



# SAIL MEASUREMENTS FOR:

Name		Name of Measurer	Date Measured
Address		Phone:	
City, State, Zip		E-Mail:	
Manufacturer	Model	Year	
Boat Name	Sail Number	Number	Color

The following measurements can be found on your boat's sail plan, rating certificate or in its specifications. If your boat has a rating certificate, please send us a photocopy.

I: \_\_\_\_\_ J: \_\_\_\_\_ LL: \_\_\_\_\_ P: \_\_\_\_\_ E: \_\_\_\_\_ LP: \_\_\_\_\_

### Measurement Notes:

- DO NOT** measure your old sails. Sails stretch and distort over the years. However, do include any unique details that pertain to the fit of your old sails to your boat, i.e. corner hardware or spreader patch position. The blank spaces on the form is for notes.
- Make sure to use a steel or fiberglass reinforced measuring tape. Attach a separate "pull down" or retrieving line on your halyard before hoisting.  
**Do not rely on the measuring tape to pull the halyard down.**

### BELOW CIRCLE WHICHEVER APPLIES

BOAT IS: Full Race Race/Cruise Cruise  
 HANDICAP RULES RACED UNDER: One-Design IRC PHRF MORC  
 BOAT'S RIG IS: Masthead Fractional Unstayed  
 RIG HAS: Running Backstays Babystay  
 BACKSTAY TENSION SYSTEM IS: Turnbuckle Block & Tackle Hydraulic

## STEP 1: MAIN SAIL MEASUREMENTS

**Max. Luff**  
**Check if measured to the band**

Main Sail Maximum Luff is measured by pulling the main halyard up as high as possible and then measuring to the top of the gooseneck. If your mast has a black band at the top, raise the tape until it is at the lower edge of the band. You'll probably have to site the position of the tape from off the boat. If you measured to the black band, check the box.

**Straight Line Leech**

Next, while the halyard is still all the way up, measure to the bearing point on the outhaul car when it is at the same angle as it is when sailing.

**Mast Bend**

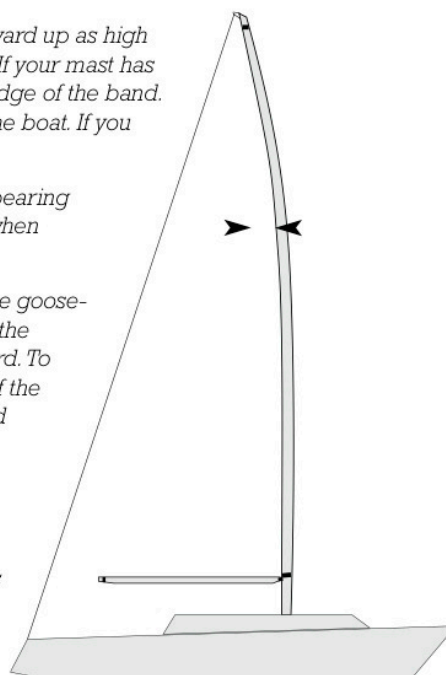
Measure the amount of mast bend attaching the halyard to the gooseneck and then winching the halyard tight. Site up and record the maximum number of inches between the mast and the halyard. To help make your judgement, use the fore-and-aft dimension of the mast as a reference. Make sure that the backstay is tensioned before making the measurement.

**Max. Foot**  
**Check if measured to the band**

The maximum foot length of the main is measured along the boom, between the aft face of the mast and inner end of the black band at the end of the boom. If there is no measurement band, measure to the clew car pin when the car is at it's maximum extended position.

**Mast to Backstay**

With the boom level, measure from the aft face of the mast, along the boom, to the backstay.





# MORE MAINSAIL MEASUREMENTS

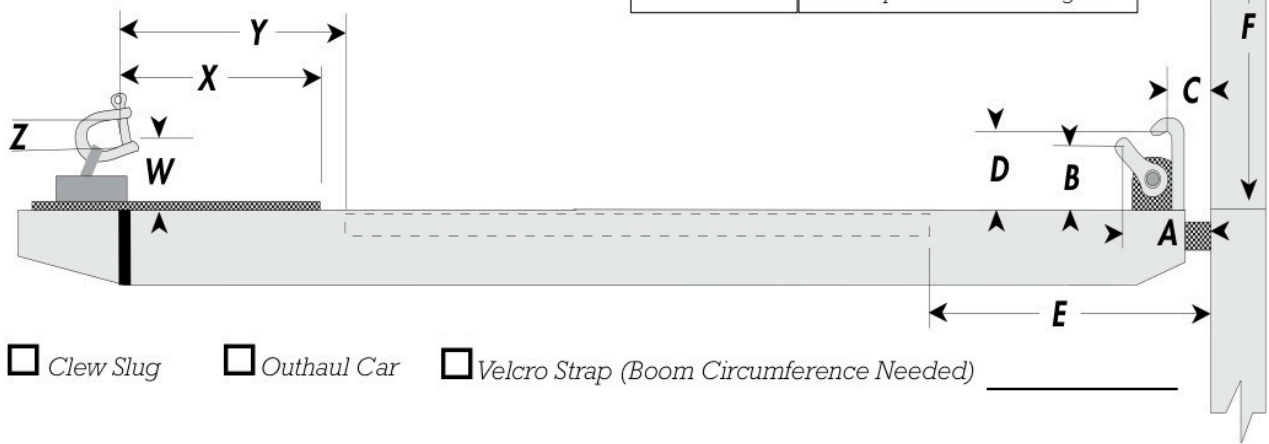
**P:** \_\_\_\_\_ **Max Hoist :** \_\_\_\_\_ **Deck:** \_\_\_\_\_

**E:** \_\_\_\_\_ **Max E:** \_\_\_\_\_ **Backstay:** \_\_\_\_\_ **Max Leech** \_\_\_\_\_

Fill in "W,X,Y,Z," if your outhaul is on a track, or just "Y" & "Z" if your out haul is just a shackle.

<b>W</b>	Height of bearing point on outhaul car from the top of the boom.
<b>X</b>	Distance from black band to loosest outhaul setting.
<b>Y</b>	Distance from black band to end of bolt rope groove or end of the boom track.
<b>Z</b>	The jaw width of the shackle or tack attachment mechanism

<b>A</b>	Aft face of mast to bearing point of tack fitting.
<b>B</b>	Top of boom to bearing point of tack fitting.
<b>C</b>	Aft face of mast to bearing point of reef hook.
<b>D</b>	Top of boom to bearing point of reef hook.
<b>E</b>	Aft face of mast to end of groove or track.
<b>F</b>	Top of boom to luff groove exit or slide stop—whichever is higher.



Clew Slug     Outhaul Car     Velcro Strap (Boom Circumference Needed) \_\_\_\_\_

<b>P:</b>	Top black band on the mast to the black band on the boom,
<b>P Max:</b>	Max hoist on the mast to the black band on the boom,
<b>Deck:</b>	Max hoist to the deck,
<b>E:</b>	Aft face on the mast to the black band on the boom,
<b>Backstay:</b>	Aft face of the mast to the backstay,
<b>Leech:</b>	Max Hoist too the end of the black band on the boom.

<b>Furling Main</b>	<b>Tack Loop size :</b>
<b>Mast Gap:</b>	<b>Luff Groove size :</b>
<b>Battens:</b>	<b>Clew block size:</b>

<b>Main sail</b>	<b>Single line Reef hight 1:</b>
<b>Battens:</b>	<b>Single line Reef hight 2:</b>
<b>Slides:</b>	<b>Single line Reef hight 3:</b>
<b>Type:</b>	<b>Crane Size:</b>
<b>Reefs:</b>	

### FOOT AND LUFF SLIDES

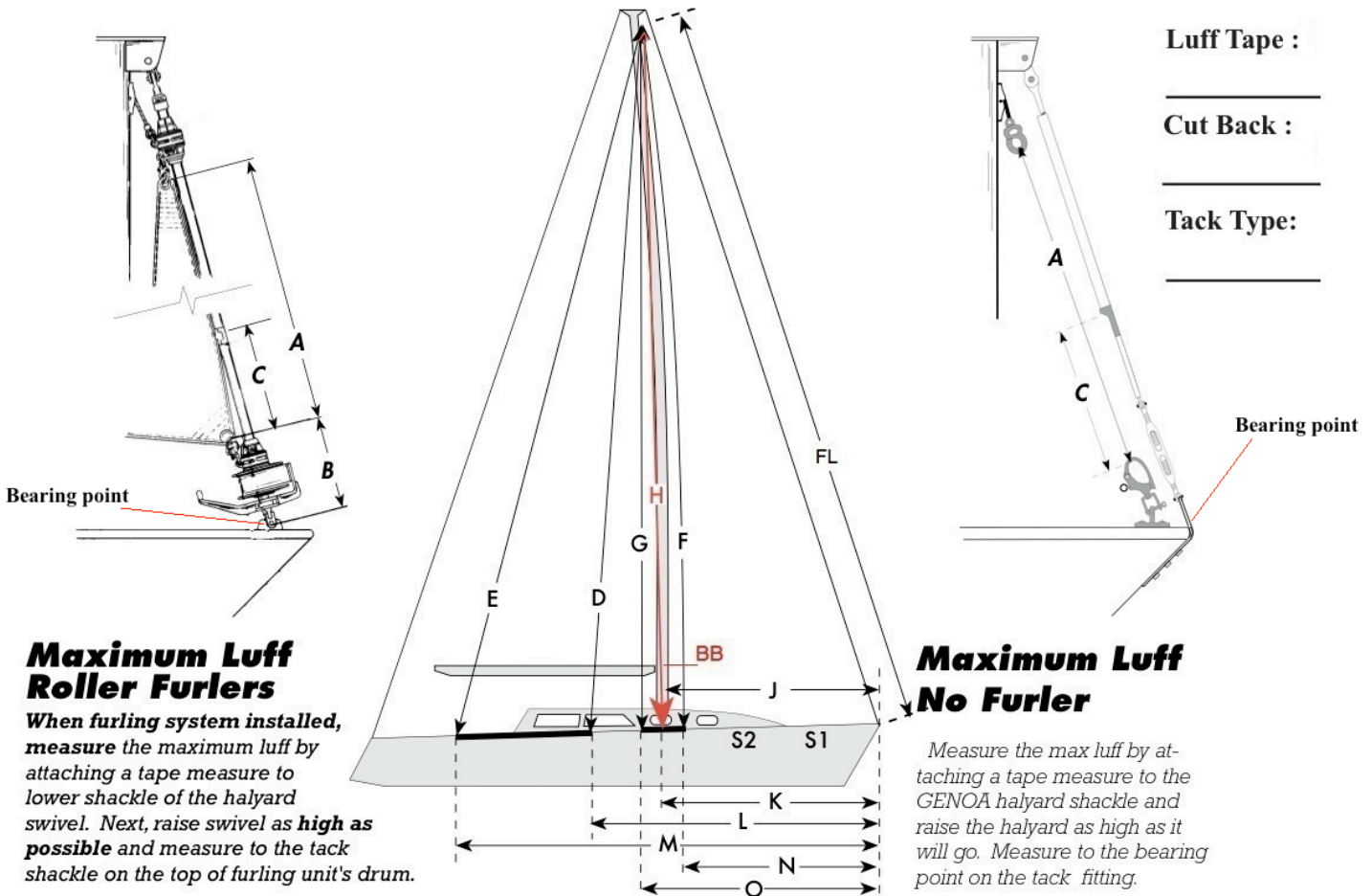
<b>Slug or Bolt Rope</b> Circle one Slug or Rope Diameter 1/4" 5/16" 3/8" 7/16" 1/2" Groove Width: <input type="text"/> <input type="checkbox"/> Mast <input type="checkbox"/> Boom	<b>External Slide</b> Track Width Circle one 5/8" 7/8" 1" <input type="checkbox"/> Mast <input type="checkbox"/> Boom
<b>INTERNAL SLIDE</b> Slide Width: Circle one 5/8" 3/4" 7/8" 15/16" A: <input type="text"/> B: <input type="text"/> C: <input type="text"/> <input type="checkbox"/> Mast <input type="checkbox"/> Boom	

## NOTES



# HEADSAIL MEASUREMENTS

I: \_\_\_\_\_ J: \_\_\_\_\_ **Roller Furling Cover Side:** \_\_\_\_\_



Luff Tape : \_\_\_\_\_  
Cut Back : \_\_\_\_\_  
Tack Type: \_\_\_\_\_

**TENSION THE BACKSTAY TO AVERAGE UPWIND SETTING BEFORE TAKING MEASUREMENTS.**

<b>A:</b>	<b>B:</b>	<b>A:</b> Maximum Luff. Measured between the head swivel of your furler and the tack of the furler.
<b>C:</b>		<b>B:</b> Forestay tack pin to the tack shackle on the furling drum.
		<b>C:</b> Bearing point of the tack shackle to the feeder on the headstay foil or prefeeder.

Hoist the genoa halyard to the max and take the following measurements: **not including the Furling unit**

<b>FL:</b>	<b>Tack:</b>	<b>FL:</b> Maximum hoist on the genoa halyard to the bow,
<b>BB:</b>		<b>Tack:</b> Maximum hoist on the genoa halyard to the tack of the furler.
<b>D:</b>	<b>E:</b>	<b>BB:</b> Maximum hoist on the genoa halyard to the black band on the mast or top of the boom,
<b>F:</b>	<b>G:</b>	<b>D:</b> Forward end of the genoa track, making sure the tape passes around the shrouds if it were the leech of the sail, Pull tight when measuring,
<b>H&amp;I:</b>	<b>Y:</b>	<b>E:</b> Aft end of the genoa tack: use above procedure,
<b>SP1:</b>	<b>SP2:</b>	<b>F:</b> To the forward end of the No. 3 Track
		<b>G:</b> Aft end of the No. 3 Track,
		<b>H:</b> To the Chainplate or base of the shrouds, H and I are the same.
		<b>Y:</b> Max Leech with the in hauler on.
		<b>SP:</b> Each spreader to the deck

Take the following measurements along the deck from the bearing point of the forestay on the bow :

<b>J:</b>	<b>K:</b>	<b>J:</b> To the front of the mast,
<b>L:</b>	<b>M:</b>	<b>K:</b> To the base of the shrouds,
<b>N:</b>	<b>O:</b>	<b>L:</b> To the bearing point of the genoa car at the forward end of the genoa track,
<b>X:</b>	<b>SH:</b>	<b>M:</b> To the bearing point of the genoa car at the aft end of the genoa track,
<b>S1:</b>	<b>S2:</b>	<b>N:</b> To the bearing point of the genoa car at the forward end of the No.3 track, ( if separate ).
		<b>O:</b> To the bearing point of the genoa car at the aft end of the No.3 track, ( if separate ).
		<b>X:</b> Max foot with the in hauler on,
		<b>SH:</b> Stanchion Hight,
		<b>S1:</b> To all the stanchion in front of the shrouds,
<b>P:</b>	<b>Q:</b>	<b>P:</b> To the spinnaker block. <b>Q:</b> To the guy block or tweeker.

Hoist the spinnaker halyard too the max and take the following measurements:

<b>SPFL :</b>	<b>SPFL :</b> Max Hoist to the forestay bearing point on the bow.
<b>SPI :</b>	<b>SPI :</b> Max Hoist to the Base of the shrouds.
<b>SPB:</b>	<b>SPB:</b> Max Hoist to the spinnaker block on the stern.
<b>SPBS:</b>	<b>SPBS:</b> Max Hoist to the end of the bow sprit.