



HARBOR 20 BOAT WEIGHT CERTIFICATE

Conformance to the Class Bylaws

Date 2/13/16

Owner JIM BUCKINGHAM Sail No. 360

Boat Equipment Check List

- 3 lb. Anchor & 50' x 1/4" Anchor line
- 2 Gallon Bucket
- Paddle 36" min length
- 2 Life Jackets

	Date	Boat Weight	Bow Up
1	2/13/16	1,764	9°
2	3/28/16	1,950 LB	
3			

Attachments

Weight Location Diagram

Appendix A of Class Bylaws

Appendix B of Class Bylaws



Signature

Class Measurer or Fleet Measurer

3/28/16

Date



WEIGHT DISTRIBUTION DIAGRAM

2/13/16

Date

Jim Buckingham

Owner

360

Sail No.

Appendix B

+0.2° - -0.9°



3.b 20%

23 LB

3.c 20%

23 LB

3.a 40%

47 LB

1 30 lbs.

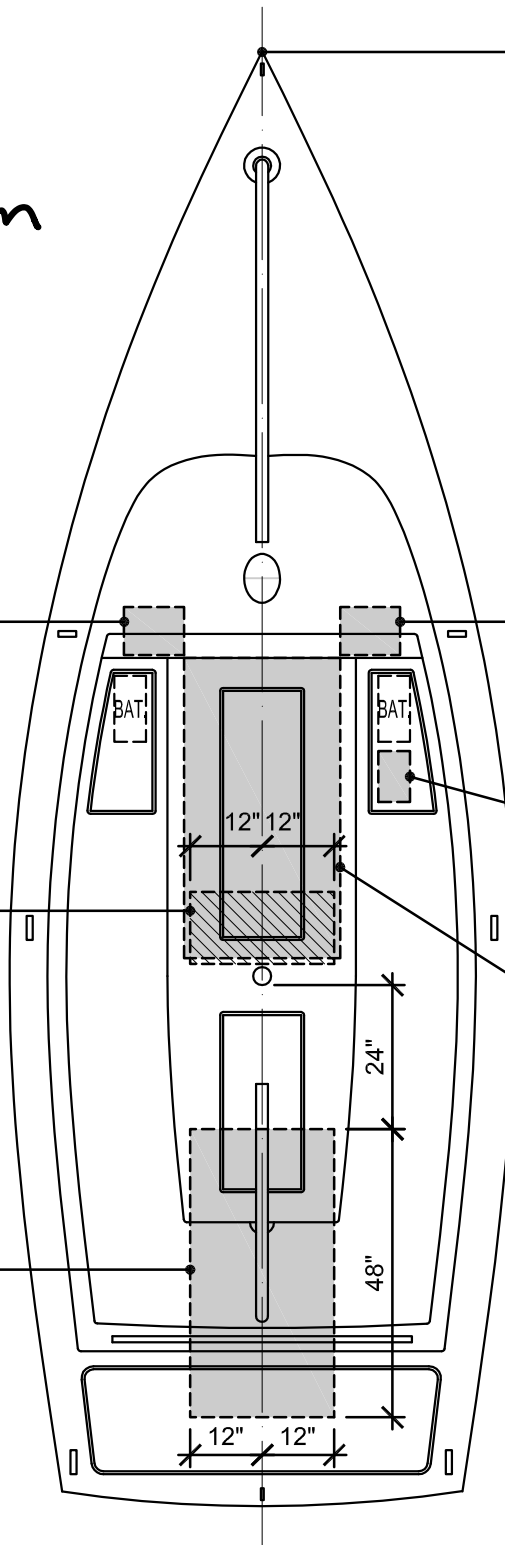
30 LB

2 max. 40 lbs.

40 LB

3.d 20%

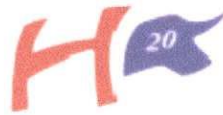
23 LB



Signature Class Measurer
or Fleet Measurer

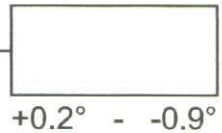
3/28/16

Date



WEIGHT DISTRIBUTION DIAGRAM

Appendix B



2/13/16

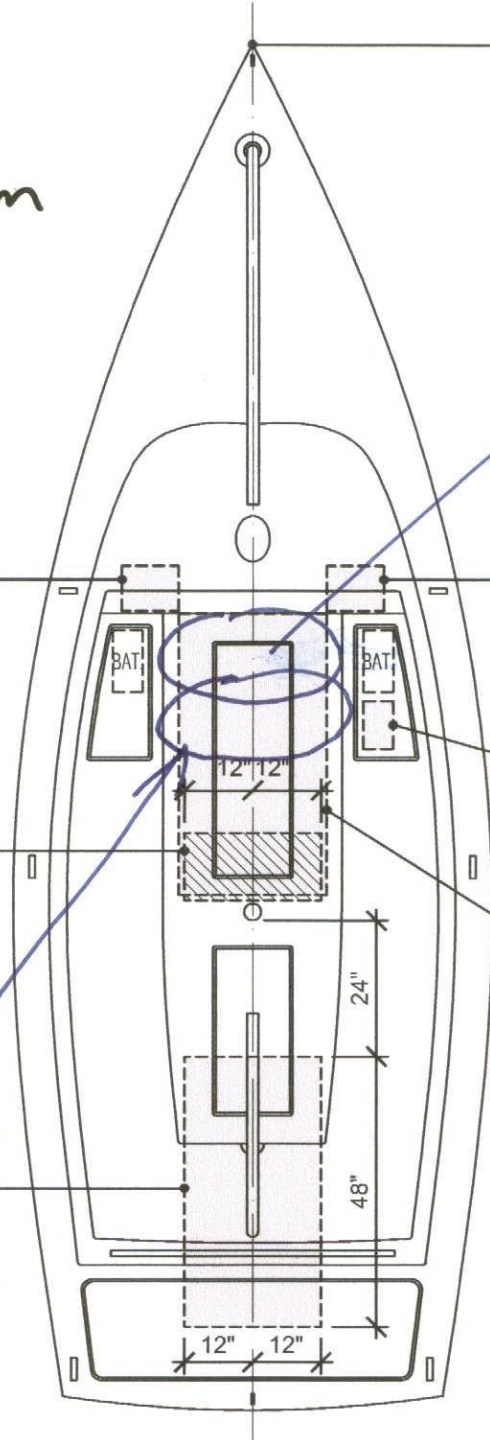
Date

Jim BUCKINGHAM

Owner

360

Sail No.



40 lbs
PG

PG
3.b 20%
23 LB

3.c 20%
23 LB PG

3.a 40%
47 LB
PG

1 30 lbs.
30 LB PG

2 max. 40 lbs.
40 LB

3.d 20%
23 LB
PG

Signature Class Measurer
or Fleet Measurer

Date

Boat 360



40 lbs forward bilge aft of bulk head



Middle Bilge at bilge pump originally to be in well aft of barney post but approved by warren Duncan to be relocated.



Aft part of middle bilge in front of Barney Post

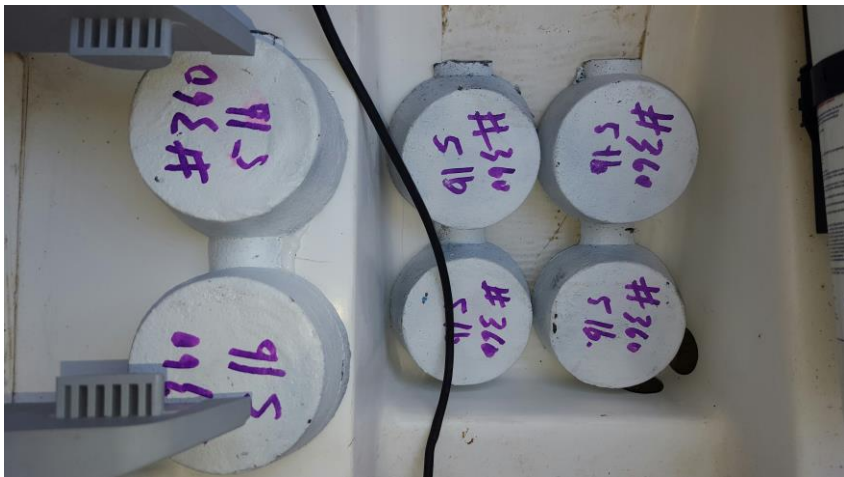
Boat 360



Port side under bucket plinth and inspection port to hull area



Starboard side under bucket plinth and inspection port into hull area.



Starboard side near battery box

APPENDIX A

Harbor 20 Corrector Weight Requirements

Weights must be added to any Class Yacht weighing under the class minimum of 1950 lbs. The weight shall be added as described herein and as shown on the diagram included in this Appendix. The weight added shall be of solid material such as lead, diver's weights, barbell plates or similar. The weights shall be permanently attached. All corrector weights referred to below are plus or minus 1 pound, as long as the total corrector weight does not result in a total boat weight of less than 1,950 pounds.

NOTE: Any compensation weight required per Class Bylaw III.E.3 must be in place prior to adding weight as prescribed in this Appendix.

Class Bylaw III.E.3. Added corrector weight of lead or other approved material will be substituted in the absence of electric propulsion devices. Such weight shall be permanently fastened with GRP or mechanical fasteners. For auxiliary motor and batteries, 70 pounds is to be permanently installed on each of the platforms under the seats and 20 pounds is to be permanently installed in the lazarette against the transom.

1. If the boat has the lithium battery set-up with one lead acid battery, 30 pounds of corrector weight shall be added in the seat compartment just aft of the lithium battery such that the boat is level port to starboard.
2. After addressing Item 1 and if additional weight is needed to meet the total minimum weight requirement, the additional weight, up to a maximum of 40 pounds, shall be placed aft of the forward seat bulkhead and forward of the barney post and at least 12 inches below the hull/deck joint.
3. After addressing Items 1 and 2 and if additional weight is needed to meet the total minimum weight requirement, the additional weight shall be distributed as follows:
 - a. 40% is to be attached in the keel bolt area compartment immediately forward of the barney post not exceeding a distance of 12 inches from the hull centerline.
 - b. 20% is to be attached to the port forward seat bulkhead, either front or aft side of bulkhead, at least 12 inches below the hull/deck joint and at least 12 inches from the hull centerline.
 - c. 20% is to be attached to the starboard forward seat bulkhead, either front or aft side of bulkhead, at least 12 inches below the hull/deck joint and at least 12 inches from the hull centerline.
 - d. 20% attached in the area defined as being between 24 and 72 inches aft of the barney post not exceeding a distance of 12 inches from the hull centerline.

APPENDIX B

Water Line Level Adjustment

A Class Yacht, with all her equipment in sailing position, floats 0.9 degrees bow up, as measured by the cockpit sole, and is said to be “floating on her lines”. “Lines” are measured on the forward section of the cockpit sole using a 4-foot long digital construction level with an accuracy of 0.1 degree resting on identical spacer blocks. The measurement is to be performed by and at the discretion of the Class or Fleet Measurer.

Harbor 20 boats with lines exceeding 0.2 degrees plus or minus of 0.9 degrees bow up require adjustment to be considered a Class Yacht. Adjustment can be made by the addition of weights and/or the readjustment of weights added per Appendix A. Line adjustment and final measurement is to be observed and recorded by the Class or Fleet Measurer.

Next Steps- Complying With Weight Standards

Final Weight Certificates Required for "A" Division by April 1, 2016

Thank you for participating in our first Harbor 20 weigh-in on February 13. As you were informed, your boat does not meet the minimum weight requirement of 1950lbs. A Draft Weight Certificate is attached which includes a diagram of your boat, how much lead must be added and where that lead needs to be permanently installed. When the added weight has been certified, you will receive your final Weight Certificate. Please be advised that "A" Division will need to be certified by April 1, 2016 to qualify for scoring in Harbor 20 racing events.

There are three options for final certification:

1. Sign up for a Re-weigh on the Harbor20.org Website

You purchase and install the lead weight as specified and permanently affix it to your boat. Sign up for a re-weigh date and time on the Harbor20 website.

Phil Thompson is available for those who want assistance with purchasing lead and/or installation. He can be reached at 714-329-1995. This is a fee for service, agreed upon between the boat owner and Phil.

2. Verify Lead and Observe Installation- No Re-Weigh Required

Phil Thompson is available to verify the weight of your lead and observe your installation. Upon Phil's verification of compliance, he will provide the necessary information to Michael Volk, who will issue your final Weight Certificate. If you choose this option, you do not have to re-weigh your boat.

3. Lead Provided and Installed- No Re-Weigh Required

Phil Thompson is available to purchase and install the lead as specified. He will provide the necessary information to Michael Volk, who will issue your final Weight Certificate. If you choose this option, you do not have to re-weigh your boat.

For questions, please contact Michael Volk
Michael@mvaarc.com 949-463-5900