

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.

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 derived from the points described herein may be taken by the measurer from a valid International Offshore Rule (IOR) measurement certificate with the exception of BEAM, which is different under the Off Soundings Club rule.

To be considered valid, a copy of this certificate must be on file with the Off Soundings Club Measurer.

The owner shall assure the measurer that the yacht's propeller is adequate (see Page 4). It is not intended that its diameter and pitch be measured or that the yacht's speed under power be determined by the measurer.

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

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.) but including tumblehome.

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. The 1" wide black bands and halyard marking must be accurately maintained whenever boat is raced. The underside of the upper black band for measuring P shall not be lower than 0.04 P₂ below the upper point of P₂.

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)

$$\text{Gaff} = \frac{(B \times H) + (G \times D)}{2} \quad \text{Where } D = 0.96 \sqrt{B^2 + H^2}$$

Correction to measured mainsail area due to aspect ratio, (P-2B), shall only be made if a plus quantity.

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

Mizzen:

B_z, G_z, and H_z 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 (B_z X P_z).

Name of Yacht

Owner

Former Name(s)

Address

Rig Sail No.

Propeller: Type No. of Blades Inboard
 Outboard

Description of Yacht (pertinent information: Hull form, light displacement, cruising accommodations, etc.):

Rudder: Conventional (attached to ballast keel) Spade with Skeg
 Keel: Conventional Fin Centerboard Other (describe)

Builder's Class Name:

LOA PL=LOA + LWL =

OHF 2

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

LWL Difference X2= = BC

O.25 LOA L=PL + or - BC =

BEAM Difference X2= = BC

L=PL + or - BC =

L=PL + or - BC =

Mainsail: B P G H D45 PB+(P-2B).....

Measured Area

Mule — Actual Area: X 0.85

Fore Triangle: P₂ J 0.5 P₂ X J

Area Largest Headsail (ALH): LP (Clew to Luff)

ALH=.5 P₂ X LP

Fore Triangle=0.5 (P₂ X J) + 0.6 [ALH-0.5 (P₂ X J)] + 0.2J (P₂ - 2J)

• Excess Spinnaker Width: Max. Spinnaker Width (MSW)

1.8 X J; MSW (if exceeds 1.8 X J)-1.8 X J XP₂

• Excess Spinnaker Pole Length: Max. Spin. Pole Length (MSPL)

J; MSPL (if exceeds J)-J XP₂

Area between Masts of Schooner: B₁ P₁ P₃

•• Mizzen: B_z P_z G_z H_z 0.5 (B_z X P_z)
 .16 (45 PB+0.5 P₂ X J)

•• Rig Allowance

TOTAL MSA

0.04P (If upper band is below P₂ upper point. See Page 3.)

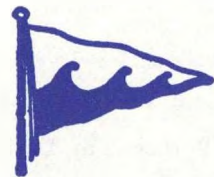
$$\text{Rating} = \left(\frac{L}{2.5} + \left[2 \times \sqrt{\text{MSA}} \times \left[\frac{\text{Rig Allow.}}{\text{Prop. Allow.}} \right] \right) \times \text{Prop. Allow.} = \right.$$

This certificate expires three years from the date of the complete measurement or immediately upon alteration affecting the factors entering into the computations. It is the owner's responsibility to have his yacht measured after changes. Major alterations will require a new complete measurement. Minor alterations may be accommodated by revision to this certificate, at the measurer's discretion, but the expiration date remains unchanged. Give the nature of the revision below.

Date of Complete Measurement	
Expiration Date of Certificate	
Measured by:	
Address	
Title	
Signature	
Revision Date	
Signature	

- If 0.5 P₂ X J is less than .65 (.45 PB) use X $\frac{P_2}{2}$ in lieu of X P₂.
- Determine special rig allowance for Jib Headed ketches where 0.5 (B_z X P_z) is greater than .16 (.45 PB+0.5 P₂ X J), (See Page 4).

OFF SOUNDINGS CLUB



MEASUREMENT CERTIFICATE