

Rule motions approved first time 2012

Cabin measurements

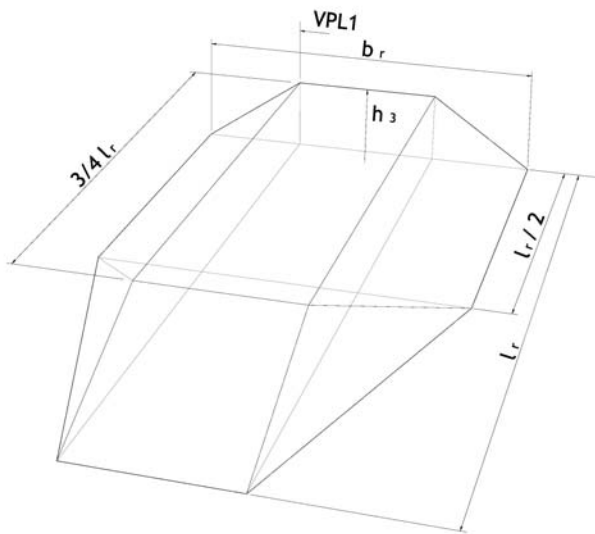
The Classifying Board has during the last 25 years used interpretations to measure the useful volume below deck to make it possible to create different shapes of the cabin than the usual. This has been used in some boats during the years. These interpretations have led to the motions below. The measurements are often hard to control at the boat and shall be shown on separate drawings. These drawings shall show critical intersections points that shall be controlled by the measurer at the classification measuring.

1.4.1 (New text)

No part of the deck or the cabin coaming is allowed to be inside the planes which connect the opening of the deck (prescribed by l_r and b_r) with the plane with the surface where h_3 shall be kept.

If the freeboard height F_m is higher than F_x (the given minimum value), it is allowed to measure the opening of the deck in a plane situated $F_x - h_0 + b_0 / 25$ above horizontal plane 1.

If the board finds it necessary supplemental drawing be showing the measurements, shall be required.



Cockpit coaming

(Table 1.4 note)

Then the freeboard height F_m is higher than F_x it is allowed to reduce the height of the coaming with: $(F_m - F_x) / 2$. However, the height of the coaming may at no point be lower than half of the table value.

Fitting of spinnaker halyard.

No arrangement to bring forward the spinnaker halyard front of the mast more than $1 / 3$ of head board measurement value.

To control the measurement the spinnaker halyard is held sideways perpendicular to the mast. The measurement shall be taken between the front of the mast and the rear edge of the halyard can be measured.

