PART VI – HULL

HULL MEASUREMENT

6.01 Principle of Hull Measurement.

It is the principle of hull measurement under the ORR that the "lines" of the hull and appendages are recorded in considerable detail so as to yield, in combination with measurements afloat, hydrostatic data sufficiently accurate for rating purposes.

6.02 Hull Offset File.

The Hull Offset File as processed by the ORA/rating authority shall define the yacht's hull for the purpose of calculating a valid ORR Certificate until such time as there may be a change to the actual hull (including appendages).

6.03 Remeasurement.

A hull which has been modified will normally require hull re-measurement. A hull which has not changed shall not be re-measured and processed except where the Rating Authority is satisfied that reasonable evidence of error exists.

6.04 Length Overall (LOA).

The length overall of a yacht will be measured to include the whole hull, but not spars or projections fixed to the hull such as chainplates, bowsprits, boomkins, pulpits, etc.

6.05 Maximum Beam (MB).

The maximum beam of the boat as taken from the measured offset file.

6.06 Definitions of Keels.

A yacht's keel configuration shall be determined by its characteristics and shall be classified as one of the following.

6.06.1 Fixed Keel. A yacht shall be classified as fixed keel when no part of the keel is adjustable when racing so as to alter the yacht's maximum draft.

6.06.2 Centerboard. A yacht shall be classified as centerboard when she is fitted with a centerboard(s) and/or a daggerboard(s) which can and may be moved when racing to modify the yacht's total draft. The total weight in air of such boards shall be less than 0.05*DSPM.

6.06.3 Drop Keel. A yacht shall be classified as drop keel when she is fitted with a board or boards which can and may be moved when racing to modify the yacht's total draft and where the total weight in air of such board(s) is equal to or more than 0.05*DSPM.

6.06.4 Wing Keel. A yacht shall be classified as wing keel if the keel meets specific criteria in the Guide to ORR Measurement.

6.07 Limitations on Centerboards

6.07.1 The movement of a centerboard or drop keel while racing shall be restricted to one of the following:

a) Straight extension or retraction as in a dagger board.

b) Extension about a single fixed pivot.

6.07.2 The longitudinal movement of the center of gravity of a Drop Keel when it is being raised or lowered (CBLD) shall not exceed 0.06*L.

6.07.3 A yacht equipped with a centerboard or drop keel which fails for any reason to fulfill the requirement of 607.1 and 607.2 above, shall be given dispensation if the board or keel can be fixed in a predetermined position and shall be so fixed both for measurement and at all times when racing. Such a yacht shall be classified and measured as a fixed keel yacht for rating purposes.

HULL DERIVED CHARACTERISTICS

6.08 Measurement Trim.

The yacht is measured afloat in a convenient location according to the rules for condition of loading as set forth in 5.02.2 for the purpose of defining "local" measurement trim. At the time of flotation measurement, the local Specific Gravity is measured and recorded as SG.

Measurement Trim for rating calculations is the trim derived in the VPP by converting flotation at local SG to a normalized flotation at a standard SG equal to 1.02528 (nominal seawater).

6.09 Sailing Trim.

Sailing Trim shall be the plane of flotation derived from Measurement Trim by the addition of weight to represent a crew (8.11) and a practical minimum of gear.

6.10 Sailing Length (L).

The Sailing Length (L) is an effective sailing length which takes into account the hull form at the ends of the yacht, both above and below the plane of flotation in Sailing Trim.

6.11 Displacement (DSPM & DSPS).

DSPM and DSPS are the weight of the yacht in Measurement Trim and Sailing Trim respectively.

6.12 Wetted Surface (WSS).

WSS is the area of the immersed hull surface in upright Sailing Trim.

6.13 Maximum Draft Including Keel (DHK).

The maximum draft of the hull including fixed keel (DHK) shall be the vertical distance from the Sailing Trim plane of flotation to the lowest point of the hull or fixed keel, whichever is deeper.

6.14 Maximum Draft Adjusted for Centerboard (DHKA).

DHKA is the maximum draft of the hull including fixed keel adjusted for the centerboard and is the draft used for rating purposes.