

## Fore Triangle

$P_2$  = height measured along the foreside of the mast from the intersection of the main deck centerline to the center of the highest bolt or eye used for head sail or spinnaker halyard block.

$J$  = the distance from the foreside of the mast at the deck to the intersection of the foremost stay, upon which any sail is set, with the deck, stem or bowsprit.

$B_2$  = largest of the following:  $J$ , length of spinnaker pole or maximum spinnaker width divided by 1.8.

$$\text{Measured area} = \frac{P_2 \times B_2}{2} \times 1.2$$

## Area between masts of schooners

$B_1$  = the distance at the deck between the foreside of mainmast and the afterside of the foremast.

$P_1$  = a perpendicular measured along the afterside of the foremast from the top of highest halyard block used for sails aft of the mast to the upper side of the boom when resting against the lowest point of the gooseneck.

$P_3$  = the perpendicular measured along the foreside of mainmast from the top of highest halyard block used for sails forward of the mast to the upper side of the boom of the foresail when resting parallel to the deck against the lowest point of the gooseneck. If no fisherman staysail is carried measure from point opposite highest halyard block used on afterside of mainmast.

$$\text{Measured area} = 0.75 \frac{(P_1 + P_3)}{2} \times B_1$$

Measurements may be taken to locations defined by black bands providing stoppers or halyard markings are in place at time of measurement.

Maximum width of spinnaker may be measured by sailmaker and so noted on head of sail in indelible pencil with sailmaker's name.

## Rig Allowances

Jib Headed Sloops	100%	*Jib Headed Ketches	80%
Jib Headed Catboats	100%	Gaff Yawls	70%
Jib Headed Yawls	97%	**Jib Headed Schooners	70%
Gaff Sloops	90%	**Gaff Schooners	60%
Gaff Catboats	90%	*Gaff Ketches	60%
Staysail Schooners	80%		

\* To receive ketch allowance, the area of the mizzen must not be less than 18% of the sum of the area of the mainsail (excluding mule) plus the measured area of the fore-triangle. Measurements less than 18% will classify rig as a yawl.

\*\* Schooner rig allowances are determined by mainsail except staysail schooners.

A yawl or ketch which has a gaff sail and a jib-headed sail will get a rig allowance based on the proportion of the two sail areas.

## Off Soundings Club Measurer

William L. Ames

9 Gravel Street

Mystic, Connecticut

2/60

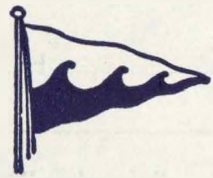
Propeller Allowances

Feathering 97%

Two Blade Solid 94%

Three Blade Solid 92%

# OFF SOUNDINGS CLUB



## MEASUREMENT CERTIFICATE

Name of Yacht .....

Owner .....

Rig .....

Address .....

Propeller: Type ..... No. Blades .....

Description of Yacht (Enter here information which will assist committee to place yacht in correct class. If class boat, so note.) .....

LOA .....

$$PL = \frac{LOA + LWL}{2} = \dots$$

OHF .....

OHA .....

Beam correction (BC) = 4 times difference in greatest beam and 0.25 LOA. Excess is subtracted from and deficiency added to PL.

LWL .....

0.25 LOA .....

BEAM .....

Difference ..... x4 =

= BC

L = PL ..... + or -

BC = .....

Mainsail B ..... P ..... G ..... H ..... D .....

MEASURED AREA

Mule—Actual Area ..... x 0.85

Fore Triangle P<sub>2</sub> ..... J ..... Spinnaker Pole .....

Max. Spinnaker Width ..... Width/1.8 ..... B<sub>2</sub> .....

Mizzen B<sub>z</sub> ..... P<sub>z</sub> ..... G<sub>z</sub> ..... H<sub>z</sub> ..... D<sub>z</sub> .....

Area between Masts of Schooner B<sub>1</sub> ..... P<sub>1</sub> ..... P<sub>3</sub> .....

Measured Sail Area (MSA)

$$\text{Rating} = \left( \frac{L + (2 \times \sqrt{MSA} \times \text{Rig Allow.})}{2.5} \right) \times \text{Prop. Allow.} = \boxed{\phantom{000}}$$

This certificate expires three years from date shown below or immediately upon any alteration affecting the factors entering into the measurement. It is an owner's responsibility to have his boat remeasured after changes.

I hereby certify that this measurement was made by me on .....

Signed .....

Address .....

Title .....

## GENERAL INFORMATION

**Measurers**—Measurers must be designated yacht club, yachting association or similar yachting organization measurers or one from the list of measurers prepared by the Off Soundings Club. Measurers shall not measure yachts in which they have participated in the design, construction or alteration; or yachts designed, in which they have a business interest; or yachts of which they themselves are the owners or part owners, or regular crew members.

**Accuracy of measurements and calculations**—Hull measurements and calculations up to "L" are to be made in feet to the nearest hundredth. All other measurements and calculations including final rating are to be made in feet with decimals to the nearest tenth.

**Unusual Yachts**—If in measuring a yacht the measurer encounters peculiar form of hull or rig which makes it appear that the yacht will not rate fairly under the Off Soundings Club rule this shall be reported to the Measurer of the Club.

**Fee for Measurement**—It is recommended that the fee for measurement not exceed Fifteen Dollars (\$15.00).

Dimensions may be taken by the measurer from a valid Cruising Club of America measurement certificate with the exception of BEAM which is different under the Off Soundings Club rule.

One copy of this certificate is to be sent to the Measurer of the Off Soundings Club, one copy kept by the owner and one copy by the measurer.

## HULL MEASUREMENTS

To be made with yacht afloat, completely rigged and with working sails aboard. Equipment which will be aboard while racing must be aboard and in the place occupied while racing. No light or storm sails, no food or other consumable stores (other than those required for a weekend cruise) and no water shall be on board and the bilges must be pumped dry. Fuel may be on board or not, except when it produces abnormal trim it must be removed.

**LOA**—Length Over All—shall be the length from the aftermost part of the hull or taffrail to the intersection of the forward side of the stem and the top of the covering board, or the fair extension of either, or both, if necessary.

**OHF**—Overhang Forward—shall be the horizontal measurement from the forward point determining LOA and the intersection of the face of the stem with the plane of flotation.

**OHA**—Overhang Aft—shall be the horizontal measurement from the aftermost point determining LOA to the intersection of the stern profile with the plane of flotation.

**LWL**—Load Water Line—shall be the length determined by subtracting from LOA the sum of OHF and OHA.

**BEAM**—shall be the greatest beam.

## RIG AND SAIL MEASUREMENTS

### Mainsail

B= the extreme length of the boom to the mast proper.

P= the distance from the top of the highest sheave in the mast or halyard block to the upper side of the boom when touching the lowest point of the goose neck.

G= the extreme length of the gaff when lying on the top of the boom to the mast proper.

H= the perpendicular measurement along afterside of mast from the throat cringle of sail to upper side of boom.

$$\text{Measured area — Jib headed} = \frac{B \times P}{2}$$

$$\text{Gaff} = \frac{(B \times H) + (G \times D)}{2}$$

$$D = 0.96 \sqrt{B^2 + H^2}$$

### Mizzen

Bz, Pz, Gz, and Hz correspond to B, P, G and H for mainsails. Calculations are made in the manner as for mainsails.