CRF 2023			3/1/2023	
Data Declarat	ions; Inpu	ut Variab	les and definitions	
	Variable			
	CRF 2023	CRF'16	Common Name	<u>Description</u>
Hull Dimension	s			
	LOA	LOA	Length overall	Length of hull, excluding bowsprits and boomkins
	LWL	LWL	LWL	Length of the waterplane established by the declared displacement
	MB	Beam	Beam	Maximum beam of the hull excluding rub rails Deck beam at the aft end of the waterplane established by the declared
	Bm10			displacement
	Dilli			The maximum fixed depth below the waterplane established by the declared
	DM	Draft	Draft (Fixed or Centerboard up)	displacement
				The maximum 'centerboard down' depth below the waterplane established
	DMcb		Draft (Centerboard Down)	by the declared displacement
				Estimated weight of the yacht as presented for racing, in pounds, excluding
				crew weight. Similar to 'light ship' (empty tanks, with minimal food and
				gear) for yachts that are primarily raced and daysailed. Similar to 'half load'
	DSPS	Disp	Displacement in sailing trim	(tanks half full, with ordinary food and gear) for yachts that are equipped and provisioned for cruising while racing.
	Ballast	Disp	Keel weight	Combined weight of keel and any internal ballast, in pounds
Rig Dimensions		See rig tyne		es of Sailing (From Wolrd Sailing, via Sailing.org)
Mg Dimensions		See rig type		A mainsail shall be declared as one of the following three types: jib headed,
Mainsail			(General)	gaff headed, or square headed.
				The measured length of the hoist of a jib or square headed mainsail, from
			Hoist, jib headed or square headed	the lowest point at which the tack may be set to the highest point to which
	P	Р	mainsail	the head may be hoisted.
	PG		Hoist, gaff headed main	The height from the lowest point at which the mainsail tack may be set to the peak halyard block, or to the top of a topsail club, whichever is higher
	E	В	Mainsail foot	The measured length along the main boom from the aft edge of any luff track on the main mast to the aftermost position to which the mainsail clew can be set.
	<u> </u>	Б	Ividitisali 100t	Call be Set.
				The minimum mainsail width taken from a point halfway between the 3/4
	MGU		Mainsail upper girth	height of the leech and the head, to the luff. (Width at 7/8 leech height)
	MGT		Mainsail upper girth	The minimum mainsail width taken from a point halfway between the 1/2 height of the leech and the head, to the luff. (Width at 3/4 leech height) The minimum mainsail width taken from a point halfway between the clew
	MGM			and the head, to the luff. (Width at 1/2 leech height)
				A headsail is any sail set forward of the foremost mast whose width,
Foretriangle			(General)	measured between the midpoints of its luff and leech, is less than 75% of its foot length. (See RRS 55.4)
	IG	P2	Headsail Height	The largest vertical distance from the sheerline abreast the foreward mast (if more than one) to the top of the uppermost halyard sheave used to hoist any sail set forward of the foreward mast that is not rated as a spinnaker. The largest horizontal distance from the forward face of the foreward mast (if more than one) to the tack point for any sail set forward of the foreward
	J	J	Headsail Base	mast that is not rated as a spinnaker.
	•	,	cadan base	The distance from the aftmost clew of any headsail (i.e. any sail set forward
				of the foreward mast that is not rated as a spinnaker) to its luff, measured

Spinnaker (Semeral) than 75% of its foot length. (See R85 54.4)					
SP P2 (spin) Spinnaker halyard height Uppermost spinnaker halyard sheave.	Spinnaker			(General)	measured between the midpoints of its luff and leech, is equal to or greater
Total length of a pole used when flying a spinnaker, measured from extreme end to extreme end, including all fittings. (Note: a whisker pole with a length not greater than 1.1° may be attached to the clew of a headsail without rating penalty, but it must be declared as a spinnaker pole if it is used in trimming a spinnaker.) The sail width between the forward face of the foreward mast (if more than one) to the tack point for a spinnaker. SMW Symmetrical spin mid width AMG Asymmetrical spin mid width AMG Asymmetrical spin mid width Mizzen (if any) PY PY Mizzen holst The sail width between the mid points of the two leeches of a symmetrical spinnaker. The sail width between the mid points of the furfi and mid point of the leed of an asymmetrical spinnaker. The measured length of the holst of a jib headed mizzen, from the highlest point that the head may be set to the lowest point that the tack may be set to the aftermost position to which the mizzen clew can be set. Schooners P1 P1 Foresail hoist The heads may be set to the lowest point that the tack may be set to the aftermost position to which the mizzen clew can be set. The height from the lowest point at which a foresail tack may be set to its peak halyard block, or to the head of a fore topsail, whichever is higher than the lowest point at which a foresail tack may be set to its peak halyard block, or to the head of a fore topsail, whichever is higher the head may be set to the head of a fore topsail, whichever is higher the head may be set to the head of a fore topsail, whichever is higher the heads may be set to the head of a fore topsail, whichever is higher the heads may be set to the head of a fore topsail, whichever is higher the heads may be set to the head of a fore topsail, whichever is higher the head of the head of a fore topsail whichever is higher the head of the head of a fore topsail which heads may be set to its peak thalyard block, or to the head of a fore topsail, whichever is higher the head of the head of the head of the head o					Vertical distance from the sheerline abreast the mast to the top of the
end to extreme end, including all leftings. (Note: a whisker pole with length not greater than 1.1° may be attached to the clew of a headsail without rating penalty, but it must be declared as a spinnaker pole if it is used in trimming a spinnaker. TPS Spinnaker pole length SMW Symmetrical spin mid width AMM AMM Asymmetrical spin mid width Mizzen (If any) PY PY Mizzen hoist The sail width between the mid points of the two leeches of a symmetrical spinnaker. The sail width between the mid points of the two leeches of a symmetrical spinnaker. The sail width between the mid points of the luff and mid point of the leech of an asymmetrical spinnaker. The measured length of the hoist of a jib headed mizzen, from the highlest point that the head may be set to the lowest point that the tack may be set to the lowest point that the tack may be set. Schooners P1 P1 Foresall hoist The measured length along the mizzen boom from the aft edge of any luff track to the aftermost position to which the mizzen clew can be set. The height from the lowest point at which a foresail tack may be set to its peak halyard block, or to the head of a fore topsail, whichever is higher vertical distance from the sheerline abreast the mainmast to the top of the highest sheave used to hoist a sailset between the mainmast and foremas the distance between the foreward side of the mainmast and the after side of the foremast. Underbody, Rig and Prop Type Declarations Weel and Rudder Configuration See Keel Type sketch sheet Note: Keel type applies to fixed keel portion only for yachts declaring a centerboard Type 1 Short chord fin keel w/bubl & spader udder Type 2 Fin keel w/b bubl & spader udder Type 3 Fin keel w/b bubl & spader udder Type 4 Fin keel w/b bubl & spader udder Type 5 Short chord fine keel w/bubl & spader udder Type 4 Fin keel w/b bubl & spader udder Short chord fine keel w/bubl & spader udder Type 5 Fin keel w/b bubl & spader udder Short chord fine keel w/bubl & spader udder Type 6 Fin keel w		ISP	P2 (spin)	Spinnaker halyard height	uppermost spinnaker halyard sheave.
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The measured length of the hoist of a jib headed mizzen, from the highlest point that the head may be set to the lowest point that the tack may be set. PY		AMG		Asymmetrical spin mid width	of an asymmetrical spinnaker
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Note: Keel type applies to fixed keel portion only for yachts declaring a centerboard Short chord fin keel w/bulb & spade rudder Chord length of keel at 1/2 fixed draft is less than 10% of LWL Chord length of keel at 1/2 fixed draft is greater than 10%, but less than 10% of LWL Chord length of keel at 1/2 fixed draft is greater than 10%, but less than 20%, of LWL Chord length of keel at 1/2 fixed draft is greater than 20%, but less than 30%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 30%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht 100 Type 6 Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc.,					
Short chord fin keel w/bulb & spade rudder Type 1 Chord length of keel at 1/2 fixed draft is less than 10% of LWL Chord length of keel at 1/2 fixed draft is greater than 10%, but less than 20%, of LWL Chord length of keel at 1/2 fixed draft is greater than 20%, but less than 20%, of LWL Chord length of keel at 1/2 fixed draft is greater than 20%, but less than 30%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 30%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Type 6 Long chord full keel w/attached rudder Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)	Underbody				
Type 1 rudder Chord length of keel at 1/2 fixed draft is less than 10% of LWL Chord length of keel at 1/2 fixed draft is greater than 10%, but less than 20%, of LWL Chord length of keel at 1/2 fixed draft is greater than 20%, but less than 30%, of LWL Chord length of keel at 1/2 fixed draft is greater than 20%, but less than 30%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Type 6 Long chord full keel w/attached rudder Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)				-	
Type 2 Fin keel w/bulb & spade rudder Type 3 Fin keel w/o bulb, w/spade rudder Fin keel w/o bulb, w/spade rudder Fin keel w/o bulb and w/skeg hung rudder Type 4 Short chord full keel w/attached rudder Type 5 Long chord full keel w/attached rudder Type 6 Fin keel w/bulb & spade rudder Chord length of keel at 1/2 fixed draft is greater than 20%, but less than 30%, of LWL Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)		Type 1			
Type 3 Fin keel w/o bulb, w/spade rudder Type 4 Fin keel w/o bulb and w/skeg hung rudder Type 4 Fin keel w/o bulb and w/skeg hung rudder Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Type 6 Type 6 Type 6 Fin keel w/o bulb, w/spade rudder Chord length of keel at 1/2 fixed draft is greater than 45% but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)				Fin keel w/bulb & spade rudder	Chord length of keel at 1/2 fixed draft is greater than 10%, but less than 20%, of LWL
Type 4 Fin keel w/o bulb and w/skeg hung rudder Chord length of keel at 1/2 fixed draft is greater than 30%, but less than 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Type 6 Long chord full keel w/attached rudder Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)					
Type 4 rudder 45%, of LWL Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Long chord full keel w/attached Type 6 rudder Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)		Type 3			
Chord length of keel at 1/2 fixed draft is greater than 45%, but less than 65%, of LWL. Typical of Classic and Vintage racers, e.g. Universal Rule, International Rule, Square Meter, Sonder Boat, Luders 24, and NY 30 yacht Long chord full keel w/attached Type 6 Type 6 Type 6 Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)					
Short chord full keel w/attached rudder Type 5 Long chord full keel w/attached Type 6 Type 6 Short chord full keel w/attached rudder Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)		Type 4		rudder	45%, of LWL
Type 6 rudder Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc., Moveable Appendage (If any)		Type 5			=
				rudder	Chord length of keel at 1/2 fixed draft is greater than 65% of LWL. Typical of Classic and Vintage cruisers, e.g. Concordia Yawls, NY 32's, etc.,
Single rudder only		Moveable Ap	pendage (If a		
				Single rudder only	
Single rudder with keel trim tab			1	Single rudder with keel trim tah	

Rig	See Rig Type s	ketch sheet		
Jib Headed Main			Sloop	
			Yawl	
			Ketch	
				Note: On Spirit of Tradition yachts, gaff headed mainsails shall be declared
Square	Square Headed Main		Square head	as square heads.
	Schooners		Staysail	
			Gaff foresail, marconi main	
			Gaff foresail, gaff main	
				Note: On Spirit of Tradition yachts, gaff headed mainsails shall be declared
Gaf	ff headed main		Sloop	as square heads.
			Yawl	
			Ketch	
Propeller				
	Au	ıxiliary Type:	None	No engine or outboard retracted or stowed
			Single screw	
			Twin Screw	
	Instal	lation Type:	Exposed shaft	Typically with internal stuffing box or gland and external strut
			In apperture	Typically between fixed keel and its attached rudder
			Strut drive	SailDrive is a familiar trade name
	Prop; Numb	er of blades:	Two	
			Three	
			Four	
		Prop Type:	Fixed	
			Folding	
			Feathering	
	Pr	op Location:	On center	Propeller hub is on yacht centerplane
			Off center (angled wrt centerline)	Propeller hub is not on yacht centerplane