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 _____

OHF _____

OHA _____

LWL _____

0.25 LOA _____

BEAM _____

Difference _____ x4 = _____ = BC

L = PL _____ + or − _____ BC = _____

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

Beam correction (BC) = 4 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 _____ _____

Mule—Actual Area: _____ x 0.85 _____

Fore Triangle: P_2 _____ J _____ $0.5P_2xJ$ _____

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

ALH = .5(Luff)x(Clew to Luff) _____

Fore Triangle = $0.5(P_2xJ) + 0.6\,[ALH - 0.5\,(P_2xJ)] + 0.2J(P_2 - 2J)$ _____ _____

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

1.8xJ _____ MSW (if exceeds 1.8xJ)−1.8xJ _____ xP_2 _____

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

J _____ MSPL (if exceeds J)−J _____ xP_2 _____

Mizzen: Bz _____ Pz _____ Gz _____ Hz _____ Dz _____ _____

Area between
Masts of Schooner: B_1 _____ P_1 _____ P_3 _____ _____

Measured Sail Area (MSA) _____

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

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 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.

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 Soundings 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.

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 (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 and 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.

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 $= .45\,(B \times P)$

Gaff $= \dfrac{(B \times H) + (G \times D)}{2}$ $\qquad D = 0.96\sqrt{B^2 + H^2}$

Mainsail (for schooners and catboats) measured area—jib-headed $= 0.5(B \times P)$.

Mizzen

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

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

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	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 (0.5PxB) (excluding mule) plus $0.6P_2J$. Measurements less than 18% will classify rig as a yawl.

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

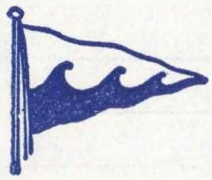
A yawl or ketch which has a gaff sail and a jib-headed sail will get a rig allowance based on the proportion of the two actual sail areas.

Propeller Allowances

Feathering 97% Two Blade Solid 94% Three Blade Solid 92%

Off Soundings Club Measurer
William L. Ames 9 Gravel Street Mystic, Connecticut

OFF SOUNDINGS CLUB



MEASUREMENT CERTIFICATE

3/61

Name of Yacht White Mist — Owner J. W. Blunk White

Rig Q. H. Yawl — Address Mystic, Conn.

Propellor: Type Fld No. Blades 2

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

Normal Displacement Centerboard

LOA 46.46 46.25

OHF

OHA

LWL 33.10 33.16

O.25 LOA 11.62 11.56

BEAM 11.98 11.94

Difference .36 x 4 = = BC 1.44 1.

L = PL 39.78 39.70 + or — BC = 38.34 37.78

PL = (LOA 46.46 + LWL 33.10 / 2) = 39.78 39.70

Gil Dunham

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

						MEASURED AREA
Mainsail	B 20.27 20.25	P 49.63 49.58	G	H	D	503.0 504.0
Mule—Actual Area	54.95	16.66			x 0.85	
Fore Triangle	P2 55.12	I 16.71	Spinnaker Pole	16.66		
		Max. Spinnaker Width		B2		552.6
Mizzen	BZ 8.97 8.94	PZ 22.80 22.72	GZ	HZ	DZ	102.3 549.2
Area between Masts of Schooner	B1	P1		P3		101.78
Measured Sail Area (MSA)			3402			1157.9 1153.66

Rating = (L 37.78 38.34 + (2 × √MSA 679 66.00 / 2.5) × Rig Allow.) × Prop. Allow = 38.97 39.2

This certificate expires two 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 May 23rd, 1958

Signed

Address 142 GARTH RD.

SCARSDALE, N.Y.

Title MEMB. OFF SOUNDINGS

Expires May 23, 1961

4/2/61 O.K. for Spring races.

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, built or altered by a firm 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—Measurements and calculations including final rating are to be made in feet with decimals to 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 AFLOAT WITH BOAT IN CRUISING TRIM

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 gooseneck.

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 $= \frac{B \times P}{2}$

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

Mizzen

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

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 headsail 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 foremost 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 forside 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 area of mainsail (not including mule) plus foretriangle. Mizzens less than 18% will classify rig as a yawl.

Propellor Allowances

Feathering 97% Two blade solid 94% Three blade solid 92%

Off Soundings Club Measurer

Prescott W. N. Gustafson 50 Drowne Parkway Rumford 16, Rhode Island

OFF SOUNDINGS CLUB

MEASUREMENT CERTIFICATE

3/58

Name of Yacht White Mist Owner J. W. Blunk White

Rig G. H. Yawl Address Mystic, Conn.

Propellor: Type Std. No. Blades 2

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

Normal Displacement Centerboard

LOA 46.46

OHF

OHA

LWL 33.10

O.25 LOA 11.62

BEAM 11.98

$PL = \frac{LOA\ 46.46 + LWL\ 33.10}{2} = 39.78$

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

Difference .36 x 4 = = BC 1.44

L = PL 39.78 + or − BC = 38.34

	MEASURED AREA
Mainsail B 20.27 P 49.63 G H D	503.0
Mule—Actual Area x 0.85	
Fore Triangle P_2 55.12 J 16.71 Spinnaker Pole	
Max. Spinnaker Width B_2	552.6
Mizzen B_Z 8.97 P_Z 22.80 G_Z H_Z D_Z	102.3
Area between Masts of Schooner B_1 P_1 P_3	
Measured Sail Area (MSA) 34.02	1157.9

$$\text{Rating} = \left(\frac{L\ 38.34 + (2 \times \sqrt{\frac{66.00}{MSA}} \times \text{Rig Allow.})}{2.5} \right) \times \text{Prop. Allow} = 39.2$$

This certificate expires two 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 May 23rd, 1958

Signed H. H. Blunk

Address 142 Garth Rd

Scarsdale, N.Y.

Title Mems. Off Soundings

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, built or altered by a firm 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—Measurements and calculations including final rating are to be made in feet with decimals to 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 AFLOAT WITH BOAT IN CRUISING TRIM

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 gooseneck.

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 $= \frac{B \times P}{2}$

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

Mizzen

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

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 headsail 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 foremost 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 forside 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 area of mainsail (not including mule) plus foretriangle. Mizzens less than 18% will classify rig as a yawl.

Propellor Allowances

Feathering 97% Two blade solid 94% Three blade solid 92%

Off Soundings Club Measurer

Prescott W. N. Gustafson 50 Drowne Parkway Rumford 16, Rhode Island

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 _____

OHF _____

OHA _____

LWL _____

0.25 LOA _____

BEAM _____

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

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

Difference _____ x4 = _____ = BC

L = PL _____ + or − _____ BC = _____

	MEASURED AREA
Mainsail B _____ P _____ G _____ H _____ D _____	
Mule—Actual Area: _____ x 0.85	
Fore Triangle: P_2 _____ J _____ $0.5P_2xJ$ _____	
Area Largest Headsail (ALH): (Luff) _____ (Clew to Luff) _____	
ALH = .5(Luff)x(Clew to Luff) _____	
Fore Triangle = $0.5(P_2xJ) + 0.6\ [ALH - 0.5\ (P_2xJ)] + 0.2J(P_2 - 2J)$ _____	
Excess Spinnaker Width: Max. Spinnaker Width (MSW) _____	
1.8xJ _____ MSW (if exceeds 1.8xJ)−1.8xJ _____ xP_2	
Excess Spinnaker Pole Length: Max. Spin. Pole Length (MSPL) _____	
J _____ MSPL (if exceeds J)−J _____ xP_2	
Mizzen: Bz _____ Pz _____ Gz _____ Hz _____ Dz _____	
Area between Masts of Schooner: B_1 _____ P_1 _____ P_3 _____	
Measured Sail Area (MSA)	

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

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 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.

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 Soundings 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.

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 (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 and 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.

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 $= .45\,(B \times P)$

Gaff $= \dfrac{(B \times H) + (G \times D)}{2}$ $\qquad D = 0.96\sqrt{B^2 + H^2}$

Mainsail (for schooners and catboats) measured area—jib-headed $= 0.5(B \times P)$.

Mizzen

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

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 a sail may be set, 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.

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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.

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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 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.

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

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	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 (0.5PxB) (excluding mule) plus $0.6P_2J$. 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 actual sail areas.

Propeller Allowances

Feathering 97% Two Blade Solid 94% Three Blade Solid 92%

Off Soundings Club Measurer

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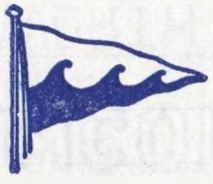
OFF SOUNDINGS CLUB



MEASUREMENT CERTIFICATE

3/61

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 _____

OHF _____

OHA _____

LWL _____

0.25 LOA _____

BEAM _____

Difference _____ x4 = _____ = BC

L = PL _____ + or − _____ BC = _____

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

Beam correction (BC) = 4 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 _____

Mule—Actual Area: _____ x 0.85

Fore Triangle: P_2 _____ J _____ $0.5P_2xJ$ _____

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

ALH = .5(Luff)x(Clew to Luff) _____

Fore Triangle = $0.5(P_2xJ) + 0.6\ [ALH - 0.5\ (P_2xJ)] + 0.2J(P_2 - 2J)$ _____

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

1.8xJ _____ MSW (if exceeds 1.8xJ)−1.8xJ _____ xP_2

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

J _____ MSPL (if exceeds J)−J _____ xP_2

Mizzen: Bz _____ Pz _____ Gz _____ Hz _____ Dz _____

Area between
Masts of Schooner: B_1 _____ P_1 _____ P_3 _____

Measured Sail Area (MSA)

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

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 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.

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 Soundings 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.

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 (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 and 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.

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 $= .45\,(B \times P)$

Gaff $= \dfrac{(B \times H) + (G \times D)}{2}$ $\qquad D = 0.96\sqrt{B^2 + H^2}$

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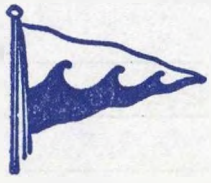

MEASUREMENT CERTIFICATE

3/61

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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.) _____

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OHF _____

OHA _____

LWL _____

0.25 LOA _____

BEAM _____

Difference _____ x4 = _____ = BC

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Masts of Schooner: B_1 _____ P_1 _____ P_3 _____

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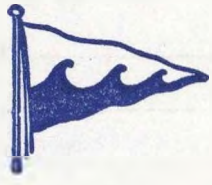

MEASUREMENT CERTIFICATE

3/61