

Name of Yacht \_\_\_\_\_

Owner \_\_\_\_\_

Former Name(s) \_\_\_\_\_

Mailing Address \_\_\_\_\_

Rig \_\_\_\_\_

Sail No. \_\_\_\_\_

Zip \_\_\_\_\_

Inboard  Propeller No. of PRD \_\_\_\_\_

Outboard  Type \_\_\_\_\_ Blades \_\_\_\_\_ PBW \_\_\_\_\_

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

Rudder  Separated/ Spade Keel  Conventional

Centerboard

Separated/ Skeg  Fin

Daggerboard

Attached

Bilgeboards

Builder's Class Name: \_\_\_\_\_

LOA \_\_\_\_\_

Brochure Data (if available)

OHF \_\_\_\_\_

Displacement \_\_\_\_\_

OHA \_\_\_\_\_

Ballast \_\_\_\_\_

LWL \_\_\_\_\_

Draft \_\_\_\_\_

BMAX \_\_\_\_\_

Mainsail: P \_\_\_\_\_ E \_\_\_\_\_ G \_\_\_\_\_ H \_\_\_\_\_ D \_\_\_\_\_

Mule - Actual Area: \_\_\_\_\_

Fore Triangle: I \_\_\_\_\_ J \_\_\_\_\_ MSPL \_\_\_\_\_ MSW \_\_\_\_\_ MSL \_\_\_\_\_

LP \_\_\_\_\_ JC \_\_\_\_\_  $0.95 \sqrt{I^2 + JC^2}$  \_\_\_\_\_ AMG \_\_\_\_\_

ASF \_\_\_\_\_ SLE \_\_\_\_\_ SLU \_\_\_\_\_ TPS \_\_\_\_\_ JSP \_\_\_\_\_

Between Masts of Schooners: EB \_\_\_\_\_ PSF \_\_\_\_\_ IS \_\_\_\_\_

Mizzen: PY \_\_\_\_\_ EY \_\_\_\_\_ GY \_\_\_\_\_ HY \_\_\_\_\_

Mizzen Staysail: Luff \_\_\_\_\_ LP \_\_\_\_\_

Headfoil:  Yes  
 No  
 Roller Furling

Smallest Heavy Weather Jib: Luff \_\_\_\_\_ LP \_\_\_\_\_

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	

**REVISION 2008**

OFF SOUNDINGS CLUB MEASURER

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## GENERAL INFORMATION

*Measurement* - first measurement of yacht shall include all listed items. Subsequent remeasurement may include only those items that may have changed (ie, altered rig or hull, new or modified sails).

*Measures* - Measures may be designated yacht club, yachting association or similar yachting organization measures or one from the list of Measures prepared by the Off Soundings Club. Measures 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 a peculiar form of hull, rig or propeller which makes it appear that the yacht will be difficult to handicap, this shall be reported to the Measurer of the Club. Series produced hulls and rigs are exempt from this provision.

*Fee for Measurement* - It is recommended that the fee for measurement not to exceed Thirty Dollars (\$30.00)

Dimensions which correspond to the points described herein may be taken by the Measurer from a valid IOR or IMS measurement certificate. Measurer shall note that this has been done and shall show the date of the reference certificate.

To be considered valid, a copy of this data 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 below). It is not intended 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 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 toerail to the intersection of the forward side of the stem and the top of the covering board, or the fair extension of either, 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 stem profile with the plane of flotation.

*LWL - Load Waterline* - shall be the length determined by subtracting from LOA the sum of OHF and OHA.

*BMAX* - shall be the greatest beam (excluding rub rails, flanges, etc.) but including tumblehome.

A rudder is separated if it is not attached to or supported from the main or ballast keel. A rudder supported by a skeg is separated. Special cases should be submitted, with a dimensioned sketch, to the Measurer for resolution.

## PROPELLER MEASUREMENTS

In order for a propeller to be rated, it must be capable of propelling the yacht at a speed (in knots) equal to  $\sqrt{\text{LWL}}$  smooth water with no wind. For outboards, the outboard must be of normal size to propel the vessel as above and the propeller kept in the water throughout the race and during measurement in order to be eligible for a propeller allowance. A propeller allowance will not be given where an outboard is mounted in a way of a removable transom piece, unless the design incorporates a suitable means equal to the normal transom to exclude water from the cockpit.

PRD = The diameter of the propeller disc.

PBW = The greatest width of the propeller blade measured across the driving face of the blade on a chord at right angle to the radius.

PS = Propeller Size = PRD or 4 PBW, whichever is smaller.

For solid propellers other than standard (elliptical blade shap, width 25% of diameter), the measurements and shape shall be submitted to the Measurer for determination of the allowance. Propellers with high pitch shall be handicapped as feathering.

**Mainsail:**

E = The measurement from the fair extension of after side of mast, sale track or groove to the aftermost position to which mainsail clew can be extended, or to inner edge of boom black band.

P = The distance from the fair extension of top of boom track when touching lowest point of gooseneck, 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.

G = The extreme length of the gaff when lying on top of the boom to the mast proper.

H = The perpendicular measurement along after side of mast from the throat cringle of sail to upper side of boom.

**Mizzen:**

Pz, Ez, Gz and Hz correspond to P, E, G and H for mainsails.

**Fore Triangle:**

I = 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, whichever point is highest. I may be measured in the same manner as measured under the IOR.

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

LP = The shortest distance between the extreme after end of the clew cringle and the forward side of the luff rope, wire, or tape, measured on the largest headsail elected to be carried in a race.

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

MSW = The greatest width that can be found in the symmetric spinnaker, measuring between points on the luff and leech equidistant from the head with such tension applied as will remove all wrinkles across the measurement.

MSL = Length of the symmetric spinnaker, measured along each luff with sufficient tension only to remove wrinkles. Sail to be stretched flat.

JC = The greatest of J, MSPL, or MSW/1.8.

AMG = Asymmetric spinnaker mid-girth, measured from the midpoint of the luff to the midpoint of the leech.

ASF = Asymmetric spinnaker foot length, measured in a straight line from tack to clew.

SLE = Asymmetric spinnaker leech, measured from head to clew.

SLU = Asymmetric spinnaker luff, measured from head to tack.

TPS = Spinnaker tack point for deck-tacked asymmetric spinnakers. Measured from foreside of the mast, similarly to J.

JSP = Horizontal distance from foreside of mast to outboard end of sprit when fully extended.

Luff Length Limit - The maximum luff length without penalty, of any spinnaker is  $0.95 \sqrt{I^2 + JC^2}$  For jibs, no combination of jib-luff and tack pennant may be set in which their combined length cannot be fully stretched when hoisted on the highest jib halyard and tacked at the foremost measurement point of J.

Maximum width and length of spinnaker and clew to luff (LP) on headsail may be measured by sailmaker or approved OSC Measurer and so noted on head or clew of sail in indelible with sailmaker's or Measurer's name.

**Between Masts of Schooners:**

EB = The distance at the deck between the foreside of the mainmast and the after side of the foremast.

PSF = A perpendicular measured along the after side 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.

IS = 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 after side of mainmast.