



MEASUREMENT NOTES

MAINSAILS

IMPORTANT: This guide should be used in conjunction with the downloadable measurement form.

In order to get the most accurate measurements possible, you need to make sure that you have got a long non-stretch tape measure (preferably metal), a length of string that is long enough to reach the top of the mast and a stiff 'carpenter' style tape measure. This process is made easier if you choose a day where the weather is still, and if your boat is alongside a marina berth, but it is possible to do it on a swinging mooring.

First thing you need to do is hoist the long tape, tying the long length of string to the halyard as a retrieval line (this should avoid any catastrophises).

For the main sail, there is just one measurement that requires the tape up the mast (P), taken from either the black band, or the 'max hoist' position and measured straight down the mast to the gooseneck at the top of the boom. Bear in mind that your halyard may not have been that high up before, and that your spice may jam in the mast sheave – this is where the retrieval line may come in handy.

While you have the tape taut and in line with the gooseneck, it is in a good position to use as reference for pre-bend (section 3). Ease the backstay off, using the width of the mast as a reference; then tension the backstay as far as it will go (we mean this), taking estimated measurements as you go. Finally whilst the tape is up there estimate H.

Next take measurements along the boom, begin by securing the tape to the back of the mast by the gooseneck (an assistant makes this a little easier). Take measurement E from the forward edge of the black band, or too the end of the boom casing. Also take D if it is relevant.

Before you take the tape off the back of the mast check X and Z. Then detach the tape measure and measure Y and BAD. Whilst at the mast take note of existing luff rope, foot rope and sliders (recording the measurements in line with Section 2).

Finally take measurement C

If your mainsail furls:

- Attach the tape and string to the bottom attachment on the top swivel and hoist. In this case take measurement P to the tack attachment point on the Furler.
- When measuring for a furling mainsail, omit X and Z these are not relevant.

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MEASUREMENT NOTES

HEADSAILS

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There are two possibilities here:

- a. If you are measuring for a hank on sails, attach the tape (and string) to the halyard shackle, and hoist it to the top; be aware that there is a chance your splice will catch in the sheave. Once hoisted measure FL, I and MH.
- b. If you are measuring for a furling sail, attach the tape (and string) to the head attachment point on the bottom of the top swivel and hoist to the top of the furler foil, approaching the max hoist point slowly to reduce any chance of wedging your top swivel at the top of the foil, measure LL. FL is a useful check measurement so re-hoist your tape and string on the halyard alone and measure. Record I and MH whilst the tape is hoisted

Whilst lowering the tape measure, estimate the spreader heights for Section 4b, this is easier if you are not attached to the foil. Then measure P (assuming you haven't already done this for mainsails).

Next identify your forestay lower pin, and attach a tape measure to it. Record measurements FEF to the forward position your genoa can sheet to, J to the base of the mast, then vertically to D if your sail furls. Define on the form your tack attachment type, as well as taking note of C.

Next fill out section 5 paying particular attention to the make and model of any furler you may have, what side you need your UV on.

Once you have finished at the tack, record F, as well as OCL1 and OCL2 (a certain amount of eyeballing is required for this). Then measure your cap shroud base off the centreline for Section 4b, and estimate the length of the spreaders.

Finally take out your stiff tape measure and go around the boat, measuring all the measurements related to the waterline: G, K, H, L and Q. H can be a challenge to take on board, so if you are alongside a marina berth it may be worth getting off.

When sending your measurements to us, we prefer it if the form can be scanned and sent to us via email, followed closely by a physical copy in the post to our Wareham office.

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