

**OFF SOUNDINGS CLUB**



**MEASUREMENT CERTIFICATE**

Name of Yacht ..... Owner .....  
 Rig ..... Address .....  
 Propeller: Type ..... No. Blades .....  
 Description of Yacht (Pertinent information: Hull form, light displacement, cruising accommodations, etc. If class boat, so note.) .....

LOA .....  
 OHF .....  
 OHA .....  
 LWL .....  
 O.25 LOA .....  
 BEAM .....  
 Difference ..... X2 = ..... = BC  
 L = PL ..... + or - BC ..... = .....

Beam correction (BC) = 2 times difference in greatest beam and 0.25 LOA. Excess is subtracted from and deficiency added to PL.

						MEASURED AREA
Mainsail	B	P	G	H	D	.45 PB + P - 2B
Mule—Actual Area:						X 0.85
Fore Triangle:	P <sub>2</sub>	J			0.5 P <sub>2</sub> X J	
Area Largest Headsail (ALH):	(Luff)		(Clew to Luff)			
ALH =	.5 (Luff) X (Clew to Luff)					
Fore Triangle =	0.5 (P <sub>2</sub> X J) + 0.6 [ALH - 0.5 (P <sub>2</sub> X J)] + 0.2J (P <sub>2</sub> - 2J)					
* Excess Spinnaker Width: Max. Spinnaker Width (MSW)						
1.8XJ	MSW (if exceeds 1.8 X J) - 1.8 X J			XP <sub>2</sub>		
* Excess Spinnaker Pole Length: Max. Spin. Pole Length (MSPL)						
J	MSPL (if exceeds J) - J			XP <sub>2</sub>		
Area between Masts of Schooner:	B <sub>1</sub>	P <sub>1</sub>	P <sub>3</sub>			
** Mizzen:	Bz	Pz	Gz	Hz	0.5 (Bz X Pz)	
					.16 (.45 PB + 0.5 P <sub>2</sub> X J)	
					** Rig Allowance	
						<b>TOTAL</b>

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 measured after changes.

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

- \* If 0.5 P<sub>2</sub> X J is less than .65 (.45 PB) use X  $\frac{P_2}{2}$  in lieu of X P<sub>2</sub>
- \*\* Determine special rig allowance for Jib Headed Ketches where 0.5 (Bz X Pz) is greater than .16 (.45 PB + 0.5 P<sub>2</sub> X J) as outlined on Page 4.

## 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 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.

**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. The Measurement Rule Committee shall have final resolution.

**Fee for Measurement**—It is recommended that the fee for measurement not exceed Twenty Dollars (\$20.00).

Dimensions may be taken by the measurer from a valid Cruising Club of America measurement certificate with the exception of BEAM, and area largest headsail which is different under the Off Sounding Club rule.

**Outboard Motor Propeller**—Outboards of normal size to propel the vessel must be installed in wells and propellers kept in the water throughout the races and during measurement in order for the vessel to be eligible for a propellor allowance in determining rating.

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.

**Only one mizzen staysail may be carried by any boat in an Off Soundings Club race except for staysail ketches.**

No headsail shall be set to fly out and over the mainsail and/or spinnaker by sheeting over the main boom or by any other means.

## HULL MEASUREMENTS

"To be made with yacht afloat completely rigged and with all sails to be used when racing onboard stowed in the normal racing stowage position. Working jib and main to be rigged or stowed in working position. Water and fuel tanks wholly below the lowest cabin sole must be full and pressed up. Tanks wholly or partially above the lowest cabin sole must be empty. Bilges or sump tanks shall be empty. All equipment necessary to support a weekend cruise (other than consumable (optional) supplies) shall be onboard. All equipment which will be aboard while racing must be aboard and in the place occupied while racing."

**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. (Excluding rub rails, flanges etc.)

## RIG AND SAIL MEASUREMENTS

**Mainsail** (for sloops, yawls, and ketches)

**B** = The measurement from fair extension of afterside of mast, sail track or groove to aftermost position to which mainsail clew can be extended, or to inner edge of boom black band.

**P** = The distance from fair extension of top of boom track when touching lowest point of goose neck, or from top of black band, if used, to top of main halyard sheave or to underside of masthead black band if a band is used and appropriate halyard marking is included. 1" wide black bands and halyard markings must be accurately maintained whenever boat is raced. The upper black band for measuring P shall not be lower than .04 P<sub>2</sub> below the upper point of P<sub>2</sub>.

**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.

Measured area — Jib headed =  $.45 PB + P - 2B$

Gaff =  $\frac{(BXH) + (GXD)}{2}$  Where  $D = 0.96 \sqrt{B^2 + H^2}$

**Mainsail** (for schooners and catboats) measured area—jib-headed =  $0.5(BXP)$ .

**Mizzen**

Bz, Pz, Gz, and Hz correspond to B, P, G and H for mainsails. Measured Area Calculations are made in the manner as for mainsails except jib-headed mizzens whose measured area is  $0.5 (BzXPz)$ .

