufacturer's name: .....<br>Manufacturers genuine signature and stamp: .....<br>Date: ..... | | | |

| 4c | *Measurers remarks* | |
|---|---|---|
| Item no: | Remark | Signature |
| | | |
| | | |
| | | |

Measurer's signature: .....Date: .....Stamp:.....

| **PART 5.** | | **SAIL** | | **NATIONAL LETTERS: .....**<br>**AND SAIL NUMBERS: .....** | |
|---|---|---|---|---|---|
| **ITEM NO** | **RULE NO** | **MEASUREMENT** | **MIN. (mm)** | **ACTUAL** | **MAX. (mm)** |
| 5.1 | 3.7 | <u>Sail</u><br>(a) Maker's Name:…… | | | |
| | | (b) IECU Sail Label Number:…… | | | |
| 5.2 | 3.7.3.2 and 3.7.3.3 | Is the body of the sail, excluding sail bottom panel, and secondary reinforcements, excluding flutter and batten pocket patches, made of the same woven, soft, single ply throughout | | Yes / No | |
| | | Is the bottom panel, primary reinforcements, batten pockets and patches, flutter patches made of woven, soft, single ply? | | Yes / No | |
| 5.3 | 3.7.3.4 | <u>Primary Reinforcement</u><br>Is the primary reinforcement not more than 295mm from:<br>(a) the clew measurement point. | | Yes / No | |
| | | (b) the tack measurement point. | | Yes / No | |
| | | (c) the head measurement point. | | Yes / No | |
| | | (d) the Cunningham position. | | Yes / No | |
| 5.4 | 3.7.3.4 | <u>Headboard (if fitted)</u><br>Height of headboard.<br>Maximum distance from luff.<br>Top width. | 95 | | 158<br>130<br>130 |
| | | No part of the sail or reinforcement is more than 5mm outside a straight line joining the top, aft corner of the top batten pocket and the aft head point? | | Yes / No | |
| 5.5 | 3.7.3.4 | (a) Length of leech. | | | 5320 |
| | | (b) Width at centre girth (intersection of radius 2500 mm from head point with leech).<br>actual:..... mm<br><u>hollow cut: ..... mm</u><br>total:..... mm | | | 1650 |
| | | (c) Width at top girth (intersection of radius 1250 mm from head point with leech).<br>actual:..... mm<br><u>hollow cut: ..... mm</u><br>total:..... mm | | | 960 |
| 5.6 | 3.7.3.3 | <u>Batten Pockets</u><br>(a) Number of pockets | 4 | | 4 |

Measurer's signature: .....Date: .....Sail Label Number:.....

| **PART 5.** | | **SAIL** | | **NATIONAL LETTERS: .....** **AND SAIL NUMBERS: .....** | |
|---|---|---|---|---|---|
| **ITEM NO** | **RULE NO** | **MEASUREMENT** | **MIN. (mm)** | **ACTUAL** | **MAX. (mm)** |
| 5.6 cont. | 3.7.3.4 | (b) Distance from head point to intersection of centreline of the top batten pocket with leech. | 1000 | | |
| | | (c) Sum of the inside length of the batten pockets. | | | 2400 |
| | | (d) Width, except at any local widening for inserting battens. | | | 50 |
| | | (e) Minimum distance of any pocket from the luff. | 150 | | |
| 5.7 | 3.7.3.4 | <u>Window(s)</u><br>(a) Total transparent area of window(s). | | | 0.30m² |
| | | (b) Shortest distance from any part of a window to any edge of the sail | 150 | | |
| 5.8 | 3.7.3.1 | <u>Insignia, National letter(s) and sail numbers</u><br>(a) Does the Class insignia comply with the measurement diagram? | | Yes / No | |
| | | (b) Are the starboard side letter(s), number(s) and class insignia uppermost? | | Yes / No | |
| | | (c) Are the class insignia, National letter and sail numbers positioned as required by the measurement diagram notes 10 and 11? | | Yes / No | |
| | | (d) Do the letter(s) and number(s) comply with the following minimum dimensions?<br>Height 295 mm<br>Width (except for I and 1) 200 mm<br>Thickness 40 mm<br>Spacing (between letters, numbers, class ensign – even starboard to port side - and edge of sail) 60 mm | | Yes / No | |
| | | (e) Does the style of letter and number comply with the requirements of ISAF RRS Appendix G.1.2.a? | | Yes / No | |
| 5.9 | | <u>Makers Mark or Logo</u><br>Is the mark or logo such that it can be contained in a square of 150 mm sides and is no part of it more than 400 mm from the tack? | | Yes / No | |

Measurer's signature: .....Date: .....Sail Label Number:.....

Sail Number.....

| **PART 6.** | **MEASURER'S REMARKS** | |
|---|---|---|
| Item No | Remark.<br>(Please identify the material by entering the production number.) | Measurer's signature, stamp and date. |
| | | |
| | | |
| | | |

| **PART 7.** | **MEASURER'S DECLARATION** |
|---|---|
| I certify that having measured and/or weighed those parts of this boat for which measurement form item numbers are listed against my signature, to the best of my knowledge they comply with the Class Rules, except as noted in Part 6, Measurer's Remarks. | |
| 7.1.1 | **Measurer's Name** (Block Capitals): ..... |
| 7.1.2 | (a) Are you an Official Measurer for the International Europe Dinghy as defined in Class Rule 2.4.1? Yes / No |
| | b) State name of Authority granting your official measurer status: |
| 7.1.3 | List the measurement form item numbers which you are certifying as having completed:<br>..... |
| Measurer's signature and stamp: ..... Date: ..... | |
| 7.2.1 | **Measurer's Name** (Block Capitals): ..... |
| 7.2.2 | (a) Are you an Official Measurer for the International Europe Dinghy as defined in Class Rule 2.4.1? Yes / No |
| | b) State name of Authority granting your official measurer status: |
| 7.2.3 | List the measurement form item numbers which you are certifying as having completed:<br>..... |
| Measurer's signature and stamp: ..... Date: ..... | |
| 7.3.1 | **Measurer's Name** (Block Capitals): ..... |
| 7.3.2 | (a) Are you an Official Measurer for the International Europe Dinghy as defined in Class Rule 2.4.1? Yes / No |
| | b) State name of Authority granting your official measurer status: |
| 7.3.3 | List the measurement form item numbers which you are certifying as having completed:<br>..... |
| Measurer's signature and stamp: ..... Date: ..... | |

Sail Number.....

| **PART 8.** | **OWNER'S DECLARATION** |
|---|---|
| To be completed by the owner before submitting the form to his/her National Authority (NA), or Europe Class National Association if the NA has delegated the task of certification, together with any certification fee that may be required. **(Please complete in BLOCK CAPITALS)**.<br>If ownership changes the new owner shall complete a copy of Part 8 and send it together with the previous owner's measurement certificate to the certificating authority, together with any fee that may be required, requesting issue of a new certificate. | |
| 8.1 | Owner's Name:.....<br>Address: .....<br>..... |
| | Club: ..... |
| 8.2 | (a) Do you undertake to race this International Europe Dinghy only so long as you maintain it to conform to the Class Rules? Yes / No |
| | (b) Do you undertake that any weight correctors will not be altered or removed from the hull, mast or boom except when done at an official reweighing under the supervision of an official Europe Class Measurer? Yes / No |
| Owner's signature:..... Date: ..... | |

| **PART 9.** | **MEASUREMENT CERTIFICATE**<br>**FOR USE BY THE CERTIFICATING AUTHORITY ONLY** |
|---|---|
| Part 9 of this form, when completed by a competent authority may be issued in lieu of a measurement certificate. The measurer is not a competent authority. | |
| 9.1 | Name of Certifying Authority: ..... |
| | Official issuing measurement certificate: ..... |
| 9.2 | Are you, on behalf of the Authority named in 9.1 above, satisfied that this boat has been measured by an official measurer (or measurer's) and as far as can be assessed from the information on this form, satisfied that the boat complies with the Class Rules? Yes / No |
| Signature: ..... Date: .....<br>Official Stamp: | |