



Equipment Inspection Regulations

1. These Equipment Inspection Regulations are part of the championship sailing instructions. Equipment inspection will be carried out as per the 2022 IOM Class Rules, 2020 IRSA Supplementary Class Rules and 2025-2028 RRS E8.
2. Competitors must send a valid Measurement Certificate to chairman@iomusa.org before November 14th, 2025, or be ready to present at the Equipment Inspection Day(s).
3. All boats, equipment and sails must be presented for inspection. Competitors must book their turn by signing up on the noticeboard in the inspection area.
4. Equipment check will be done in the following timeframes:
Tuesday November 18th from 0900 – 1600
5. All boats need to be completely checked by 1000 on Wednesday November 19th, 2025.
6. Measuring will be according to schedule which will be posted on the noticeboard at the inspection area.
7. It is in the interests of the competitors that equipment inspection is completed as quickly as possible to have the maximum time left for possible corrections. The inspection will take place in the order shown on the schedule. Competitors are kindly asked to present the boat at the beginning of their time slot. Please note that boats not presented on time may well slip down the list.
8. At the beginning of the inspection process, each competitor will receive an inspection form. Such form will be filled in by the measurers at any stage of the inspection process. At the end of the inspection process, competitors must ensure that the form has been properly completed and sign their acceptance.
9. Only 1 hull, 1 keel, 1 rudder, batteries and 3 Rigs (Rig 1, Rig 2 and Rig 3) may be measured.
10. The inspection process consists of three stages:
Stage 1: Weighing
Stage 2: Rigs check
Stage 3: Dry Inspection
Stage 4: Measurement tank.

11. Stage 1: all batteries and keel in dry conditions. Lightest battery must be use on stage 3 and the heaviest on Stage 4
12. Stage 2: the three rigs will be checked with special attention to the measurement bands and the legibility of the sail identification marks in terms of contrast, spacing and size. It is advised to review 2020 IRSA Supplementary Class Rules (paragraphs C14, C15 and C16).
13. Stage 3: boat shall be presented in DRY condition, complete with all required items for sailing: sheets, electronics, and with the lightest battery at stage 1, with the keel, rudder and rigs out of the boat. The boat will be weighed with keel, rudder and rigs OUT OF THE BOAT. Please note that anyone presenting a wet boat for inspection may well slip down the list.
14. Stage 4: the boat shall be presented ready to sail with the heaviest battery at stage 1 and the heaviest rig at stage 3. Length and maximum draft will be checked in the measurement tank.
15. Only the skipper (plus one support person) of the measuring boat, the measurers, members of the Jury, Race and Technical Committee are permitted to be present at the inspection process.
16. All material will be marked upon passing measurement. Skippers are responsible to ensure that the various markings are in place when leaving measurement and remain intact and intelligible throughout the event. If the markings are at any time in danger of disappearing or becoming illegible it is the responsibility of the skipper to contact the measurer for their renewal.
17. Only items which are marked as per previous step may be used during the races. Boats may be checked for equipment used at the finish of each race or at any time.
18. Any work (including painting, sanding, and sewing) on or alterations to the boats and equipment after measurement must be brought to the attention of the Technical Committee Chairman.