

Equipment Rules of Sailing

C.4 Equipment Control, C.4.2 Certification Measurement, C.4.3 Event measurement, C.4.4 Certification Measurer, C.4.6 Event Measurer, H.1 Certification Measurement, H.2 Event Measurement

A submission from the Chairman of the Race Officials Committee, the Hellenic Sailing Federation, the International 420 Class Association, the International Lightning Class Association, the International Cadet Class, the International 29er Class Association, the International 470 Class Association

Purpose or Objective

To improve the existing ERS terms regarding certification and the persons who perform it. To revert “equipment inspection” and “equipment inspector” back to “event measurement” and “event measurer” respectively. To apply the terms “certification measurement” and “event measurement” consistently within the ERS

Proposal

Modify ERS as follows:

C.4 CERTIFICATION EQUIPMENT CONTROL AND EQUIPMENT INSPECTION

C.4.2 Certification Measurement ~~control~~

The methods used as means of equipment control required by **class rules**, or a **certification authority**, for **certification**.

C.4.3 Event measurement ~~Equipment Inspection~~

Equipment control carried out at an event as required by the notice of race and the sailing instructions which may include **fundamental measurement**.

C.4.4 ~~Official~~ Certification Measurer

A person appointed or recognized, by the MNA of the country where the control takes place, to carry out **certification ~~control~~ measurement** and when the **class rules** permit, **certification**. An MNA may have delegated this responsibility

C.4.6 Event Measurer ~~Equipment Inspector~~

A person appointed by a race committee or an organizing authority to carry out ~~equipment inspection~~ **event measurement**.

Section H – Equipment Control ~~and Inspection~~

H.1 ~~CERTIFICATION CONTROL~~ MEASUREMENT

- H.1.1** A ~~An official~~ certification measurer shall not carry out certification measurement control of any part of a **boat** owned, designed or built by himself, or in which he is an interested party, or has a vested interest, except where permitted by the MNA or ISAF for In-House Certification.
- H.1.2** If ~~an official~~ a certification measurer is in any doubt as to the application of, or compliance with, the **class rules** he shall consult the **certification authority** before signing a certification control form or applying a **certification mark**.

H.2 ~~EQUIPMENT CONTROL~~ EVENT MEASUREMENT

- H.2.1** If an ~~equipment inspector~~ event measurer is in any doubt as to the application of, or compliance with, the **class rules**, the question should be referred to the authority responsible for interpreting the **class rules**.

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Rules governing equipment control ~~certification control and equipment inspection~~

Current Position

As above.

Reason

1. The change from event measurement to equipment inspection was made in 2005 to indicate that certification "measurement" was not to be performed at events. But this is a matter of educating people; changing a name that has actually created confusion was not the best solution.

10 years later the terms "measurer" and "measurement" are still widely used instead of "inspector" and "inspection". Inspection in common language usage is also linked to other actions (like quality control at a factory, an inspector is a policeman in some countries, etc.). It works for simple controls like checking safety equipment. But to "inspect" a boat at an event by doing more than a simple PFD and towing rope check, one needs to "measure" items, even in the same way as he would measure to certify them. In big boats equipment must be "measured": there are simply no templates or go/no go jigs to use for "inspecting" a part.

The term "inspector" may also imply that this person does not possess the same capabilities and knowledge as a "measurer". In practice, an event measurer actually needs additional training compared to a certification measurer and therefore has more qualifications.

2. Sailors and officials alike speak about "measurers" and understand that term very well. The current training scheme of the IMSC is based on the fact that an event measurer's job is not to certify equipment. Again, the role and actions of officials is a matter of education and training and not about having a special title to give the desired result.
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By reverting back to the term “event measurer”

- we give these officials a name that worked well and is well understood by sailors;
 - we achieve consistency in terminology (see 3 below) and uniformity of terms between the ERS and non-ERS parts of the sailing community; and
 - we can then simplify the RRS by defining a single term for the officials who perform equipment controls at an event.
3. “Equipment control” should be the general term for all versions of what is broadly described as “measurement”. Then we have two main types of measurement: 1) for certification and 2) at an event. Related titles are needed for the officials who perform these two types of measurement. And these titles should be selected to minimize confusion and maximize consistency and uniformity of terms between the ERS and non-ERS parts of the sailing community.
 4. The “official measurer” will become “certification measurer”, to be compatible with the term certification measurement in C.4.2. These persons will perform the action described in C.4.2. With the current term, it might be understood that "unofficial measurers" exist as well.
 5. The term “measurer” is used for all kinds of technical officials:
 - Certification (national) measurers
 - Event measurers
 - ISAF measurers (International Measurers)
 - Class Chief Measurers
 6. The term “measurement” is used for all kinds of technical/class rule related actions
 - Certification measurement of new or modified equipment
 - Prototype measurement
 - Event measurement
 - Measurement committees
 - In the ERS (fundamental measurement (the methods...), measurement points, in section H (rig, sail and weight measurement).
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