

Provjera opreme na moru

KOGA PROVJERAVAMO?

Deset najboljih jedrilica svakog plova doći će do plovila premjerača sa desne strane linije cilja kako bi mogli biti pregledani. Premjerač na moru nije taj koji odlučuje koje će jedrilice pregledati. Mjesto u poretku ulaska u cilj (ne imena, ne brojevi jedra, ne država) koje treba pregledati daju premjeraču Regatni odbor prije starta. Premjerač će se potruditi pozvati natjecatelje na provjeru, ali odgovornost je prvih deseteroplasiranih jedrilicara da dođu do premjerača i pitaju hoće li ih pregledati. Ako natjecatelj kojeg treba pregledati ne uspije doći do premjerača, isti će izvijestiti Regatni odbor o istome koji će prosvjedovati protiv natjecatelja. Dakle, imajte na umu da biste se mogli suočiti s diskvalifikacijom ako završite među prvih deset natjecatelja i ne dođete do premjerača na provjeru!!!

NAPOMENA: Ako premjerač vidi da jedrilica očito krši bilo koje od pravila klase, mogu ih pozvati i na pregled bez obzira na mjesto završavanja.

ŠTO PROVJERAVAMO?

Usklađenost s pravilima klase, posebno onim u vezi sa sljedećim stavkama:

PRSLUK ZA SPAŠAVANJE (PFD): Morate nositi svoj prsluk i pravilno ga pričvrstiti. Možete ga skinuti ako se želite presvući, ali u suprotnom morate imati prsluk cijelo vrijeme dok ste na moru. (CR 4.2 (a))

SVIRAK: Na svom prsluku za spašavanje morate imati pričvršćeni (zavezan) svirak. Ako svirak imate u džepu na prsluku, ali on nije pričvršćen ili ako imate svirak pričvršćen na jakni, ne poštujete Pravila klase!! (CR 4.2 (a))

ISPOLAC(I): Potrebno je samo jedan ispolac kapaciteta najmanje 1 litre koji mora biti pričvršćen za trup. Ako imate dva ispolca, oba trebaju biti pričvršćena. (CR 4.3 (a))

TEGALJ (ili KONOP ZA VUČU): ne zaboravite provjeriti je li pravilno pričvršćen!! (CR 4.3 (b))

VESLO: Veslo ali koje nije vezano za trup vezicom nije u skladu s pravilima klase, čak i kad je veslo uvučeno između vreće za uzgon i njegovih traka. (CR 4.3 (c))

OZNAKE NA JEDRIMA: Mora biti između graničnih oznaka jarbola. (CR 6.6.3.1)

VEZICE IZMEĐU JEDRA I JARBOLA / BUMA: nijedna vezica ne smije se vezati na način koji omogućava jedru da bude udaljena više od 10 mm od jarbola ili buma. (CR 6.6.3.3 i 6.6.3.4)

RAZMAK IZMEĐU JARBOLA I BUMA: Provjerite jesu li spojevi buma koji sprečavaju pomicanje između buma i jarbola sigurno učvršćeni. (CR 3.5.3.8)

UČVRŠĆENJE JARBOLA: Jarbol mora biti pričvršćen za trup na način da ne može ispasti ako se prevrnete. Možete koristiti kopču ili sustav zaključavanja ispod klupice. Međutim, ako koristite drugu opciju, imajte na umu da vijci koji se koriste za pričvršćivanje ovratnika jarbola mogu prisiliti sustav za zaključavanje da se otvori. Također provjerite je li učvršćen u položaju koji zaustavlja jarbol koji izlazi iz pete (CR 3.5.2.11).

UZGONSKI BALONI: Da bi bili sigurno pričvršćeni na trup i imali kapacitet naveden u pravilima, baloni moraju biti pravilno napuhani. Budite oprezni, ne zaboravite napuhati balone prije nego što isplovite. (CR 3.2.7.1 i 3.2.7.3)

NALJEPNICE I PEČATI NA JEDRU (DUGMAD): Naljepnice premjeravanja i pečati na jedru kao i dugmad moraju biti na opremi na koju su postavljeni tijekom premjeravanja: kormilo, kobilica, jarbol, bum, podupirač, trup; te pečat, potpis i dugme na jedru. Naljepnice se mogu odlijepiti, a pečat na jedru može izbljedjeti ili nestati, AKO SE OVO DOGODI, odnesite opremu premjeraču i zatražite obnovu.

KAZNE

Kao što je naznačeno u Uputama za jedrenje, kazna za nepoštivanje ovih pravila klase MOŽE biti manja od diskvalifikacije. Međutim, konačnu odluku donosi Međunarodni odbor sudaca koji ocjenjuje svaku situaciju. Ponovljena kršenja mogu uzrokovati strože kazne.

On the water measurement inspection

WHO DO WE INSPECT?

Top ten finishing boats of every race shall sail to the Equipment Inspector at the starboard side of the finishing line as they may be inspected. It is not the measurer who decides which sailors to inspect. The finishing positions (not the names, not the sail numbers, not the country) of the sailors to inspect are given to the measurer by the RC prior race. The measurers on the boat will do their best to call the sailors to be checked but it is the responsibility of the first ten sailors to approach the measurement boat and ask if they are going to be inspected. If a sailor that has to be inspected fails to approach the measurement boat, the measurer will report the incident to the Race Committee, which will protest the competitor. So, be aware that you might face disqualification if you finish among the ten first sailors and do not approach the measurement boat for inspection!!!

NOTE: If the measurement boat sees a boat clearly contravening any of the measurement rules they may also call them for inspection irrespective of finish position. For example if they see a sail band too high or low.

WHAT DO WE CHECK?

Compliance with the Class Rules, especially those in connection with the following items:

PERSONAL FLOTATION DEVICE (life jacket): You must wear your flotation device and have it fastened correctly. You can take it off if you want to change clothes but otherwise you must have the PFD on at all times while on the water. (CR 4.2(a))

WHISTLE: You must have a whistle attached to your PFD. If you have a whistle inside a pocket in the PFD but it is not attached, or if you have a whistle attached to your jacket, you are not complying with the class rules!! (CR 4.2(a))

BAILER(S): Only one bailer of at least 1 litre capacity is required and it shall be attached to the hull. If you have two bailers, both of them need be attached. (CR 4.3(a))

PAINTER (OR TOWING ROPE): don't forget to carry it and make sure it is correctly attached!! (CR 4.3(b))

PADDLE: If you have a paddle but it is not attached to the hull by a lanyard, this is not in compliance with the class rules, even when the paddle is tucked in between a buoyancy bag and its straps. (CR 4.3(c))

LUFF MEASUREMENT BAND: It has to be between the mast limit marks. (CR 6.6.3.1)

GAP BETWEEN FOOT AND BOOM AND BETWEEN LUFF AND MAST: no lash can be tied in a way that permits the sail to be more than 10mm away from the mast or boom. (CR 6.6.3.3 and 6.6.3.4)

CLEARANCE BETWEEN SPAR AND BOOM: Make sure that the fittings in the boom that prevent the boom strops from moving are securely fixed. (CR 3.5.3.8)

MAST LOCKING (RETAINING) ARRANGEMENT:

The mast has to be attached to the hull in a way that it cannot come out of the mast step fitting if you capsize. You can use either a lanyard or a lock locking system beneath the mast thwart. However, if you use the second option, be aware that the screws used to attach the mast collar may force the locking system to open. Also make sure it is fixed in a position that stops the mast coming out of the mast step (CR 3.5.2.11).

BUOYANCY BAGS: To be securely fastened to the hull and to have the capacity stated in the rule, the bags have to be correctly inflated. Be careful of this, remember to inflate the bags before you launch your boat (CR 3.2.7.1 and 3.2.7.3)

MEASUREMENT STICKERS AND SAIL EVENT STAMP (SAIL BUTONS): The event measurement stickers and event sail stamp have to be on the equipment they were placed on during event inspection: rudder, daggerboard, mast, boom, sprit, hull; and stamp and signature on the sail & butons. Stickers may come loose and the stamp on the sail may fade or vanish, IF THIS HAPPENS please take the piece of equipment with the faulty mark and ask for a replacement.

PENALTIES

As indicated in Sailing Instructions, the penalty for not complying with any these class rules MAY be less than disqualification. However, the final decision is at the discretion of the International Jury who evaluate each situation. Repeated infringements may receive more severe penalties.