

Spring 2006 J105 Fleet 6 Boat Weighing Preparation Instructions

Generally, the weighing process under our class rules is very similar to the IRC process, but there are some small variations, as explained below.

Here are the basic rules:

1. The boat must be fully rigged with all spars, standing rigging, backstay, halyards, main sheet, and vang, but it must be completely empty, except that the cabin cushions must be on the boat. Also, if there are optional items that the owner wants to have on the boat (v-berth cushions, second battery, autopilot, etc), these items must be on the boat at weighing but must be noted on the weight certificate (just like they were noted on the floatline certificate). Note that with the exception of the cushions, only permanently installed items count. So you can't have a table, for example, but you can have the cooker.
2. The following items **MUST NOT** be on board for weighing:
 - Sails, headsail and spinnaker sheets, spare standing and spare running rigging.
 - Water and the contents of any other tanks (including holding tank), except for the fuel tank.
 - dodger and v-berth cushions, unless noted on the boat's Weight Certificate
 - emergency tiller (if wheel boat), cockpit cushions, shore power cable, and main cabin table
 - Anchors, chains, warps, mooring lines and fenders.
 - All removable safety equipment (including lifesling).
 - Food, cooking and catering utensils.
 - Clothing, bedding and personal effects.
 - Tools and spare parts.
 - Loose gear, down to the toilet paper and cleaning supplies.
3. Bilges and other compartments must be dry.
4. The empty weight based on the foregoing must be at least 3,890 kg. If the boat is light, weight must be added (water ballast no longer does it). If the boat is heavy, one can remove permanently installed items, such as an autopilot or if weight was previously installed, remove some or all of the weight.

As mentioned above, this is very similar to the IRC process. There are 2 differences: under IRC, the V-berth cushions would be required; also, we have a simplified way how to correct for fuel in the tank (see the form of weight certificate).

In order for the boat to be legal under the weight procedure, the fleet measurer or its designee needs to sign the weight certificate.