



THE BALTIC RULE

Vessel Data Capture Book



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As part of our review period for the Baltic Rule we are asking that participating yachts and yacht clubs assist in the review of the Rule by giving us the opportunity of trying out the rating system on the yachts racing this summer. As official measuring is a time consuming affair; we are encouraging current classic yacht owners to declare their boats measurements based on their current knowledge. This booklet is designed to give the SCYT enough data to generate a rating for each participating yacht. Please take the time to fill in as much information as you can; the more information you provide the more accurate the rating will be. If there are items missing or items you do not know for your yacht please write in UNKNOWN in the space provided and we can try and generate the information for you.

Please return the completed booklets to

SCYT

Feargus Bryan

Hällsnäs Skräddarudden

S 619 92 TROSA

Sweden

Or by email directly to myself at Feargus@glwatson.com

If you have any queries please do not hesitate to get in touch on :

Office 0046 80 559 21 830

Mob 004478160892233



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Vessel Name		Has the rudder design been modified in any way?	
Vessel owner's name and contact details		Has any ballast been added to the vessel. If so, how much?	
Is the vessel registered with any sailing association or yacht club?		Have any appendages been added to the underwater body? i.e. canards/wings/skegs etc	
Sail Number		Type and configuration of propellers	
Year of Design		Type of Rig	
Year of Launch		Number of Masts	
Is the vessel a replica or an original yacht?		Has the rig/sail plan been modified from original in any way	
Was the vessel designed as a yacht?		When were these modifications carried out	
Designer		Please describe the modifications	
Builder		Construction Material of spars	
Type of Vessel		Construction Material of rigging	
Class		Declared Sail wardrobe and materials	
If you have a class rating certificate please attach a copy of it to this form			
If you have a rating certificate from LYS/FINLLYS/ ORC please attach a copy of it to this form		Are any sails fully battened?	
Displacement		Type and make of Sail trimming and hoisting equipment?	
Build material		Type of vang; if fitted	
Is the keel design original to the vessel? If not, what has been modified?		Is there any other modifications or equipment on board that you feel will have a bearing on your rating certificate? If so please outline them.	
Is the rudder integral to the keel?			



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Measurement Elements

L_{max} Shall be measured as the maximum length of the hull including rubbing strakes and caprails but without appendages/spars/rigging or equipment. L_{max} is measured as the distance between a perpendicular drawn from the design waterline to the relevant points of the bow and the stern.

B_{ov} Shall be measured between the bow perpendicular as defined above and the forward most point of the design waterline.

S_{ov} Shall be measured between the stern perpendicular and the aftermost point of the design waterline; this will exclude any part of the rudder if the rudder crosses the design waterline.

D_{wl} Shall be measured between the aftermost and the foremost extremities of the hull at the designed waterline for the yacht.

Draft Shall be measured as the vertical distance from the design waterline to the lower surface of the deepest part of the keel.

B_{max} Shall be measured as the widest point of the hull. This shall include caprails/bulwarks/and rubbing strakes but shall not include appendages like channels/tracks/ and chainplates.

B_{wl} Shall be measured as the widest point of the hull on the design waterline

P Mast Height shall be measured as the distance between the gooseneck's lowest position to the highest point where the mainsail shackle can be hoisted with Bermudan Rigs or the highest point where the gaff jaw can be hoisted for gaff sails,

I Shall be the measurement from the deck to the highest point where the halyard shackles of all other bent sails can be hoisted.

J Horizontal element of the fore triangle shall be measured as the distance from fore side of the foremast to the farthest foresail tack. This shall include bowsprits if fitted.

Spinnaker pole length shall also be measured.



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E Shall be measured as the useable boom length

Gaff rigged vessels

P Shall be measured as the distance between the gooseneck's lowest position to the highest point where the gaff jaw can be hoisted.

Es Shall be the useable length of the gaff.

Gaff topsails

Ef Shall be measured as the useable length of the gaff where extended by a clubyard.

F(j) Shall be measured as the distance between the highest point where the gaff jaw can be hoisted and the top of lashing point/eye/or sheave of the topmast or jackyard(if fitted).

Sails in between masts

Dm Shall be measured as the distance between the forward part of the after mast and the after part of the forward mast.

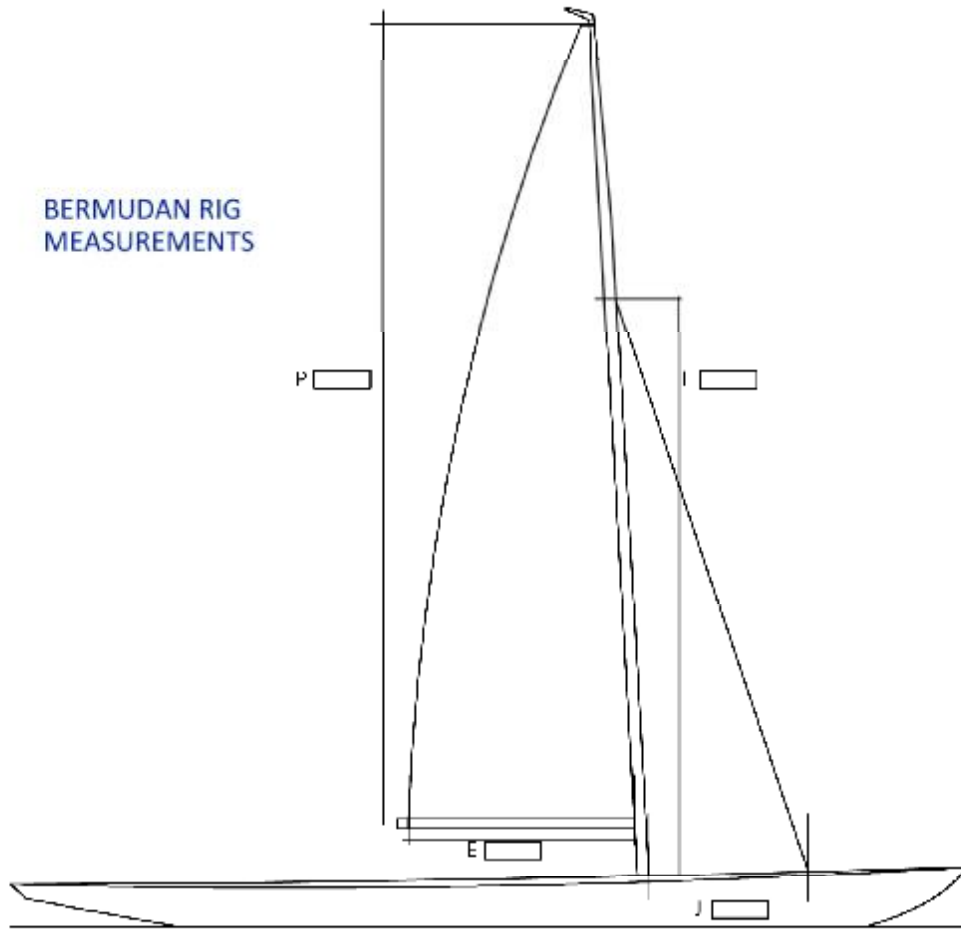
Hm Is the maximum halyard point of the after mast.

Ht Is the maximum relevant halyard point for the forward mast



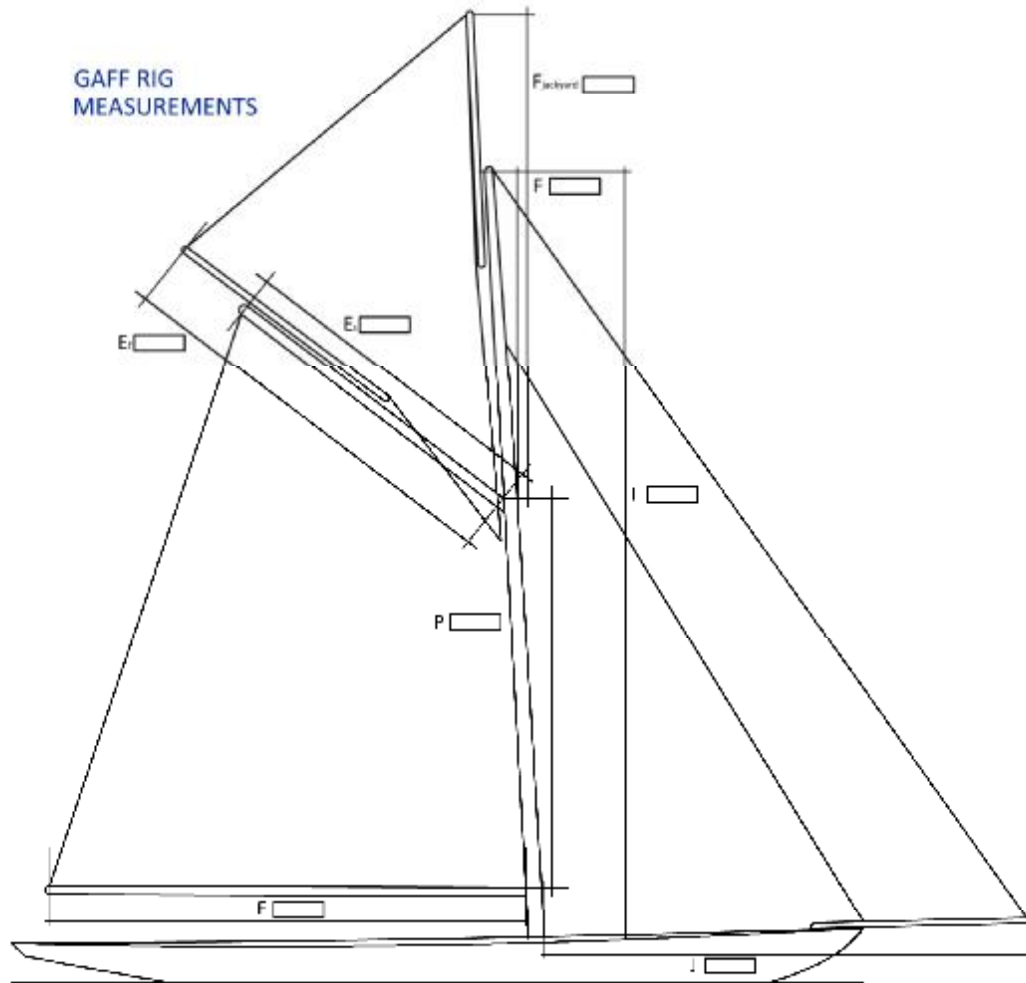
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BERMUDAN RIG
MEASUREMENTS





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Hull Measurements

