

INTERNATIONAL FLYING FIFTEEN CLASS

MEASUREMENT FORM

Authority: * International Sailing Federation, Ariadne House, Town Quay, Southampton, Hampshire, SO14 2AQ, UK

IN ORDER TO OBTAIN A MEASUREMENT CERTIFICATE

1. The builder shall pay the International Class Fee to the National Flying Fifteen Association, who will issue an official International Class Fee Receipt and a sail number.
2. The boat shall be measured by a Measurer or Measurers in accordance with Class Rule A3 , who shall complete and sign this form.
3. The Measurement Form when completed, shall be sent to the owner's Certification Authority (see Class Rule A1) together with the International Class Fee Receipt and any registration fee which may be required. The Certification Authority may then issue a Measurement Certificate.

BEFORE SUBMITTING THIS FORM MAKE SURE IT HAS BEEN PROPERLY COMPLETED

BOAT SAIL NUMBER

BOAT NAME

DATE BUILT **DATE MEASUREMENT COMPLETED**

OWNER'S DECLARATION

To be completed by the owner.

Name of Boat: (a)
 (b)
 (c)

Name of Owner

Address

Owner's Club (see ISAF Racing Rule 75)

Signed: Date:

* The ISAF is not a National Authority as referred to in the Class Rules.

NOTE: All measurements are in millimetres unless otherwise stated

Item No	Rule No	Measurement	Minimum	Actual	Maximum
		<u>HULL</u>			
1	B4	Is transom flat and vertical to the base line		Yes/No	
2	B4	Is the radius between the transom and hull skin less than 13mm		Yes/No	
3	B4	Base line to keel (rocker) at transom		381	
4	B4	Base line to keel (rocker) at Station 8 (737mm from HDP)	300		315
5	B4	Base line to keel (rocker) at Station 6 (2261mm from HDP)	168		183
6	B4	Base line to keel (rocker) at Station 4 (3785mm from HDP)	134		149
7	B4	Base line to keel (rocker) at Station 3 (4547mm from HDP)	165		180
8	B4	Base line to keel (rocker) at Station 2 (5311mm from HDP)		305	
9	B4	Base line to keel (rocker) at Station 1 (5613mm from HDP)	407		419
10	B4	Base line to sheerline at stem head	825		876
11	B4	Overall length including any stemhead fittings	6046		6096
		<u>Hull Sections</u>		Port	Stbd
		<u>Transom</u>			
12	B4	Clearance between hull and template	0		15
13	B4	Beam at sheerline from template	72		85
		<u>Station 8</u>			
14	B4	Clearance between hull and template	0	Yes/No	15
		(a) at 1B	0		15
		(b) at 1LL	0		15
		(c) at 2LL	0		15
15	B4	Sheerline below top of template	0		35
16	B4	Beam at sheerline from template	76		90
		<u>Station 6</u>		Port	Stbd
17	B4	Base line to hull at 635mm from centreline	315		330
18	B4	Clearance between hull and template	0	Yes/No	15
		(a) at LWL	0		15
		(b) at 1LL	0		15
		(c) at 2LL	0		15
19	B4	Sheerline below top of template	0		25
20	B4	Beam at sheerline from template	76		89

Item No	Rule No	Measurement	Minimum	Actual	Maximum
		<u>Station 4</u>			
21	B4	Base line to hull at 483mm from centreline	315		330
22	B4	Clearance between hull and template	0	Yes/No	15
		(a) at 1B	0		15
		(b) at LWL	0		15
		(c) at 1LL	0		15
		(d) at 2LL	0		15
		(e) at 3LL	0		15
23	B4	Sheerline below top of template	0		40
24	B4	Beam at sheerline from template	76		89
		<u>Station 3</u>			
25	B4	Clearance between hull and template	0	Yes/No	15
		(a) at LWL	0		15
		(b) at 1LL	0		15
		(c) at 2LL	0		15
		(d) at 3LL	0		15
26	B4	Sheerline below top of template	0		30
27	B4	Beam at sheerline from template	77		90
		<u>Station 2</u>			
28	B4	Clearance between hull and template	0	Yes/No	15
		(a) at 1LL	0		15
		(b) at 2LL	0		15
		(c) at 3LL	0		15
29	B4	Sheerline below top of template	0		30
30	B4	Beam at sheerline from template	80		94
31	B1	Are the sections of the hull fair at and between stations?		Yes/No	
32	B4	Profile of bow between station 2 & stem is a fair curve		Yes/No	
33	B2	Hull & transom weight/unit area greater than 3.2kg/sqm		Yes/No	
		<u>DECK & COCKPIT</u>			
34	B4	Plan width of side deck and bulkhead assembly from sheerline	356		
35	B4	Side deck and bulkhead assembly is above the sheerline within 280mm of sheerline?		Yes/No	
36	B4	Camber of fore and aft decks			150
37	B4	Athwartships section of fore and aft decks are a fair curve from sheer to sheer		Yes/No	
38	B4	Combined height of deck and breakwater			
		(a) at centreline	175		
		(b) at 25mm from sheerline	25		

Item No	Rule No	Measurement	Minimum	Actual	Maximum
39	B4	Is the breakwater a fair convex curve from centreline to within 25mm of sheerline?		Yes/No	
40	B2	Plan width of rubbing strakes (if fitted) from sheerline			76
41	B2	Depth of rubbing strakes from sheerline			60
42	B4	Outboard edge of spinnaker pockets (if fitted) to sheerline	280		
43	B4	Is spinnaker chute (if fitted) forward of Station 2		Yes/No	
44	B4	Does spinnaker chute or pockets drain to cockpit or overboard		Yes/No	
45	B7	Distance from transom to point at which rudder stock intersects aft deck	470		736
46	B4	Aft edge of cockpit from transom	1540		1830
47	B4	Forward edge of cockpit (excluding mast slot) from transom	3630		3780
48	B4	Foremost edge of breakwater from transom			4475
49	B4	Plan width of cockpit floor aft of shrouds	600		
50	B12	Distance between points of intersection of shrouds with deck or rubbing strake	1270		
51	B12	Distance shrouds intersect rubbing strakes outside sheerline			45
52	B4	Floor watertight compartments (if fitted)			
		(a) Distance below sheerline	300		
		(b) Width of channel in way of the keel flange	140		
		(c) does the channel extend the full length of the keel flange?		Yes/No	
		(d) floor of the channel if an internal moulding – correctly bonded		Yes/No	
		(e) are self bailers correctly fitted? (not through internal mouldings)		Yes/No	
53	B14	No more than 4 self bailers effective area 650mm ² each		Yes/No	
54	B2	Deck weight/unit area greater than 3.2kg per m ²		Yes/No	
55	B2	Thickness of deck greater than 2.5mm (alloy, glass fibre, synthetic resin), 5mm other		Yes/No	
56	B4	Is a stainless steel towing fairlead fitted (25mm x 4mm) within 700mm of stemhead?		Yes/No	
57	B12	Are outriggers (if used) within 100mm of shrouds		Yes/No	
58	B12	Distance of outriggers (if used) outside of sheerline			50
59	B12	Are all other fittings which exert pressure on a sheet or sail (other than items 57& 58) inside the sheerline		Yes/No	
60	B5	Is hull constructed with “watertight” compartments (min 4)		Yes/No	
61	B5	Is removable buoyancy fitted in compliance with the rule? (443kg total, 100kg forward, 1-130kg per unit)		Yes/No	
		Type of buoyancy..... No. of units.....			
62	B3	Sail number cut, stamped, branded or moulded in hog in figures not less than 25mm in height		Yes/No	
63	B17	Builder’s mark within 150 x 150mm square		Yes/No	

Item No	Rule No	Measurement	Minimum	Actual	Maximum
		<u>WEIGHT</u>			
64	B8	Hull weight (including removable buoyancy)		kg	
65	B8	Total weight of correctors (if fitted) through fastened and visible within cockpit.		kg	21kg
66	B8	Individual corrector weights (kg) 1.....2.....3.....4.....			
67	B8	Total hull weight including correctors (items 64 + 65)	138kg	kg	
68	B6	Finished keel weight (excluding bolts or studs)	169kg	kg	193kg
69	B7	Finished rudder and stock weight	3.8kg	kg	
		<u>KEEL</u>			
70	B6	Clearance of keel profile template from keel			13
71	B6	Clearance of athwartships keel templates from keel			5
72	B6	Concavity of sections parallel to the baseline			1
73	B6	Maximum athwartships dimensions of finished keel			
		(a) in an area between 300mm and 500mm above the profile template baseline	32		42
		(b) in an area between 500mm above the profile template baseline and 30mm below the top of the flange			50
74	B6	Width of finished keel flange	124		136
75	B6	Thickness of keel flange 10mm from edges	10		
76	B6	Radius of all 4 corners and all 4 edges of keel flange			10
77	B6	Keel bolts/studs and their configuration comply with B6.12		Yes/No	
78	B6	Fore end of keel from hull datum point	3860		4040
		<u>RUDDER</u>			
79	B7	Clearance of rudder template from rudder			13
80	B7	Thickness of rudder at any point			45
81	B7	Rudder stock			
		(a) solid stainless steel of diameter, or	18		
		(b) solid bronze of diameter, or	23		
		(c) stainless steel tube of outside diameter (min wall thickness 2.5mm)	25		
82	B7	Fore end of rudder from hull datum point	710		762
83	B7	Variation in gap between rudder and hull at centreline			5
		<u>SPARS RIGGING AND FITTINGS</u>			
84	B11	Mast spar and main boom spar of wood or aluminium alloy		Yes/No	
85	B12	Spreaders of aluminium alloy		Yes/No	
86	B9	Mean mast spar dimensions below band No. 3 and 300mm above band No. 2			
		(a) fore and aft = mm			
		(b) athwartships = mm			
		(a + b) =mm			
			$\frac{(a + b)}{2}$		80
			60		

Item No	Rule No	Measurement	Minimum	Actual	Maximum
87	B9	Is upper edge of band No.4 at or below sheerline with the mast in the vertical position.		Yes/No	
88	B9	Heel of mast from upper edge of band No.4	450		
89	B9	Lower edge of band No. 1 above upper edge of band No. 4			6860
90	B9	Lower edge of band No. 3 above upper edge of band No. 4			4724
91	B9	Upper edge of band No. 2 below lower edge of band No. 1			6248
92	B12	Headsail luff, or its extension meets the mast at or below lower edge of band No. 3		Yes/No	
93	B12	Forestay (if fitted) or its extension meets the mast between Headsail luff and 80mm above band No. 3		Yes/No	
94	B12	Distance shrouds intersect mast above band No. 3			150
95	B12	Distance of point where extension of spinnaker halyard when held at right angles to mast meets foreside of mast above lower edge of band No. 3			102
96	B12	Extension of spinnaker halyard eye or block (if fitted) from foreside of mast			76
97	B12	Point forestay (if fitted) meets deck forward of headsail luff	5		280
98	B12	Diameter of standing rigging	2.3		
99	B9	Projection of spinnaker boom fitting(s) from mast			50
100	B9	Aft side of mast to pivot point of gooseneck			40
101	B9	Weight of mast including normal permanent fittings and rigging	10.5kg		
102	B9	Centre of gravity of mast in same condition as for weighing above upper edge of band No. 2	1828		
103	B9	Deflection of mast			145
104	B9	Set of mast due to distortion between band Nos. 1 and 2			50
105	B10	Foreside of mast spar at deck level between 3695mm and 3850mm from aft edge of transom (measured horizontally)		Yes/No	
106	B10	Foreside of mast spar to point where line of headsail luff or its extension meet the deck			1676
107	B10	Foreside of mast spar to point of intersection of shrouds, or extension of line of shrouds, with deck or rubbing strake	520		
108	B10	Does the mast gate control aft movement of the mast to the limits of items 104, 105 and 106		Yes/No	
109	B10	Height of control of mast movement above deck			50
110	B11	Is boom, including sail track able to pass through 125mm circle		Yes/No	
111	B11	Upper edge of boom intersects mast above band No. 2		Yes/No	
112	B11	Aft side of mast to boom measurement band			3000
113	B11	Set of boom due to distortion between mast and measurement band			10

Item No	Rule No	Measurement	Minimum	Actual	Maximum
114	B11	Overall length of spinnaker pole spar(s) including fittings			2000
115	B13	Headsail tack point not less than 100mm above deck (measured along line of luff)		Yes/No	
<u>EQUIPMENT & MISCELLANEOUS</u>					
116	B15	Anchor, chain and line comply with rule B 15.3 (2kg min, 18m x 6mm line)		Yes/No	
117	B15	Paddle (1000mm, 0.4kg min)		Yes/No	
118	B15	Two bailers (each 1 litre min), or bailer and pump		Yes/No	
119	B14	Does compass comply with rule B14.4 ?		Yes/No	
120	A2	ISAF plaque fixed in a visible position		Yes/No	
121	B14	Hiking straps or hobbles (if fitted) comply with B 14.1		Yes/No	
122	B17	Hull and spar advertising complies with the rule ?		Yes/No	

BUILDER'S DECLARATION

To be completed by the builder of the hull.

I certify that the International Class Fee has been paid in respect of the hull and that the following sail number has been allocated.

Name of Builder:

Address:

Date Built: Sail Number

Construction Materials

Hull ShellDecks

If of GRP

Mould No.Serial No.

I certify that this boat has been constructed in accordance with the rules of the International Flying Fifteen Class.

Signed: Date:

MEASURER'S DECLARATION

To be completed by a Measurer or Measurers in accordance with Class Rule A3.

I declare that I have measured the above boat and that it complies to the best of my knowledge in every respect with the Class Rules except as stated under measurer's remarks.

a) Hull and Appendages Item Nos (1 - 83)

Name of Measurer: Approved by:

Address:

Signed: Date: :

b) Rig and Other Items Item Nos (84 - 122)

Name of Measurer: Approved by:

Address:

Signed: Date: :

MEASURER'S REMARKS

DATE ORIGINAL MEASUREMENT COMPLETED:

OFFICIAL FLYING FIFTEEN CLASS MEASURER'S DECLARATION:

"In accordance with Class Rule A3, I declare that satisfactory measurement of the above boat has been completed."

Signed: Date:

Effective: 1 December 2004
Previous Issues: 1 March 2002
1 March 2001

INTERNATIONAL FLYING FIFTEEN CLASS

SAIL MEASUREMENT FORM

NAME OF BOAT SAIL NUMBER

OWNER

Item No	Rule No	Measurement	Minimum	Actual	Maximum
		<u>MAINSAIL</u>			
		Maker's Name:			
		Serial No.:			
		Measurement Date:			
123	B13	Top width			130
124	B13	Headboard width measured at right angles to the luff			102
125	B13	Leech length			6530
126	B13	Half width			2015
127	B13	Three-quarter width			1150
128	B13	Head point to intersection of leech and centreline of upper most batten pocket	1250		
129	B13	Batten pocket distances, measured between the intersections of the pocket centrelines and the leech	1200		
130	B13	Clew point to intersection of leech and centreline of lower most batten pocket	1250		
131	B13	Batten pockets			
		(a) upper pocket inside length			782
		(b) other pockets inside length			1035
		(c) inside width			60
		(d) closed at luff end?		Yes/No	
132	B13	Primary reinforcement			340
133	B13	Secondary reinforcement			
		(a) from sail corner measurement points			1020
		(b) for flutter patches			140
		(c) for chafing patches			1020
		(d) for batten pocket patches			175
134	B13	Tabling width			40
135	B13	Seam width			20
136	B13	Windows, not exceeding 2, max total area of 0.3m ²		Yes/No	
137	B13	Window to sail edge	150		

Item No	Rule No	Measurement	Minimum	Actual	Maximum
138	B13	Does upper leech shape conform to B13.5.1(d)?		Yes/No	
139	B13	Do distinguishing numbers, and letters (height 300mm, spacing 60mm) and Class emblem comply with Class Rules and RRS Rule 77?		Yes/No	
140	B17	Sailmaker's mark max. 150 x 150mm within 450mm of Tack HEADSAIL Maker's Name: Serial No: Measurement Date:		Yes/No	
141	B13	Top width			40
142	B13	Luff length	4030		4115
143	B13	Leech length			3886
144	B13	Foot median			3870
145	B13	Foot length			2362
146	B13	Foot irregularity			35
147	B13	Primary reinforcement			275
148	B13	Secondary reinforcement (a) from sail corner measurement points (b) for flutter patches (c) for chafing patches			825 100 825
149	B13	Tabling width			40
150	B13	Seam width			20
151	B13	Window not exceeding 1, max area 0.3m ²		Yes/No	
152	B13	Window to sail edge	150		
153	B13	Does leech shape conform to B13.6.1(c)		Yes/No	
154	B17	Sailmaker's mark max. 150 x 150mm within 355mm of tack SPINNAKER Maker's Name: Serial No: Measurement Date:		Yes/No	
155	B13	Is the sail symmetrical?		Yes/No	
156	B13	Leech lengths, measured around the leeches			4725
157	B13	Difference between leeches			50
158	B13	Distances from clews points to mid point foot, measured around the foot			1830
159	B13	Distances between points of the leeches 2350mm (in a direct line) from the head point and a point on the centre line 2350mm from the head point	1460		1760
160	B13	Foot median			5300

Item No	Rule No	Measurement	Minimum	Actual	Maximum
161	B13	Primary reinforcement			295
162	B13	Secondary reinforcement			
		(a) from sail corner measurement points			885
		(b) from spinnaker recovery patches			350
163	B13	Tabling width			40
164	B13	Seam width			20
165	B13	Do sail numbers (height 300mm, spacing 60mm) comply with RRS Rule 77?		Yes/No	
		<u>Sails General</u>			
166	A5	Are all sails that measure signed and dated		Yes/No	
167	B17	Sail advertising complies with the rule ?		Yes/No	

MEASURER'S DECLARATION

To be completed by an Official Flying Fifteen Class Measurer, a Flying Fifteen Class Maintenance Measurer, or an Official Measurer (see Rule A3).

I declare that I have measured the above sail(s) which comply to the best of my knowledge in every respect with the Class Rules.

Sails Item Nos (123 - 167)

Name of Measurer: Approved by:

Address:

Signed: Date:

Effective: 1 December 2004
 Previous Issues: 1 March 2002
 1 March 2001