



the boat the world sails

VENUE PREPARATION FOR 470 CLASS EVENT INSPECTIONS

(Ver.1 03/2010)

1) INTRODUCTION

This guide is meant to help standardizing the inspection area preparation for 470 Class main events. Event organizers should follow this basic pattern to ensure that 470 inspections are done properly and on the same quality level each and every time.

2) INSPECTION TEAM

The optimum inspection team for a major 470 Class event should include one 470 International Measurer (two for Worlds and Europeans) as Chief measurer and 7-8 inspectors plus one secretary.

It is highly recommended that the host Club invites other (local residents) International Measurers, even from Classes other than the 470, the national 470 measurers, and any local measurers whenever possible. To be effective, the inspection team for such an event needs a lot of experience, but this is also a great opportunity to give extra training to people and raise their technical standards.

One local inspector should be designated as the person in charge of the preparations on behalf of the organizing authority. He should get into contact with the appointed Chief measurer of the event as soon as possible, and oversee the area and material preparations before the event. The full team has to be in place from the afternoon of the preparation day and then the 2 or 3 inspection days, depending on the type of event. When racing starts, at least one local inspector must be present to assist the 470 Class IM in post race checks.

3) INSPECTION AREA

The inspection area has to be protected from the elements, being either a fixed building or a tent. In all cases it must be fully enclosed, preferably with separate entry and exit points, and easily accessible from the boat park. It has to be large enough to accommodate all control stations (hull, rig, sail and foil). As an example, an area 10m X 20m usually enough. Having some of the stations in

different areas is unacceptable as the chief measurer cannot exercise immediate control of the inspection procedure at all times.

In extreme weather conditions, the inspection area may need to be air-conditioned. It is also desirable to have a small area protected from sun and rain just outside the entry point for boat preparation and initial inspection.



Figure 1. Inspection area inside a Club building, with different entry & exit points.



Figure 2. Inspection area inside a tent, same entry & exit point.

The inspection area must have electrical power outlets, appropriate lights, enough chairs for the inspection team, a table for the secretary that doubles as

the chief measurer's office and whenever possible, wireless internet connection. If inside a tent, the floor must be solid: areas like grass parks are unacceptable.



Figure 3. What to avoid!

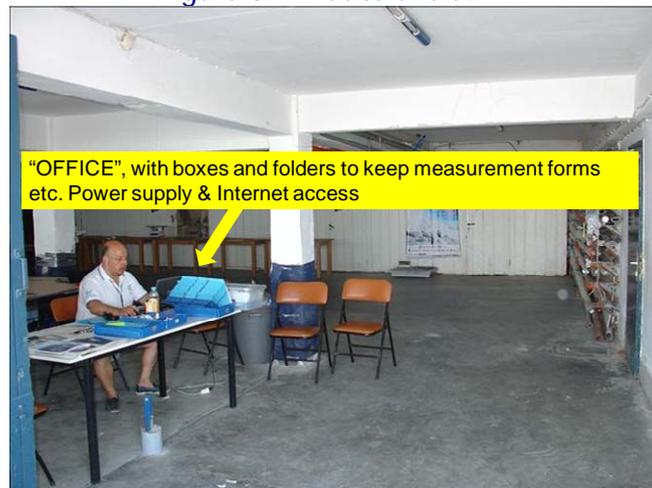


Figure 4. "office" facilities

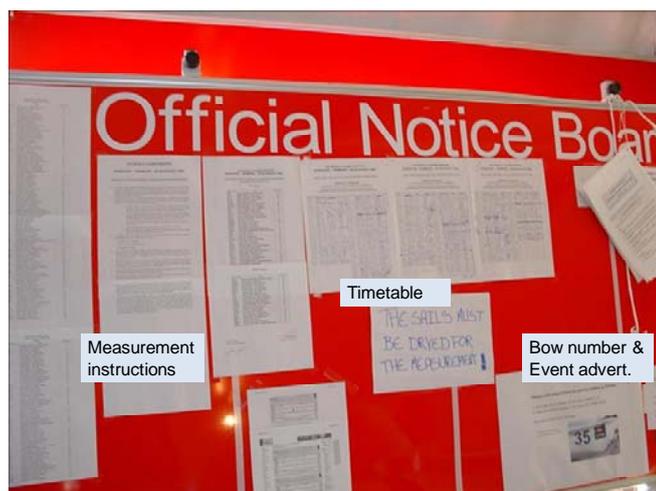


Figure 5. Notice Board

The measurement notice board should be located just outside the inspection area, to post instructions, guides, the timetable and any other relevant notice.

4) VARIOUS STATIONS

Sail Station:

The organizer must provide one table as shown below, with melamine-coated surface. Height about 90cm and other dimensions as in figure 6. It must have a clean, flat and fair surface, without hard or sharp edges. One roll of clear tape is needed to cover marks and one roll of duct tape to cover table edges for sail and people protection. If space permits and the local inspectors' team includes more people, two tables may be used concurrently to check mainsails on one and jibs & spinnakers on the other.

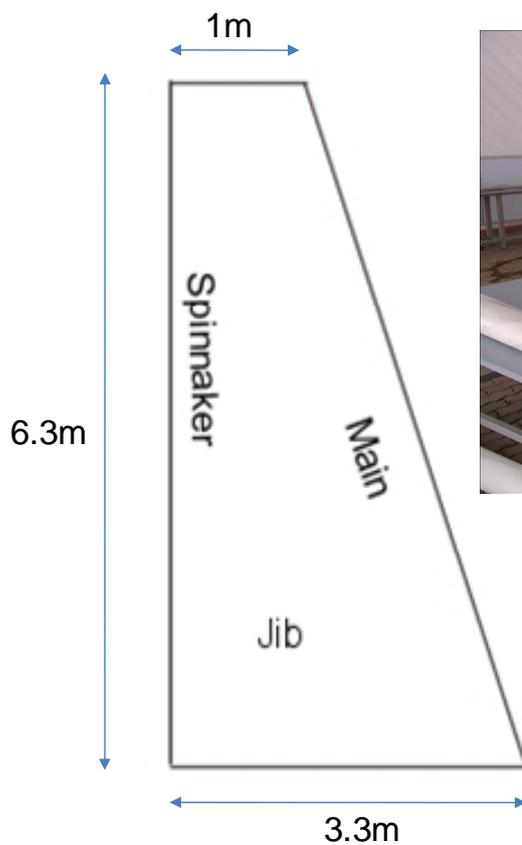


Figure 6. Sail table

Rig station:

The organizer is to provide a table/bench at least 7m long by 30cm wide as in figure 7 for the mast, with another one about 2.8m long by 30-40cm wide. The tables are to be fixed together at right angles to each other, as directed by the Chief Measurer. The table surfaces should be melamine coated, flat and straight. A number of tables joined together or a long plank fixed on suitable supports may be used, but in all cases, there must be a gap at the spreader area as shown in figure 7.

In addition, the organizer must provide an electronic platform scale with a capacity of **20-30** kilos and resolution of **5** grams. It must be calibrated / certified by a local authority; a 10 kilo test weight should be available for daily checkup if the calibration cannot be performed by the authority each morning. A piece of foam block about 10cm thick may be needed for the mast to rest properly on the scale (see figure 7).

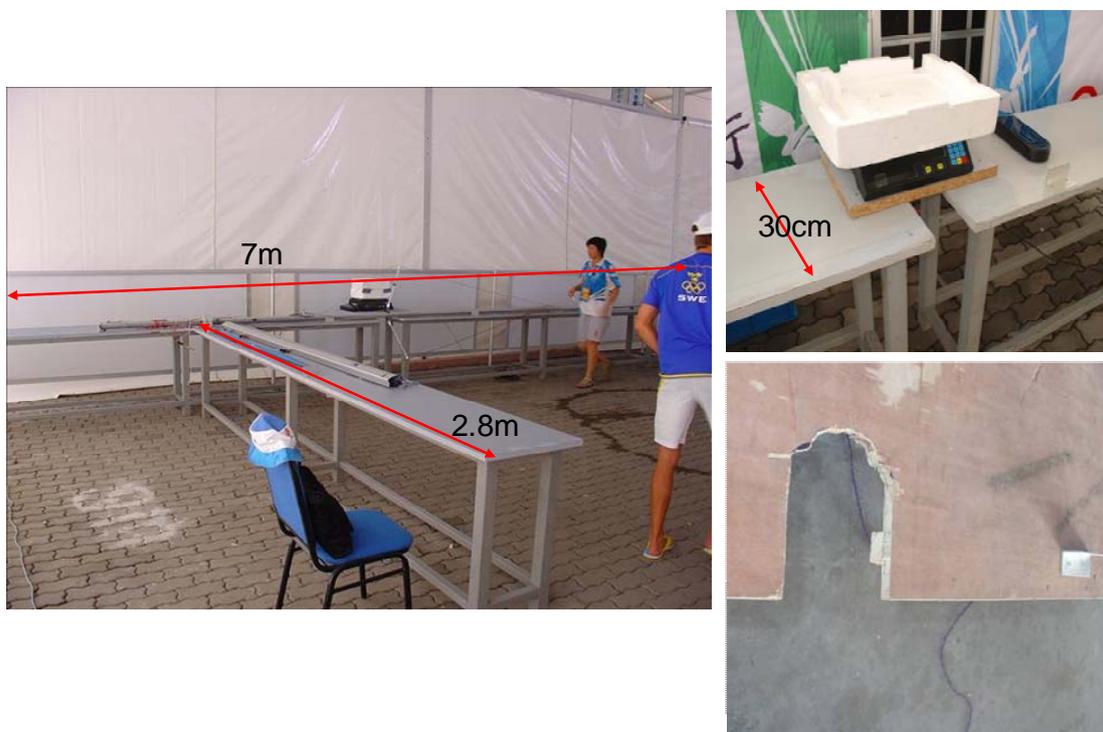


Figure 7. Rig tables

Foil station:

The organizer must provide: two melamine-coated flat rectangular surfaces, one about 1.3m X 0.7m and the other 1m X 0.5m (Figure 8) fixed on small tables, one electronic scale with the same characteristics as the one for the rig, calibrated and certified in the same way and one 1m long hollow square section (20x20mm) aluminum bar.



Figure 8. Foil tables

Hull station:

The organizer must provide one electronic platform scale, capacity 150-200 kilos and resolution 50 grams. Hanging type scales should be avoided as they require much more time –and people- to hang the boat and bring it to rest. It must be certified and calibrated each day (ideally, 120 kilos in test weights should be available so that checks can be performed at any time). Foam blocks or a cradle must be provided to create a soft padding for the hull as in Figure 9.



Figure 9. Hull scale setup

5) OTHER EQUIPMENT

The organizer shall provide: a sail stamp with waterproof ink, waterproof stickers in sufficient numbers (6 stickers per boat plus more for corrector weights and replacements), pens, pencils, waterproof marker pens and 2-3 steel rulers (20cm) for the team. During the preparation day, the chief measurer will need one fully equipped toolbox, including a power drill, and fasteners (nails, screws etc). **All tables/benches etc shall be in place and all joints fixed in the morning of the preparation day, AND NOT LATER THAN 10:00 am.** This is critical because the Chief measurer must finish placing marks etc before 16:00 pm, in order to train the team in the afternoon. During racing, a powerboat similar to the ones allocated to the Jury shall be available for the Chief Measurer and his local assistant inspector.

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March 2010