

This is a short summary prepared for the use of IOM measurers by IOMICA.

The full guide is available at

<http://www.sailing.org/measurers/SMGnoDiagrams.pdf>

ISAF Guide to Sail Measurement 2001-2004

The guide is intended to help measurers and others understand the ISAF Equipment Rules of Sailing for sail measurement and associated racing rules and to assist in achieving correct, accurate and consistent measuring of sails.

Should a measurer be in any doubt as to the application of or compliance with a rule or measurement instruction, the question should be referred to the measurer's National Authority for Radio Sailing (ERS H.1.2). It is not a measurer's job to make rule interpretations.

Fundamental measurement is the initial measurement of new (or replacement) sails prior to their being certified by a measurer. All the dimensions required to be taken by class rules should be checked, and a record kept of the measurements found.

Event measurement is normally undertaken at an event prior to the first race, when the time available is usually at a premium. For this reason it is common for only partial measurement of all, or just some, sails to be undertaken. In addition, changes are often made to the way in which measurement is carried out.

A ply is a sheet of sail material made up of one or more lamina. For example a layer of film bonded to a woven fabric is a ply; in fact a laminated ply. A sail with its body made from one sheet of this ply would be a single-ply sail. If two sheets of the material were used next to each other this would be a two-ply sail.

When a woven ply is torn it will be possible to separate the fibres without leaving evidence of a film. Thus ply which comprises a woven base on which a plastic film has been bonded is considered to be non-woven.

It is normally quite easy to establish if a sail is soft without having to fold it and risk damaging the ply. However, in cases of doubt, if it is claimed that the sail is soft, a measurer should fold the ply, usually in an area of secondary reinforcement. If the measurer is unable to flatten the ply when applying pressure between forefinger and thumb or the sail suffers damage more than a crease line, then the sail is not soft.

To find a corner measurement point may require the extension of the line of the edges of the sail adjacent to the point. Where the line of the extension of the edge is obvious, it should be used. Placing a batten along the edge can often

help to give a true extension line. Marking the extension lines on paper taped to the underside of the sail helps to retain the point during measurement.

The half leech point is found by folding the head point to the clew point and equally tensioning the two halves of the leech so formed. The half leech point is the intersection of the fold and the leech. The quarter and three-quarter points are found similarly by folding the clew point and the head point respectively to the half leech point. The points are the respective intersections of the folds and the leech.

Quarter, half, and three-quarter widths shall be measured as the shortest straight line distance across the sail from the leech point to the luff (excluding bolt rope, if any, for IOM sails).

Corner reinforcement size, whether primary or secondary, is measured from the corner measurement point, which may be outside the sail.

The measurer should certify the sail by signing and dating the tack on mainsails and headsails.