



Equipment Inspection - Notes for Competitors

A team of **official measurers** will be available prior to the start of the event to check your equipment for compliance with the IOM Class Rules and the RRS. In order that this extensive process can be as smooth as possible, the following describes generally what is expected from all competitors. Equipment inspection shall be carried out prior to racing in the event and so it will be important that your boat is properly prepared in order to avoid unnecessary delays during the inspection. Please get your boat inspected AS SOON AS you are able and preferably before you launch your boat.

Competitors should bring to the equipment inspection, the boat's **certificate**, **keel** (not attached to the hull), **hull** in dry condition with all equipment in place ready to sail and the **3 rig/sail** combinations, separate from and not rigged on the **hull**.

Batteries will be weighed and marked for the event. At measurement and weigh in, the lightest battery will be used for compliance with C.4.2 Weight minimum 4000 g and the heaviest battery will be used for compliance with C.4.1 Dimensions with the boat floating in fresh water.

There will be inspection stations for checking, **1** weight, **2** rig/sails, and **3** length/draft. After the **keel** has been weighed satisfactorily you will be expected to fit **keel** into **hull**, place it onto the special stand on the weighing scales with each **rig/sail** laid loosely in turn on top of the **hull**. The lightest battery shall be use for compliance with C.4.2

After rigs have been satisfactorily inspected, you will be expected to rig the boat ready to sail in its heaviest rig and with the heaviest battery (as determined by the measurers). This will be checked for length and draught for compliance with C.4.1 Dimensions with the boat floating in fresh water. Should the boat fail to comply at any point in the inspection process, competitors will be asked to remove the **boat** from the inspection area, correct the non-compliance and queue again for inspection from the point where the **boat** became non-compliant.

Tips to help compliance

- Deck **limit mark** on centre plane as D.1.5 and **hull** identification as D.1.4.
- Compliant spacing between adjacent digits of sail numbers as RRS E.8.d (see diagram below).
- Sufficient contrast between color of sail number and sail to satisfy legibility as RRS G1.2(a).
- 'Correct' **corrector weights** are to be fixed as C.4.3 - 'entering a boat known not to measure' is a serious matter.

Sail identification

The readability of sail numbers is **very important** in radio racing because you cannot communicate with skippers to minimize the risk of collisions etc if you cannot read the sail numbers at distance. Unlike big boats we just have two large numbers to recognize and hail with the objective of making them as clearly readable as possible. The RRS appendix G is changed by radio racing's Appendix E8. Please follow the full picture in the diagram below. (See E.8.f for exceptions to these requirements for small sails)

