

1995

# INTERNATIONAL EUROPE CLASS MEASUREMENT FORM

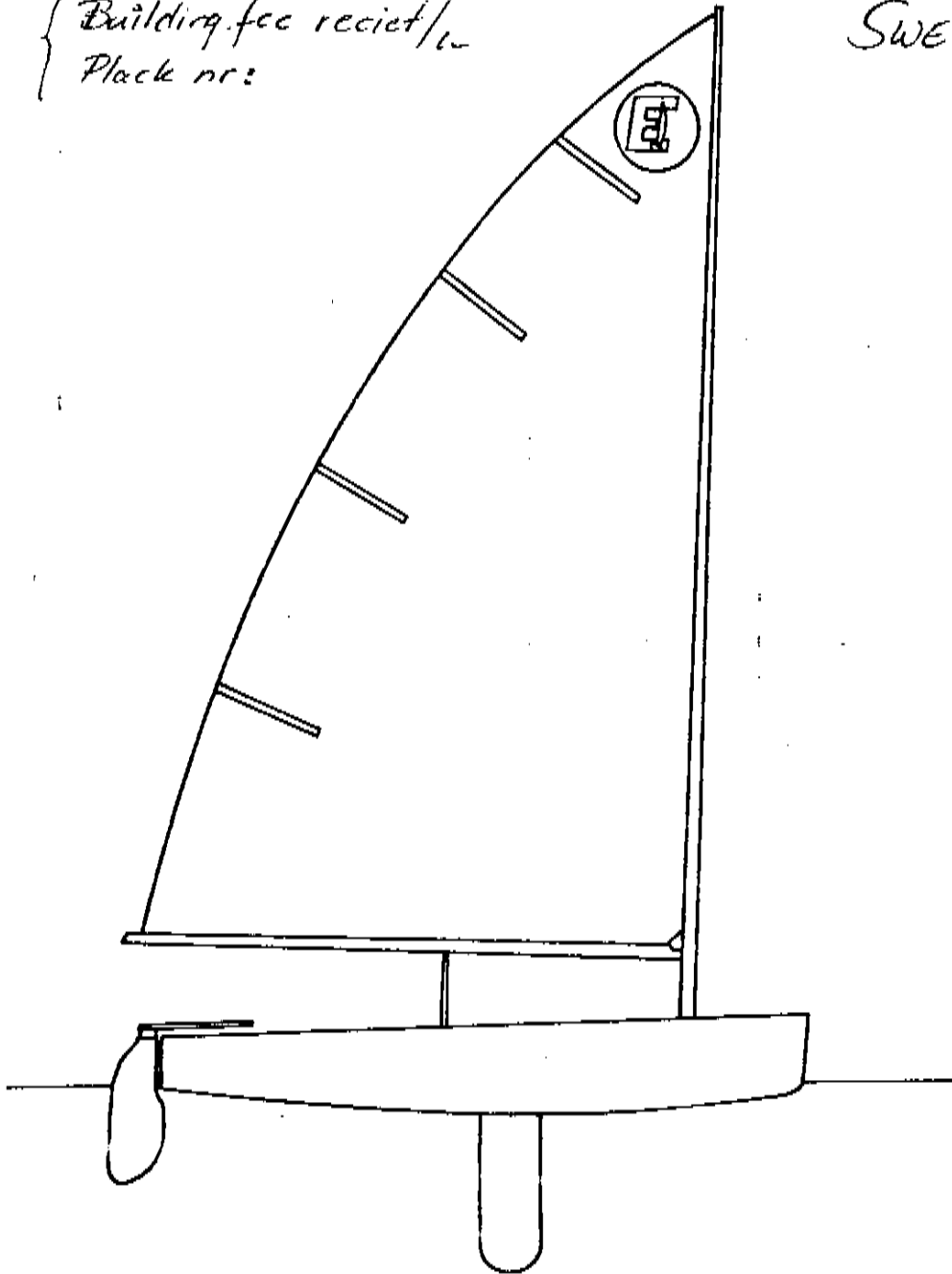


I Y R U

Authority\*: International Yacht Racing Union  
27 Broadwall, Waterloo, London SE1 9PL, United Kingdom

{ Building fee reciet/w  
Plack nr:

SWE 3444




\* The International Yacht Racing Union (IYRU) is not a National Authority (NA).

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**PART 1**

IYRU PLAQUE NO: ... 11029 ...

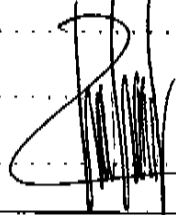
To be completed by the **BUILDER** before the hull or kit leaves the Builder's premises or if a complete hull before it is presented for measurement.

1.1	Builder's Name: ..... Address: .....	 <b>WinnerBoats, S.L.</b> Industrial Quarter E - 17263 - Vall Llobrega Gerona - Spain Ph. + 34 (0)72 315100
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1.2	(a) Are you a professional boat builder licensed by the IYRU to build Europe Dinghies?	Yes/No <input checked="" type="radio"/>
	(b) If not a Licensed Builder have you built another Europe dinghy in the last 12 months?	Yes/No <input type="radio"/>

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 <input checked="" type="radio"/>
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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 <input checked="" type="radio"/>
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1.5	Date hull/kit completed: ..... <u>20/5/98</u> .....
	Builder's Signature:  .....
	Date: ..... <u>21/5/98</u> .....



PART 2 - HULL		
IDENTIFICATION MARKS (Rule 2.6.1)		
2.1	(a) Is the IYRU 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 Rule 2.6.1.

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 sheerlines 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	No. 10	No. 6	No. 3	No. 1	Stem Base line to sheer
		0	1000	2000	2750	3250	
Base Line to hull on centreline	Maximum		70	22		151	555
	Actual	160	68	19	49	134	539
	Minimum		50	2		131	525
Actual less minimum		10	18	17	10	3	
(Set templates at this height above hull surface on the centreline)							
Surface of hull to template	Maximum	20	20	20	20	20	15
	Actual Max	17	14	19	20	20	10
	Actual Min	8	6	10	10	9	6
	Minimum	0	0	0	0	0	0
Sheer to top edge of the template	Maximum	20	20	20	20	20	
	Actual-Port	5	13	14	17	12	
	Actual-Stbd	12	6	16	13	11	
	Minimum	0	0	0	0	0	

Measurer's Signature .....



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ITEM NO	RULE NO	MEASUREMENT	MIN (MM)	ACTUAL	MAX (MM)
2.3	3.2.3(v) (vii)	<u>Transom</u> (a) Distance from AMPn to outer face of transom	0	0	20
		(b) Overall width of inwale, transom and rubbing strake	--	25	40
		(c) Depth of inwale	--	0	25
		(d) Is the top of the transom straight between sheerlines within a tolerance of $\pm 10$ mm?		Yes/No	
		(e) Total area of holes and/or windows $2 \times \phi 59$	0	OK!	0.02m <sup>2</sup>
2.4	3.1.1 3.2.3(v)	<u>Stem</u> (a) Distance from AMPn to foremost part of the stern excluding the rubbing strake	3340	3359	3360
		(b) Rubbing strake at stem (i) Width (ii) Depth		19 25	20 25
2.5	3.2.4 (iii) 3.2.3 (iv)	<u>Centreboard case slot and gasket recess</u> Distance from base line to top of centreboard case at:			
		(a) forward end of slot ..... 265.....	--		--
		(b) aft end of slot ..... 275.....	--		--
		(c) difference ..... 10.....		10	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	21	22
2.8		Distance, measured along the keel, from the AMPt to centreboard case slot at:			
	(a) aft end	1465	1468		
	(b) forward end		1997	2005	
2.9	3.2.3	<u>Hull concavities</u> Distance from hull surface to a straight edge of any length:			
		(a) aft of station 4 (2500mm from AMPn) Straight edge in fore and aft line		OK!	1.0
		(b) at and forward of station 4 Straight edge in horizontal plane		OK!	2.5
		(c) at and forward of station 4 Straight edge in any other plane		OK!	18.0

Measurer's Signature



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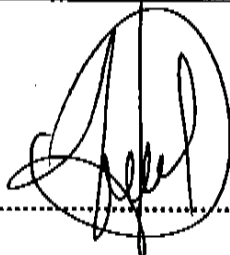


ITEM NO	RULE NO	MEASUREMENT	MIN (MM)	ACTUAL	MAX (MM)
Turn the hull the right way up and reset to level in the fore and aft and transverse planes.					
2.10	3.2.1	<u>Hull Skin</u> (a) As far as can be established without destructive testing, the hull, including deck, side tanks, bulkhead, centreboard 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) 3.2.3(v)	<u>Foredeck and Rubbing Strakes - (Measurement Diagrams)</u> (a) Camber of the deck, relative to sheer height, at the main bulkhead	42	50	62
		(b) Camber of the deck, relative to sheer height at station 3		20	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?		NONE Yes/No	
		(e) Is there a painter fitting near the bow?		Yes/No	
		(f) Rubbing strakes (i) Width at widest point (ii) Depth at deepest point		39 24	40 25
		2.12	3.2.5	<u>Deck Ring and Heel Fitting for Mast - (Mast Measurement Diagram and notes)</u> (a) Distance from AMPn to the centre of the mast hole in the deck.	2680
(b) Internal diameter of the bearing surface of the deck ring from 10mm above to 10mm below deck level	81			81	83
(c) Height of top of rim of deck ring above the deck				22	30
(d) Height of deck, at the deck ring, above the surface of the heel fitting on which the mast rests	445			448	455
(e) Height of top of heel fitting above the surface on which the mast rests	25			32	40
(f) Internal diameter of the bearing surface of the heel fitting (up to 25mm above surface on which mast rests)	51			51	53
(g) Minimum possible distance from the aftmost point of the mast rake adjustment system to the forward face of the main bulkhead	500			OK!	

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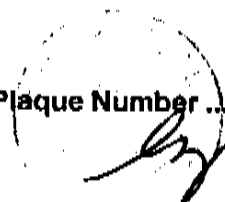
ITEM NO	RULE NO	MEASUREMENT	MIN (MM)	ACTUAL	MAX (MM)
2.13	3.2.4(i)	<u>Main Bulkhead</u>			
		(a) Distance from AMPn to the aft face of the main bulkhead	1980	2005	2020
		(b) Are there not more than 2 hatches, with watertight covers, in the main bulkhead?	1	1	2
		(c) If the hatch(es) has (have) an opening 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 drainholes with watertight plugs or non return valves?		Yes/No	
		(e) 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	
2.14	3.2.4 (ii)	<u>Side Tanks</u>			
		(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:			
		(i) the inner face of transom	640	655	680
		(ii) the main bulkhead	720	750	760
		(d) Radius of curvature between the top and vertical faces	110	125	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 drainhole, 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>			
		(a) Thickness of sides		7	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	

Measurer's Signature



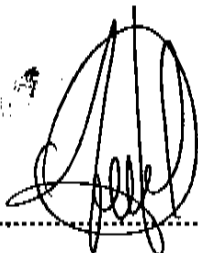
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ITEM NO	RULE NO	MEASUREMENT	MIN (MM)	ACTUAL	MAX (MM)		
2.15	3.2.4(iii)	(c) Centreboard case capping. (i) Width each side measured from slot (ii) Depth, excluding aft end extension to floor (iii) Width of aft end extension, if any, at floor		60 32 150	65 65 150		
		(d) Distance of the aft end of the case, at any level, from the slot excluding any step for mounting a mainsheet block?		96	100		
		(e) Step for mainsheet block, if fitted. (i) Width (ii) Distance from slot at any level (iii) Depth		75 175 70	100 200 100		
		(f) Distance from upper, aft end of slot to the AMPn excluding board protection pads	1510	1520			
		(g) Distance from top of the case to the height of the sheerline at station 7	174	187	194		
		(h) Side support pieces if fitted. (Optional for cases made of wood only as an alternative to a fillet or fairing) (i) Width (ii) Depth		NONE	25 25		
		2.16	3.2.4 (iv)	<u>Thwart</u> - Measurement Diagrams and note 11 to plans (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	120	150
(c) Depth	15			35	35		
(d) Thickness: (i) Wooden construction (ii) GRP construction	15 3			17/21 -	-- --		
(e) Optional strut below thwart and between aft end of case and side tanks. If fitted: (i) Width (ii) Depth				NONE	65 30		
(f) Optional stiffening webs (GRP thwarts only) If fitted: (i) Width, measured from vertical face of side tank (ii) Radius between web and the underside of the thwart				NONE	45 100		

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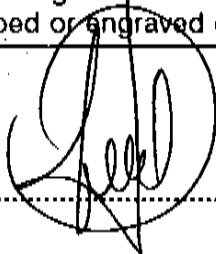
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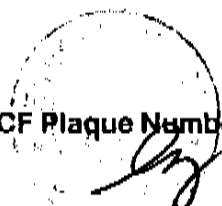
ITEM NO	RULE NO	MEASUREMENT	MIN (MM)	ACTUAL	MAX (MM)
2.17	3.2.4 (viii)	Cockpit Floor - Note 14 to plans (a) Floor stiffening battens (i) Are there not more than 1 centreline and 4 other floor stiffening battens? (ii) Maximum depth of any batten (iii) Maximum width of centreline batten (iv) Maximum width of other battens (v) Minimum distance between battens	60	Yes/No - 61 NONE -	30 100 55
		(b) Transom knee or support strut (i) Maximum distance of any part from the inner face of the transom (ii) Maximum distance of any part from the centreline of the hull		170 35	200 50
		(c) Hiking strap support battens (i) Are there not more than 2, (or 2 pairs if each pair is in the same transverse line), of transverse battens connected to the side tanks and/or floor? (ii) Maximum width (iii) Maximum depth		Yes/No 45 12	55 30
2.18	3.2.4 (ix)	Fairings and Fillets 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		Buoyancy (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)? (i) Port tank (ii) Starboard tank (iii) Forward tank (if fitted)		Yes/No Yes/No Yes/No	
2.20	3.2.5 3.2.7 3.2.8	Hull Weight and Weight Distribution Weight of the hull In dry and clean condition with only permitted fixed fittings in place (a) without corrector weights fitted	40 kg	44.500	
		(b) with corrector weights fitted	45 kg	45.0	
2.21		Corrector weights (If hull is less than 45 kg) (a) Total weight of correctors		0,500	5 kg
		(b) Number of corrector weights		1	
		(c) Is the weight and IYRU ICF number stamped or engraved on each weight?		Yes/No	

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ITEM NO	RULE NO	MEASUREMENT	MIN (MM)	ACTUAL	MAX (MM)
2.21		(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		<b>Swing Test data</b> - (See swing test measurement diagram and notes), (Hull in condition as for weighing)			
		(a) Distance from hull centre of gravity to AMPn	1500	1539	
		(b) Swing periods (seconds) (i) T1 (ii) T2		2.78 3.10	secs secs
		(c) Calculated radius of gyration		889	
		(d) Calculated Moment of Inertia Hull weight x (radius of gyration) <sup>2</sup>	35.5kgm <sup>2</sup>	35.56	
		(e) (i) Distance from underside of hull to swing axis (ii) Calculated height of cg below swing axis (iii) Calculated height of cg above underside of hull on the centreline ((i) - (ii))	200	807 597 210	
		(f) Total weight of correctors		—	kg
	(g) Are correctors fitted and marked as required by Rules 3.2.8 (iii) & (vii)?		Yes/No		

Note: If the rudder assembly is to be measured leave the hull in the level position until items 3.14 and 3.15 are completed.

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