

OFF SOUNDINGS CLUB



MEASUREMENT CERTIFICATE

FREEPORT BOND

FORAS CONTENT

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
 0.25 LOA
 BEAM
 Difference X2 = = BC
 $L = PL + \text{or} - BC =$

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 ₂	J				0.5 P ₂ X J
Area Largest Headsail (ALH):	(Luff)		(Clew to Luff)			
ALH =	.5 (Luff) X (Clew to Luff)					
Fore Triangle =	0.5 (P ₂ X J) + 0.6 [ALH - 0.5 (P ₂ X J)] + 0.2J (P ₂ - 2J)					
• Excess Spinnaker Width: Max. Spinnaker Width (MSW)						
1.8XJ	MSW (if exceeds 1.8 X J) - 1.8 X J					XP ₂
• Excess Spinnaker Pole Length: Max. Spin. Pole Length (MSPL)						
J	MSPL (if exceeds J) - J					XP ₂
Area between Masts of Schooner:	B ₁	P ₁	P ₃			
** Mizzen:	Bz	Pz	Gz	H _z	0.5 (Bz X Pz)	
					.16 (.45 PB + 0.5 P ₂ X J)	
					** Rig Allowance	
TOTAL						

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

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 P₂ X J is less than .65 (.45 PB) use X $\frac{P_2}{4}$ in lieu of X P₂
- Determine special rig allowance for Jib Headed Ketches where 0.5 (Bz X Pz) is greater than .16 (.45 PB + 0.5 P₂ 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 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 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 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 = $.45 PB + P - 2B$

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 for mainsails except jib-headed mizzens whose measured area is $0.5 (BzXPz)$.

Fore Triangle

P_2 = The distance from intersection of forward face of mast with centerline of main deck, produced if necessary, to the intersection of the forward face of the mast, produced fairly, with the centerline of the headstay, or strop carrying the highest headsail, or spinnaker halyard block, or to the center of the eye used to carry the highest headsail or spinnaker halyard block, whichever point is highest.

J = distance from forward side of mast at deck to intersection of foremost stay on which the largest headsail is normally carried, with top of bowsprit, if used, or top of rail, including cap.

Area Largest Headsail (ALH) = Area of largest headsail elected by the owner to be carried during any race using this rating, equal to one-half the product of the length of the luff and shortest distance between the extreme after end of the clew cringle and the forward side of the luff rope, wire or tape. The length of the luff shall be the length of the sail proper along the luff rope or wire, each end of measurement being determined by the intersection of the fair continuation of the leech and foot and the forward side of the luff rope, wire or tape.

Spinnaker width:

MSW = The greatest width that can be found in the sail, measuring between points on the luff and leech equidistant from the head with a tension applied approximately that caused by a moderate breeze when running.

Spinnaker Pole Length:

MSPL = The distance from the centerline of the mast to the extreme outboard end of the pole including all fixed fittings when the pole is set horizontal and at right angles to the centerline of the yacht.

Corrections to actual fore triangle measured area due to area of largest headsail (ALH) and aspect ratio shall only be made if a plus quantity.

Area between masts of schooners

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

P_1 = a perpendicular measured along the afterside of the foremast from the top of the 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.

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

Maximum width of spinnaker may be measured by sailmaker and so noted on head of sail in indelible pencil with sailmaker's name. Area on headsail (ALH) may be measured by sailmaker or approved OSC measurer and so noted on clew of sail in indelible pencil with sailmaker's or measurer's name.

Rig Allowances

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

***** Ketches**

If $0.5 (B_z \times P_z)$ is greater than $.16 (.45PB + 0.5 P_2 \times J)$ yacht is classified as a ketch. Calculate rig allowance as follows:

$$\text{Rig Allowance} = 1.00 - \left\{ \frac{.5 [0.5 (B_z \times P_z)]}{.45 PB + 0.5 P_2 \times J} \right\}$$

Propeller Allowances

Feathering 97%

Two Blade Solid 94%

Three Blade Solid 92%

Off Soundings Club Measurer

Thomas M. Russell, III

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- * If $0.5 (B_z \times P_z)$ is less than $.16 (.45 PB \times 0.5 P_2 \times J)$ yacht receives a yawl rig allowance.
- ** Schooner rig allowances are determined by mainsail except staysail schooners.
- *** A yawl which has a gaff sail and a jib headed sail will get a rig allowance based on the proportion of the two sail areas. A ketch which has a gaff sail and a jib headed sail where the mizzen area is greater than $.24 (\text{Mainsail} + 0.5 P_2 \times J)$ will get a rig allowance based on the proportion of the two sail areas (80% jib headed to 60% gaff), otherwise calculate rig allowance as for *** ketches above. If $0.5 (B_z \times P_z)$ is greater than $.50 (\text{Mainsail} + 0.5 P_2 \times J)$ use schooner rig allowances.