

APPENDIX 11 – WEIGHING CONDITIONS

The following certificates must have been provided to the measurer prior to any measurement session:

- Design certificate
- Build certificate
- **Mast** manufacturer certificate
- Certificate of compliance with the OSR

Forms for these certificates are available on the class website under “Documents”.

- At a later stage, the certificate of sail conformity.

Measurement trim conditions for weighing, righting moment, freeboard and draft

*The following comes from the Appendix to the **Class Rules** and ISO 8666 §6.3 (Measurement trim) and EN 12216.2 §3.5.1.*

When you book a measurement session with the port and/or crane driver concerned, pick a day with favourable weather conditions: no rain and light airs. If these conditions are not fulfilled, the **measurer** may postpone the session.

Shall remain on board:

On the **mast**:

- wind wands
- radar

Above deck:

- all standing and running rigging (limited to one set of mainsail, genoa and spinnaker sheets, **dry**)
- solar panels where applicable
- cockpit/ rope bags
- tiller extensions, winch handles, pump handles, keys for filler caps
- fixed antennas (VHF, GPS, satellite phone, etc.)
- **mast** and/or cockpit instrument displays

Below deck:

- engine with oil and cooling liquid
- start battery
- service batteries, whose weight must be known, either by weighing or as specified by the manufacturer
- diesel tank, as empty as possible (1)
- fixed water tank(s), empty
- toilet or dedicated bucket (3rd bucket)
- fixed autopilot systems and rams
- fixed bilge pumps
- Emergency pump with its piping
- bunks, including tackle, cloth, lee-cloths

Other fixed non-removable equipment such as:

- fridge, heater, air-conditioning
- watermaker, fuel cells without fuel
- stove without gas bottle

Fixed navigation and electronic equipment:

- nav electronics
- computer
- remote controls
- fixed VHF
- radio, SSB
- GPS, depth-sounder, speedo

Ballast tanks and fill/ transfer pipes empty; bilge dry. If it is impossible to totally empty the ballast fill/ transfer pipes, the measurer will calculate the volume and weight of the remaining water (density of sea water 1.025).

Shall be disembarked, in particular:

- all sails and sheets, except main, genoa and spinnaker sheets (one set)
- hydrogenerator, but it's attachment system and power supply system stay in place
- anchoring equipment
- liferaft, horseshoe buoy, danbuoy, etc.
- fire extinguishers
- flares, smoke flares
- mattresses, cushions, beanbags
- stove gas/fuel bottles
- fenders, warps, mooring lines (other than the mooring lines used to hold the boat during the measurement session, the weight of which will be evaluated by the measurer)
- toolbox
- medical kit, etc.

(1) The volume of any remaining diesel will be measured and calculated, the density being 0.85.

For weighing, the **measurer** shall provide the load cell (6 tonnes / 2 kg) and accessories (shackles, hook).

For the righting moment measurement, the **measurer** shall provide the load cell (6 tonnes / 2 kg), the strop for attaching it to the **mast**, the block and tackle, the strop(s) to be affixed around the bulb, the spirit level to be affixed at the **mast** base or on the traveller.

For measuring ballast volume, the fill hose must be able to pass through holes at the highest point of the ballast tanks, at least Ø 35 (Appendix to Class Rules 1.7).

Don't forget to seal the ballast vent(s) on the low side of the boat when inclined.

And lastly, you are reminded that you must provide a craft which can take 323 kg of righting moment with a very low attachment point for the block and tackle, and a craft for someone to read the spirit level at the **mast** base or on the traveller when the **boat** is inclined, as well as assistants: a minimum of 2 to hold the mooring lines, 1 to read the spirit level...

Reminders

Extracts from the minutes of the Executive meeting on the 15th September 2015

- Measurement can only take place in favourable weather conditions, even if a postponement affects the skipper's schedule
- The RIB must meet the requirements for the Measurement Procedure of a Class40, otherwise the results obtained may be inaccurate
- If the weight of the boat is less than 4580 kg, a new measurement session is required. Adding the declared weight of missing equipment could lead to inaccuracies. The boat must be in compliance when weighed
- Similarly, the righting moment of the boat can only be measured when it is at the correct weight. Calculating this with equipment added retrospectively could lead to inaccuracies.
- It is the skipper's responsibility to have the boat ready when the **measurer** arrives
- **Measurers** should not be put under any pressure which could affect the quality of their work.

They are fully authorised to declare a measurement session invalid and demand a new measurement session if a boat does not comply with the various requirements.

A. Bujeaud, 05/01/2022

Update P. Cousin 01.01.2023