

Inspection Instructions 2018, Riva del Garda, Italy

Inspection for the 2018 Worlds will begin on Tuesday, August 22nd, 2018. All boats must complete inspection before they will be allowed to compete. Boats will be inspected for proper preparation before entering the inspection area. Any team that has not properly prepared their boat for inspection will be asked to move aside for the next team on the sign-up sheet.

Once a boat is inspected, no changes may be made to the hull, the foils or the position of the rig. Boats may be washed and rig tension adjusted period. No wet sanding!

Inspection Forms:

When you check in at Registration, you will be given a set of Regatta Inspection forms. It is the boat representative's responsibility to keep these forms together as they are completed by the inspectors at the inspection stations that the boat and sails will pass through. When the boat and sails have passed all inspection requirements and all the forms are completed and signed, the boat representative shall return the set to Registration together with a copy of the boat's permanent Measurement Certificate, including Part C – Inventory of Required and Optional equipment.

On Part C – Inventory of Required and Optional equipment, you are required to submit the form with the weights totaled, the boat's Basic Yacht Weighed Dry weight entered and totaled as the All-up Weight for Racing (minimum 1330 kg). Serial numbers for Batteries and outboard motors must be entered. Brand and model number will be sufficient for batteries for which no serial number is found. There will be a scale and a volunteer for weighing optional equipment. **Do not attempt to use the scales in the inspection tent for this purpose.** It would be best if you would weigh all of your equipment for this form before you come to the regatta so you know what to include to make All-up Weight. Engines and fuel containers must be presented for weight empty of fuel. If you are using Propane, bring an empty container of the same size that you are using on your engine. If you are using an electric motor, you may weigh it with battery attached, if the battery is integral to the motor.

Each boat must carry a copy of the Measurement Certificate, including the Inventory of Required and Optional Equipment while racing. If you do not have another copy of these documents, ask for copies to be made when you turn them in at registration.

Bow Numbers must be in place before you may enter the inspection process.

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. There should be **at least three of the crew** with the boat to move it through the inspection process on the trailer. The owner/skipper or someone with the authority and understanding of the inspection requirements should be with the boat to discuss any problems that may come up. At least one of the crew accompanying the boat through inspection should be proficient in English.

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

<u>Boat</u>	<u>Mast, Spars</u>	<u>Running rigging and other</u>
<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• bunk boards• mounted compass	<ul style="list-style-type: none">• Mast with spreaders attached• forestay• two upper shrouds• two lower shrouds• backstay and backstay bridle• boom• spinnaker 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 spinnaker sheets• mainsail outhaul• boom vang• spin pole topping lift• spin pole downhaul• main traveler control lines• four headsail sheet blocks• cunninghams (main and headsail)• backstay adjuster and tackle

Other permitted, permanently installed, optional equipment like built in stereo or built in VHF radio or bolted in step box may be on board. 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 D.2.2(a).

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

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

Trailer preparation:

Remove all gear from the trailer including gin poles, spars, spare tires and covers that might impede inspectors' 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 measurement. Nobody may be on the boat while the hull is being inspected. Your rudder should be mounted on the boat with the hinge pins in place but no cotter keys. As soon as the inspector tells you he is done with the rudder on the boat, remove it for weighing without the tiller and extension and without hinge pins or cotter keys.

Weighing preparation:

Remove any parts of the lifting rig that can be removed and weighed. Rudders and lifting rigs will be weighed while the mast is being inspected. After these items have been weighed, return them to the boat and set up the lifting rig to insure a safe lift at the weighing station.

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. Mast up inspection will be done in a designated parking lot area. Report your readiness for mast up inspection to the inspection desk. Registration will put you on a list for mast up inspection on a first come, first served basis. Do not hail an inspector to come do this work. They will be working strictly off the list. One crewmember should stay with the boat until mast up inspection is complete. Please provide a safe ladder, tied to a stanchion for the inspection team to board your boat.

If a boat fails some part of the hull, keel, rudder and mast down inspections, you will be directed to a holding area where you can work on rectifying the problem. Depending on what has to be rectified, the inspector will give you direction on what is needed before the boat can be re-inspected and how to arrange for the re-inspection.

Sail Measurement:

Two crewmembers should accompany the sails through inspection to refold or roll them as each is done. Sail inspection may be done while the boat goes through hull and mast down only if there are enough crew available (3 for the boat and 2 for the sails). It may also be done while waiting for mast up inspection.

Before you take your sails to be inspected, please check that your sailmaker has filled out and signed the sailmaker's statement (sample available in the J/24 class rules) 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 inspection. 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 registration to be reviewed by the Event Measurer.

Inspected Spare Equipment:

Some boats carry spare components such as rudders and spinnaker poles as optional equipment. As your boat is being inspected, present these to the inspector at the appropriate station and ask that they be inspected. If they pass, they will be noted on the forms as inspected and have a serial numbered label applied that must remain permanently affixed. Pre-inspected and event limit marked spare rudders and spinnaker poles may be substituted on the water without any additional approval. All other equipment, including sails, may only be substituted with permission of the Race Committee.

After all of your inspection forms are complete:

Return the complete set together with a copy of the boat's permanent Measurement Certificate, including Part C – Inventory of Required and Optional equipment to be reviewed by the Event Measurer in the registration area.

Make sure to retain one copy of the Permanent Measurement Certificate and Part C - Inventory of Required and Optional Equipment to keep on board at all times during the competition. Failure to have these documents on board during an inspection will result in a penalty.

Thank you for your cooperation, and Good luck!

The Inspection Team