

**Heinz-Werner Aping**  
International Measurer  
Chief Measurer H-Boat class

July 2018

## Measurement information

**Dear sailors,**

**Dear participants of the World Championship of the H-Boat 2018**

I wish you a very warm welcome to the World Championship of the H-Boat 2018 in Sandefjord, Norway.

It's a pleasure for me to be in charge for the measurement during the World Championship. I did so at Lake Garda, Italy, in 2015, Helsinki, Finland, in 2016 and Brunnen, Switzerland, in 2017, more than 15 years ago in Warnemünde (Germany) and afterwards for several times at International Championships in Germany.

I would like to express my hope for a measurement free of conflict and will do my very best to give you a good start into this great event. It's the same with all the men and women who help the host club.

I would like to explain something about our understanding of measurement and the planned procedure.

Measurement control is the constant effort to guarantee the highest level of equal opportunity by means of the class rules. The fact of fewer problems in the last years is both the result of the efforts of the class and the result of reasonable measurement control.

It's the sailor's right asking for a fair and well prepared measurement. This is the job of the club organizing the event and the challenge of the chief measurer.

On the other hand, it's **the commitment of the helmsman that only he is responsible for the regular state of the boat and to pass the measurement in advance of the championship.**

It's normal to control all the years similar or same rules and details both boat and sails.

You should find a **process slip** with all the single points which will be controlled by the measurer and his crew in your map with the race documents. You find the main details we want to control and the number of the rule.

For a better organization, we work with **two different waiting lists for all stations**. We request you to **write your name and your sail number in each of the two lists**. You find the list at the measurement station.

You get the chance to reserve a fixed time for your measurement control, both sails and boat. So, the teams have any possibilities to plan the days for training, working, shopping or other wonderful things. We will do our very best to adhere the deadlines.

**It is up to you to pass the measurement control successfully.**

Please be aware of the measurement time you have chosen in the lists.

Having finished the control, you are asked to give the process slip back to the measurement crew or to the race office. I will do the final control and will give the result of positive finished measurement to the race office.

We have organized **three measurement stations** in the measurement area:

**1. The control of the weight of the relevant boats will be done at the crane.**

The H-Boat Class don't see great problems about the weight of the boats. As a result, we can forego the weighing of all boats and work in line of the World Championship Rules of the H-Boat class by **weighing only a certain percentage of all participating boats.**

**So, we will have a selection of 10% of all boats. The relevant boats will be chosen by lot.** The relevant boats will be informed by a list at the Race Office and at the measurement station.

**2. Control of the sails**

The sails will be controlled inside of the **measurement hall (see Notice of Race, 8.4)**. You will find a prepared clean area with all relevant marks of the main sail, the headsail or jib and the spinnaker.

The relevant rule for the World Championship says:

"The number of sails used for the World Championship races and present for stamping shall be **restricted to one mainsail, two jibs and two spinnakers of which one must be sealed.** Each sail must be measured before being presented for stamping prior to the World Cup races. After a sail has been stamped, no change or major repair may be done during the series. In case a sail needs repair, the jury has to approve about repair or exchange. The number two spinnaker is only allowed to be used if the number one is severely damaged. The damaged one must directly after the race be shown to the jury."

**We control all sails and stamp them. The reserve spinnaker will be sealed by us.**

**3. Control of the boat (including measurement certificate and equipment)**

The control of the boats takes place both in the measurement hall too or beside the crane or at the temporary berthing close to the crane. **The boat shall be fully rigged.**

Please be aware of your **original measurement certificate** and the integrity of counterweights. For reaching our common target to organize and to guarantee a fast and speedy control we ask you to be ready in all asked details of the boat and the equipment.

At the place of the sail measurement you may find the actual version of the class rules.

I will stay all the time of the World Championship in Sandefjord and I may take some opportunities of controlling participating boats both on the waterside and coming back to the harbour after the races.

I wish all of you a speedy measurement free of conflict and protest.

Finally, and of course above all I wish all sailors great and successful races and a wonderful event.

Sincerely yours

  
Heinz-Werner Aping

**Process slip for the Measurement**  
**World Championship H-Boat 2018, Sandefjord, Norway**

<b>Helmsman</b>	<b>Sail-No.</b>
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	<u>Detail/size</u>	<u>Rule</u>	<u>Initial of the Measurer</u>	
			exist yes o.k.	don't exist no not o.k.
<b>1. Measurement certificate</b>	Original	2.4	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. Sticker/ISAF Plaque</b>	fixed	2.4.2	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. Balancing weight</b>	<input style="width: 50px;" type="text"/> .....kg as per certif.	3.7	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. Result of weighing the boat</b>	<input style="width: 50px;" type="text"/> kg	3.7	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. Crew weight</b>	<input style="width: 100px;" type="text"/> kg	4.1	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. General requirements mast and boom</b>		3.5.2/3	<input type="checkbox"/>	<input type="checkbox"/>
<b>7. Forestay and shrouds</b>	3.5.2.14 and 3.5.2.15		<input type="checkbox"/>	<input type="checkbox"/>
<b>8. Measurement marks</b>	mast	3.5.2.7	<input type="checkbox"/>	<input type="checkbox"/>
	boom	3.5.3.2	<input type="checkbox"/>	<input type="checkbox"/>
<b>9. Spinnaker Boom</b>	2415 mm	3.5.4	<input type="checkbox"/>	<input type="checkbox"/>
<b>10. Sails</b>				
	<b>Manufacturer + red button No.</b>			
<b>Main</b>	<input style="width: 150px;" type="text"/>	3.6.2	<input type="checkbox"/>	<input type="checkbox"/>
<b>Jib</b>	<input style="width: 150px;" type="text"/>	3.6.3	<input type="checkbox"/>	<input type="checkbox"/>
	<input style="width: 150px;" type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>
<b>Spi</b>	<input style="width: 150px;" type="text"/>	3.6.4	<input type="checkbox"/>	<input type="checkbox"/>
<b>Res. sealed</b>	<input style="width: 150px;" type="text"/>	3.6.4	<input type="checkbox"/>	<input type="checkbox"/>
	<input style="width: 150px;" type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>
<b>11. Equipment</b>				
	1 anchor 7 kg	<b>4.2</b>	<input type="checkbox"/>	<input type="checkbox"/>
	30 metres rope of 12 mm minimum diameter		<input type="checkbox"/>	<input type="checkbox"/>
	Synthetic fibre rope		<input type="checkbox"/>	<input type="checkbox"/>
	One bucket		<input type="checkbox"/>	<input type="checkbox"/>
	One paddle		<input type="checkbox"/>	<input type="checkbox"/>
	Personal buoyancy for each member of the crew		<input type="checkbox"/>	<input type="checkbox"/>

**Final signature of chief-measurer** .....

**Measurement Boat**  
**Sunday, 29<sup>th</sup> July**

<b>Number</b>	<b>Time</b>	<b>Sail-Nr.</b>	<b>Helmsman</b>	<b>Finished</b>
1	12:00			
2	12:20			
3	12:40			
4	13:00			
5	13:20			
6	13:40			
	14:00	<b>BREAK</b>		
7	14:20			
8	14:40			
9	15:00			
10	15:20			
11	15:40			
	16:00	<b>BREAK</b>		
12	16:20			
13	16:40			
14	17:00			
15	17:20			
16	17:40			
	18:00	<b>BREAK</b>		
17	18:20			
18	18:40			
19	19:00			
20	19:20			
22	19:40			
	18:00	<b>End of Measurement</b>		

**Measurement Sails**  
**Sunday, 29<sup>th</sup> July**

<b>Number</b>	<b>Time</b>	<b>Sail-Nr.</b>	<b>Helmsman</b>	<b>Finished</b>
1	12:00			
2	12:20			
3	12:40			
4	13:00			
5	13:20			
6	13:40			
	<b>14:00</b>	<b>BREAK</b>		
7	14:20			
8	14:40			
9	15:00			
10	15:20			
11	15:40			
	<b>16:00</b>	<b>BREAK</b>		
12	16:20			
13	16:40			
14	17:00			
15	17:20			
16	17:40			
	<b>18:00</b>	<b>BREAK</b>		
17	18:20			
18	18:40			
19	19:00			
20	19:20			
22	19:40			
	<b>18:00</b>	<b>End of Measurement</b>		

**Measurement Boat**  
**Monday, 30<sup>th</sup>, July**

<b>Number</b>	<b>Time</b>	<b>Sail-Nr.</b>	<b>Helmsman</b>	<b>Finished</b>
23	08:00			
24	08:20			
25	08:40			
26	09:00			
27	09:20			
28	09:40			
	10:00	<b>BREAK</b>		
29	10:20			
30	10:40			
31	11:00			
32	11:20			
33	11:40			
34	12:00			
35	12:20			
36	12:40			
	13:00	<b>LUNCH</b>		
37	13:40			
38	14:00			
39	14:20			
40	14:40			
41	15:00			
42	15:20			
43	15:40			
	16:00	<b>BREAK</b>		
44	16:20			
45	16:40			
46	17:00			
47	17:20			
48	17:40			
	18:00	<b>End of the Measurement</b>		



**Measurement Sails**  
**Monday, 30<sup>th</sup>, July**

<b>Number</b>	<b>Time</b>	<b>Sail-Nr.</b>	<b>Helmsman</b>	<b>Finished</b>
23	08:00			
24	08:20			
25	08:40			
26	09:00			
27	09:20			
28	09:40			
	10:00	<b>BREAK</b>		
29	10:20			
30	10:40			
31	11:00			
32	11:20			
33	11:40			
34	12:00			
35	12:20			
36	12:40			
	13:00	<b>LUNCH</b>		
37	13:40			
38	14:00			
39	14:20			
40	14:40			
41	15:00			
42	15:20			
43	15:40			
	16:00	<b>BREAK</b>		
44	16:20			
45	16:40			
46	17:00			
47	17:20			
48	17:40			
	18:00	<b>End of the Measurement</b>		