



2025 New Zealand Youth Championships

Measurement Information

General Process:

- Measurement will take place for all classes inside Manly Sailing Club between 12:00pm and 4:00pm on Saturday 20th September.
- Access to the measurement area is restricted to competitors only.
- Following measurement, boats must be taken directly to the competitors-only rigging area. Practice sailing is permitted after measurement if boats go directly to and from the beach.
- Boats must be clean and dry. Remove all items not required for measurement (extra mast sections, sails, foil bags, etc.).
- All boats/boards must be compliant with international class rules unless otherwise notified by the technical committee.

29er checks:

- Sails: record serial numbers on main, jib, gennaker
- Forestay length
- Hull weight: minimum 74 kg
- Hull corrector weights: presented dry; correctors ≤ 2 kg
- Mast chocks: number and thickness
- Class compliant sail numbers: on hull and trailer

420 checks:

- Sails: record serial numbers on main, jib, spinnaker
- Hull presented dry for full measurement
- Hull weight: either 80kg (CR D.5) or 100kg/101kg (CR C.6.1) depending on allocation. Allocation list to be posted prior. More information: [420 prep guide](#)

iQFOiL checks:

- Board, sail, and foils presented for QR code check



ILCA checks:

- Rigged with only lower section and boom (controls attached)
- All other equipment placed on deck
- Verify hull, sail, and foil numbers on measurement form

Completion:

- Following inspection, forms will be signed by a Regatta Measurer and registration can be completed in the same location.

Regatta Measurers by class:

- 420: John Thompson
- 29er: Logan Dunning Beck
- ILCA 6: Mike Knowsley
- iQFOiL: Gary Hill



Appendix – 29er Specific Class Clarifications (as of 13 Sept 2025)

These clarifications are provided to ensure alignment with the current 29er Class Rules, and guidance from the International 29er Class Association Technical Committee Chair (Dr Csaba Cserep). Until any future class-rule updates are published, please follow the answers below.

Q1: Can the main halyard be modified to a 2:1 system at the masthead without adding blocks?

A: No. The TC may explore this in future, but it is not permitted now.

Q2: Is a bow fairing (to stop the kite sheet catching) allowed?

A: No. While the 2025 AGM in Porto approved a Bowguard in principle, the rule wording is not yet in force. In addition, carbon is not acceptable for this fitting.

Q3: Can the jib clew be attached to two clew holes at the same time (e.g., top + middle) to create a middle setting?

A: No.

Q4: Can a sailor remove a screw in the jib track and use that hole for the car pin as an alternative fixing point?

A: No.

Q5: Can teams repair and repaint foils?

A: Localised repairs to damaged equipment may be undertaken. Under Class Rule C.8.1 (a), for foils of GRP construction: repairs to damage in the leading and trailing edge may be filled and faired to the original shape. ERS C.7.4 permits corrective action to restore the original condition and shape, including coating, sanding, fairing, polishing, and bonding. However, painting is not expressly included in the Class Rules. Until clarified, repairs should be limited to restoring original shape and condition without full repainting.

Q6: Are sailors permitted to attach two pieces of bungy to the ends of their jib track, connected to a plastic ring, for the purpose of preventing kite sheets from going under the boat when not under tension?

A: Yes. Attaching two pieces of bungy to the ends of the jib track, connected to a plastic ring to prevent kite sheets from running under the boat, is considered class legal.