

The Skipper: Preparing your boat for OMR measuring

Preparing your boat for measuring

It is the Skippers sole responsibility to prepare the boat for weighing & measuring. He must do all of the following checks and above all ensure the boat is a safe environment, any hazards or dangers removed and it is ready for weighing and is correctly and safely supported.

All your sails should be removed from spars and lockers ready for measuring. And the vessel must be tidy so all areas of the boat are accessible for inspection.

If you have any doubts you should advise the measurer.

Pre check by Skipper

You must ensure all parts of your boat are free of excess water. Check bilges, watertight compartments, lockers, beams & floats.

All items on board for weighing must be dry. Sails, ropes, sheets, cushions, furnishings etc

Excess gear

All excess gear must be removed. Personal items, clothes, life jackets, spray jackets, water & drinking containers, food,

Inventory items

These items must be carried if they are declared on the OMR inventory as they form part of the total weight "WM" on the OMR rating.

The Inventory will be completed by the Measurer on the day of weighing, (**Not the Skipper**) with the assistance of the Owner or Skipper to identify and confirm all equipment carried. The Inventory will then be signed off by both the Measurer and the Owner/Skipper and this will form part of the official documentation for your Vessels OMR. A signed copy must be carried on board when racing and made accessible to race officials.

Gear to be weighed

The boat is to be weighed with the items you are required to carry as per the sailing instructions and the safety category except water & fuel (EG. Cat 5) and the safety requirements for the State you're sailing in. Eg. Flares, radio, foghorn, life ring, V sheet, etc.

WE weight

These are items that are weighed and can be removed or added for different events (usually to allow for changes in the safety category). They must be declared prior to an event so the OMR Data Input Officer can amend the rating.

Items such as: life rafts, dinghies, auxiliary outboards, BBQ's etc.

When these WE items are removed you **MUST** advise the Rating Officer. Failure to do so may result in a disqualification.

Pre-inspection by Measurer

All areas of the boat must be made available for the OMR Measurer to inspect prior to weighing including bilges, watertight compartments, lockers, beams & floats etc.

Fuel

Fuel is to be removed if possible. If fuel is unable to be removed the amount of fuel is to be declared and deducted from the gross weight.

Water

Water is to be removed if possible and all water tanks drained. If water is unable to be removed the amount of water is to be declared and deducted from the gross weight.

Holding tanks

Holding tanks, toilets, Porta Poties must be empty.

Area for weighing

The area for weighing is to be flat and on stable ground. The trolley or apparatus that the boat is to be weighed on must be suitable to take the weight and load distribution.

Weighing procedure

There are 3 common methods to weigh the boat.

1. Preferred method

The boat has been set on a trolley or trailer by the owner prior to the Measurer commencing. The trolley or trailer is then set up level just off the ground on 3 points to form a tripod. These 3 points should be positioned as far apart from each (on the extremities of the trolley structure) other as possible for stability and to get the most accurate read. There are 3 spacing blocks supplied by the Measurer that are to be inserted under the trolley at these points. These spacers are the same thickness as the load cell. The trolley is then raised at one point and the spacer removed and the load cell inserted. The trolley is then lowered on to the load cell and the weight recorded. This process is then repeated for the other 2 points. The boat is then launched and the trolley weighed in the same manor to calculate the trolley weight to be deducted from the Gross weight.

2. A load cell fixed inline with the cranes cable. This must be a certified load cell. Basic crane or travel lift scales are not accurate enough and will not be recognized by the OMR rating officer.

3. Registered weighbridge. You can supply 2 certificates from a registered public weighbridge. One for the boat & trailer and a second for just the trailer. However the OMR measurer or officer must be present to confirm the weighing and do the inventory.

Responsibility

It is the Owners decision and responsibility whether or not to proceed with the weighing of their boat. If he is not happy or confident to proceed they must tell the Measurer and stop the weighing procedure. Weighing will only continue if the problems, potential problems or concerns are rectified and the owner is happy to proceed.

Sails

The sails that go into the OMR are the largest sail of each type. EG. Largest spinnaker, largest mainsail, largest headsail etc. Note: All spinnakers and screechers must be measured and documented to ensure conformity with the rule.

Screechers

If you have a screecher it must meet the OMR criteria to be rated as a screecher.

WARNING many of these sails may not rate as a screecher but rather as a large headsail! Please check with your Sail Maker if it has been cut to meet the rule.

“The mid girth measurement must be greater than 50% of the foot”

Inspections

A race committee has the right to do spot checks of your boat before, during or after an event to ensure it conforms to your OMR rating.

Penalties

It is the Skippers/owners responsibility to ensure that the boat complies to its OMR rating. If there is a discrepancy in any of the measured parameters this may lead to disqualification.

Fees

Measuring fees for Non MYCQ members or second measurements are:

Full OMR Measure \$250 ; For each additional sail \$20 ; Re weigh \$150