



SOCIÉTÉ NAUTIQUE DE GENÈVE

MEASUREMENT PROCEDURES

1. For the purpose of measurement, the “length on load water-line” is the distance between a line perpendicular to the yacht’s centre line and passing through the forward most point of intersection of the yacht’s hulls with its water-line plane and a line perpendicular to the yacht’s centre line and passing through the aftermost point of intersection of the yacht’s hulls with its water-line plane. If the yacht has a appendage or part with significant volume which increases the length of the yacht beyond the extremities of the hulls then the measurer may include this appendage or part in the measurement of length on load water-line except that the yacht’s rudders shall not be included. Yachts shall be in the “fully loaded condition for measurement of length on load water-line”.
2. For the purposes of measurement, the “beam at load water-line” is the distance between a line parallel to the yacht’s centre line and passing through the furthest starboard point of intersection of the yacht with its water-line plane, and a line parallel to the yacht’s centre line and passing through the furthest port point of intersection of the yacht with its water-line plane. Yachts shall be in the “fully loaded condition for measurement of beam on load water-line”.
3. The “extreme beam” shall be measured in accordance with the instructions published on the website of the United States Coast Guard National Vessel Documentation Center (form CG-5397):
4. BREADTH (B) is the horizontal distance taken at the widest part of the hull, excluding rub rails, from the outboard side of the skin (outside planking or plating) on one side of the hull to the outboard side of the skin on the other side of the hull.
5. For the purpose of “draught of water (hull draft)” measurement (Challenger only) boards shall not be considered. For the purpose of “draught of water (boards down)” measurement (Challenger only) the Measurer shall consider the greatest draught any board can reach. Yachts shall be in the fully loaded condition for measurements of draught.
6. “Fully loaded condition” shall mean the yacht in its heaviest racing displacement loaded with movable ballast as defined in paragraph 5a below and the maximum of all additional weights (sails, spars, appendages, computers, spares, consumables, safety equipment, ballast and crew) located in their positions normally used while racing (excluding manoeuvres and sail changes). The weight of all of the above shall be distributed symmetrically about the yacht centre plane to produce lateral upright trim.
 - a. Based on the New York Supreme Court order of November 17th 2009 “Any movable ballast should be distributed equally in the available ballast storage areas and should include as much water ballast as might be used at any time during any race”.





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Prior to measurement, Competitors shall make a declaration to the Measurer declaring the maximum amount and location of movable ballast onboard in the “fully loaded condition”. After review by the Measurer and at the time of measurement afloat this movable ballast shall be distributed symmetrically about the yacht’s centre plane and the measurer shall record the amount and location of movable ballast in each available storage area.

- b. The total weight of sails on board for float measurement shall be the maximum sail weight that may be on board during any race. These sails shall either be in the position in which they are stored or on deck in the position from which they are hoisted at any time during any race. Competitor shall declare in writing the number and weight of all the sails that may be on board during any race.
 - c. After reviewing all weights onboard, the Measurer shall document the location of all required items aboard at the time of measurement afloat.
 - d. Spars shall be in their most forward racing position and standing and running rigging shall be slack.
 - e. Boards shall be extended to the point where half their combined maximum immersed volume is under water. All other appendages shall be in their normal position.
7. For the purposes of measurement, the yacht shall be floated in “load condition” in calm water and minimum wind with measurements adjusted for a specific gravity of 1.025 kg/dm^3 , at the venue of the Match, at a location designated by the Measurer. Competitors shall declare what sinkage difference Measurers should take into account for a change in water salinity of 0.001 kg/dm^3 .
8. Broadcast equipment supplied by the Organising Authority shall not be included in measurement.
9. Competitors shall report to the Measurer any alteration to the yacht, equipment, or crew that might affect the yacht’s measurement. Re-measurement may be required if these alterations could change displacement or trim to a degree that causes the yacht to exceed any of her controlled dimensions.

Guy-Roland Perrin
33rd America's Cup Measurer

Geneva, January 26th, 2010

