

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

OHF .....  
 OHA .....  
 LWL .....  
 0.25 LOA .....  
 BEAM .....  
 Difference ..... X4 = ..... = BC .....

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

L = PL ..... + or - BC ..... = .....

	<b>MEASURED AREA</b>										
Mainsail B ..... P ..... G ..... H ..... D ..... .45 PB .....	<table border="1" style="width: 100%; height: 100%; border-collapse: collapse;"> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> <tr><td style="height: 20px;"> </td></tr> </table>										
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>2</sub> ..... P <sub>3</sub> .....											
** Mizzen: B <sub>z</sub> ..... P <sub>z</sub> ..... G <sub>z</sub> ..... D <sub>z</sub> ..... 0.5 (B <sub>z</sub> X P <sub>z</sub> ) .....											
.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 (B<sub>z</sub> X P<sub>z</sub>) is greater than .16 (.45 PB + 0.5 P<sub>2</sub> X J) as outlined on Page 4.



**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 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.

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

William L. Ames

9 Gravel Street

Mystic, Connecticut

- \* 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.

# OFF SOUNDINGS CLUB



# MEASUREMENT CERTIFICATE