

JUN 13 1979

E. B. SPORLEDER

REGISTERED PROFESSIONAL ENGINEER

5392 BONANZA DRIVE

HUNTINGTON BEACH, CALIF. 92649

(714) 846-3856

9 JUN 79

Mr. Mark Vinbury, Chief Measurer
USYRU
P.O. Box 209
Newport, R.I. 02840

Dear Mark:-

Catalina Yachts purchased the mold of the YKE38 (Std 085) from the defunct Yankee Yachts and are now in production of what is now called the CAT38. Catalina made minor changes to the hull in the region of the skeg, as well as the toe-rail itself.

Careful measurement of the vessel and careful comparison with the YKE38 Std persuades me that I can recommend to you that since the hulls closely resemble each other, the vessel is, indeed, a pre-1972 design, and an age date of 1972 should be awarded the hull; notwithstanding the fact that I took the actual measurements to the 1979 Rule.

A different manufacturer is sufficient to preclude using the YKE38 STD.

However, comparison of the YKE38 rigs with this CAT38 persuades me that I can recommend to you that the rig date should be June 1979 because of the large increase of the P dimension.

Cordially,



cc Frank Butler
Peter Schoonmaker

PRELIMINARY

Outputs for the vessel:- NUTMEG CRT38

Peter Schoonmaker

JUN 13 1979

Computed by ERNIE SPORLEBER 09 JUN 79

IGR for 1979
AGE RIG HULL
72 79 72

| | | | | | |
|-----|---------|-----|---------|-----|---------|
| L | 31.0024 | DC | 0.0081 | SC | 28.6655 |
| E | 11.6300 | FC | -0.0973 | MR | 29.8590 |
| D | 4.2751 | EPF | 0.9791 | R | 28.8650 |
| CGF | 0.9874 | MAF | 1.0000 | RA | 27.4498 |
| SMF | 1.0000 | | | | |
| LRP | 1.0000 | DLF | 1.0000 | CBF | 1.0000 |

PREDICTED
RATING MKIII 28.9 feet
RATING MKIIIa 27.4

Time allowance 196.65 sec/mi

| | | | | | | | | | |
|--------|--------|------|--------|-------|---------|-----------|---------|-------|---------|
| RSAT | 821.71 | SPSX | 0.0000 | PC | 43.9900 | PF | 0.85 | | |
| RSAF | 565.43 | UBX | 0.0000 | IC | 49.7934 | PS | 1.00 | RSATA | 0.00 |
| RSAM | 224.89 | BASX | 0.0000 | JC | 15.5500 | PRDC | 0.00 | SATCA | 0.00 |
| MIN | 233.06 | HBP | 0.0000 | EC | 11.4700 | I | 49.79 | SA | 0.0000 |
| SATC | 23.22 | BDX | 0.0000 | | | | | MRA | 28.6764 |
| RSAL | 302.98 | BLPX | 0.0000 | SV | -1.2145 | | | M1 | 29.8682 |
| SPIN | 778.31 | BATP | 0.0000 | DSPL | 13356 | | | M2 | 29.2700 |
| LPTRU | 23.33 | SLX | 0.0000 | RMC | 1182.04 | RM | 1182.04 | | |
| %JIB | 150.00 | SMWX | 0.0000 | | | Ff-Fa | 0.86 | | |
| MXLUFF | 52.16 | TCI | 0.0000 | MXSMW | 27.99 | (Ff+Fa)/2 | 3.530 | | |
| | | | | MXSL | 49.56 | ALPHA | 0.36 | | |

| | | | | | | | | | |
|------|---------|------|---------|------|--------|------|---------|------|---------|
| FFI | 3.8281 | FFD | 3.5200 | FMD | 3.2600 | FBI | 3.0873 | DM | 6.7914 |
| PD | 1.9752 | PDC | 1.9752 | FJ | 4.1687 | FBI | 3.3706 | ESD | 0.0000 |
| FOC | 1.1133 | AGSL | 1.7023 | FDI | 1.3300 | FDIC | 1.3300 | CGFA | 0.9777 |
| ROC | -0.4157 | APSL | 2.0256 | CMDI | 1.9900 | | | DLFA | 0.9800 |
| ROCC | -0.4157 | ACG1 | -0.1213 | MDI | 1.2700 | SCF | 1.0000 | | |
| ROCP | -0.7102 | ACG2 | 0.0000 | OMDI | 0.4800 | BDR | 1.0000 | | |
| ROCG | -0.1213 | TR | 28.2887 | MDIA | 1.1575 | | | CBFA | 1.0000 |
| FB | 2.9671 | | | DB | 6.5264 | S | 28.6655 | SCA | 28.6655 |
| FM | 3.6160 | | | DD | 0.2651 | SHR | 15.5099 | | |
| RD | 6.7914 | DF | 0.0151 | EMF | 0.0058 | | | | |

Input listing for the vessel:- NUTMEG

| | | | | | | | | | |
|------|---------|------|--------|------|--------|------|----------|-------|--------|
| LDA | 38.000 | FGD | 2.980 | AGO | 3.400 | LBG | 31.700 | GSDF | 1.800 |
| GSDA | 1.160 | BMAX | 11.630 | B | 11.630 | GD | 0.000 | GLAI | 10.360 |
| BF | 2.350 | BFI | 3.650 | BBI | 6.700 | BA | 5.950 | FD | 4.850 |
| CMD | 5.250 | MD | 4.530 | OMD | 3.740 | Y | 3.400 | SBMAX | 22.22 |
| VHA | 2.880 | VHAI | 3.440 | BHA | 1.980 | BHAI | 2.540 | SDM | 23.810 |
| SPD | 32.330 | SFJ | 0.010 | GDFI | 0.000 | EW | 315.000 | EWD | -8.070 |
| FJS | 6.510 | FFS | 6.320 | FFIS | 6.200 | FFDS | 5.930 | FBIS | 5.810 |
| FNDS | 5.720 | FAIS | 5.640 | FAS | 5.660 | DMS | 4.300 | PDS | -1.570 |
| AW | 75.000 | AWD | 20.790 | APD | 35.000 | ST1 | 0.050 | ST2 | 0.330 |
| BW | 150.000 | BWD | 20.830 | BPD | 70.000 | PL | 1524.000 | ST3 | 0.400 |
| CW | 75.000 | CWD | 20.820 | CPD | 35.500 | PRD | 1.000 | PBW | 0.270 |
| DW | 150.000 | DWD | 20.880 | DPD | 71.000 | ESL | 2.070 | ESC | 0.540 |
| FF | 3.960 | FA | 3.100 | FBIM | 0.000 | FJM | 0.000 | BWL | 10.360 |
| ISP | 50.190 | GO | 0.780 | MW | 0.700 | ESDS | -1.040 | | |
| SMW | 27.700 | SL | 49.000 | SPS | 13.210 | SPL | 15.459 | | |
| E | 11.470 | P | 43.990 | BAS | 4.550 | | | | |
| BAL | 0.430 | HB | 0.490 | BD | 0.480 | BLP | 9.100 | | |
| J | 15.550 | IG | 50.000 | LPG | 23.000 | FSP | 0.200 | | |
| BL1 | 1.750 | BL2 | 2.090 | BL3 | 2.340 | BL4 | 2.340 | | |

COMMENTS:-

Prepared for Frank Butler

ALPHABETICAL INDEX OF SYMBOLS IN THE RULE

| | | | | | |
|---------------|----------------|---------------------------|-----------------------------|--------------|-----------------------------|
| | AW, BW, CW, DW | 705 | Inclining weights | | |
| | AWD, BWD, etc. | 703 | Weight distances | | |
| | APD, BPD, etc. | 704 | Pendulum deflections | | |
| | ARM, BRM, etc. | 707 | Righting moments one degree | | |
| <i>Symbol</i> | <i>Para.</i> | | <i>Symbol</i> | <i>Para.</i> | |
| AGO | 327 | After girth overhang | D | 337 | Rated depth |
| AGS | 311 | After girth station | DB | 508 | Base draft |
| AIGS | 311 | After inner girth station | DC | 514 | Draft correction |
| AOC | 332 | Aft overhang component | DD | 513 | Draft difference |
| AOCC | 333 | AOC corrected | DF | 611 | Propeller drag factor |
| AOCG | 332 | AOC girth | DK | 511 | Depth of keel equivalent |
| AOCP | 332 | AOC profile | DM | 324 | Draft measured |
| APB | 609 | Aperture width bottom | DMT | 324 | Draft measured total |
| APH | 609 | Aperture height | DSPL | 509 | Displacement |
| APT | 609 | Aperture width top | E | 836 | Foot of mainsail |
| B | 319 | Rated beam | EB | 865, 875 | Distance between masts |
| BA | 321 | Beam aft | EBC | 881 | Ditto corrected |
| BAD | 838 | Boom above deck | EC | 836 | Foot of mainsail corrected |
| BADS | 877, 873 | Ditto schooner foresail | EF | 873 | Foot of foresail |
| BADX | 879 | Ditto | EFC | 873 | Ditto corrected |
| BADY | 854 | Ditto mizzen | EM | 604 | Engine moment |
| BAI | 321 | Beam aft inner | EMF | 605 | Engine moment factor |
| BAL | 836 | Sheet limit main boom | EPF | 601 | Engine and propeller factor |
| BALF | 873 | Ditto schooner foresail | ESC | 609 | Exposed shaft clearance |
| BALY | 852 | Ditto mizzen | ESL | 609 | Exposed shaft length |
| BBS | 318 | B below sheer line | EW | 602 | Engine weight |
| BD | 841 | Boom depth main | EWD | 603 | Engine weight distance |
| BDF | 873 | Ditto foresail | EY | 852 | Foot of mizzen |
| BDY | 857 | Ditto mizzen | EYC | 852 | Ditto corrected |
| BF | 321 | Beam forward | FA | 328 | Freeboard aft |
| BFI | 321 | Beam forward inner | FAI | 328 | Freeboard aft inner |
| BHA | 323 | Buttock height aft | FB | 402 | Base freeboard |
| BHAI | 323 | Buttock height aft inner | FBI | 328 | Freeboard base of I |
| BLP | 840 | Batten leech penalty | FC | 401 | Freeboard correction |
| BLPS | 873 | Ditto foresail | FD | 326 | Forward depth |
| BLPY | 856 | Ditto mizzen | FDI | 335 | Ditto immersed |
| BL 1-5 | 845 | Mainsail battens | FDM | 324 | Freeboard draft measured |
| BS 1-5 | 873 | Foresail battens | FDS | 313 | Forward depth station |
| BSC | 317 | Beam sheer correction | FF | 328 | Freeboard forward |
| BMAX | 310 | Beam maximum | FFD | 328 | Freeboard at FDS |
| BY 1-5 | 861 | Mizzen battens | FFI | 328 | Freeboard forward inner |
| BWL | 320 | Beam waterline | FGO | 327 | Forward girth overhang |
| CBDA, B | 706 | Centerboard CG drop | FGS | 311 | Forward girth station |
| CBLD | 507 | Centerboard CG lateral | FIGS | 311 | Forward inner girth station |
| CBP | 510 | Centerboard proportion | FM | 403 | Freeboard measured |
| CD | 504 | Centerboard extension | FMD | 328 | Freeboard at MDS |
| CGF | 711 | Center of gravity factor | FOC | 330 | Forward overhang component |
| CMD | 326 | Center mid depth | FPD | 325 | Freeboard propeller depth |
| CMDI | 335 | Ditto immersed | FS | 328 | Freeboard at stem |

| <i>Symbol</i> | <i>Para.</i> | | <i>Symbol</i> | <i>Para.</i> | |
|---------------|--------------|------------------------------|---------------|--------------|-----------------------------|
| FSP | 814 | Forestay perpendicular | PBW | 607 | Propeller blade width |
| G | 843 | Gaff length | PD | 325 | Propeller depth |
| GD | 311 | Girth difference | PL | 702 | Pendulum length |
| GF | 873 | Foresail gaff | PRD | 606 | Propeller diameter |
| GSDA | 327 | Girth station difference aft | PS | 608 | Propeller size |
| GSDF | 327 | Ditto forward | PSF | 875, 878 | Foresail hoist schooners |
| GY | 860 | Mizzen gaff | PSFC | 873 | Ditto corrected |
| H | 842 | Hoist of gaff mainsail | PY | 853 | Mizzen hoist |
| HB | 839 | Headboard of mainsail | PYC | 862 | Ditto corrected |
| HBF | 873 | Ditto foresail | RD | 512 | Rated draft |
| HBS | 819 | Ditto spinnaker | RM | 708 | Righting moment |
| HBY | 855 | Ditto mizzen | RMC | 709 | Ditto corrected |
| HC | 847 | Gaff hoist corrected | RSA | 804 | Rated sail area |
| HF | 873 | Hoist of gaff foresail | RSAB | 882 | RSA between masts schooners |
| HFC | 873 | Ditto corrected | RSAC | 896 | RSA combined abaft masts |
| HY | 859 | Hoist of gaff mizzen | RSAF | 830 | RSA foretriangle |
| HYC | 863 | Ditto corrected | RSAG | 874 | RSA schooner foresail |
| I | 809 | Height of foretriangle | RSAL | 869 | RSA mizzen staysail |
| IC | 829 | Ditto corrected | RSAM | 850 | RSA mainsail |
| IS | 880 | Height of schooner mainmast | RSAT | 898 | Total rated sail area |
| IY | 858 | Height of mizzen mast | RSAY | 864 | RSA mizzen |
| J | 807 | Base of foretriangle | RSBS 1-6 | 304 | Rated sheer below sheer |
| JC | 826 | Ditto corrected | S 1-3 | Appx. 1 | Sides of mules and topsails |
| L | 334 | Rated length | SATC | 897 | Sail area total correction |
| LBG | 327 | Length between girths | SBMAX | 327 | Length bow to BMAX |
| LBGC | 331 | Ditto corrected | SDM | 327 | Length bow to draft station |
| LL | 828 | Luff limit of spinnaker | SF | 822 | Spinnaker foot length |
| LLA | 314 | Limit of length aft | SL | 821 | Ditto luff/leech length |
| LOA | 301 | Length overall | SMG | 823 | Ditto mid girth length |
| LP | 827 | Longest perpendicular | SMW | 820 | Ditto maximum width |
| LPG | 813 | Ditto of jibs | SPD | 327 | Length bow to PD station |
| LPIS | 815 | Ditto of inner jib | SPH | 810 | Spinnaker pole height |
| MACG | 517 | Movable appendage CG | SPIN | 831 | Spinnaker rated area |
| MAF | 518 | Movable appendage factor | SPL | 808 | Spinnaker pole length |
| MAW | 516 | Movable appendage weight | \sqrt{S} | 899 | Square root RSAT or SPIN |
| MD | 326 | Midship depth | ST 1-3 | 609 | Propeller struts |
| MDI | 335 | Midship depth immersed | TR | 710 | Tenderness ratio |
| MDIA | 336 | Ditto adjusted | VHA | 322 | Vertical height aft |
| MDS | 313 | Mid depth station | VHAI | 322 | Vertical height aft inner |
| MSA | 803 | Measured sail area | WCBA, B | 505 | Centerboard weights |
| MSAT | 844 | Ditto of topsail | WCBC | 506 | Centerboard weight total |
| MSATF | 873 | Ditto of foretopsail | Y | 327 | Distance AGS to LLA |
| OF | 876 | Schooner foresail overlap | YSAC | 870 | Combined RSA mizzen sails |
| OMD | 326 | Outer mid depth | YSD | 867 | Mizzen staysail depth |
| OMDI | 335 | Ditto immersed | YSF | 866 | Mizzen staysail foot |
| P | 837 | Mainsail hoist | YSMG | 868 | Mizzen staysail mid girth |
| PC | 846 | Mainsail hoist corrected | | | |

INTERNATIONAL OFFSHORE RULE
MARK III AMENDED TO JUNE, 1974

RATING CERTIFICATE NO. US07369
MEASUREMENTS IN FEET AND LBS.

| | | |
|----------------|-------------------|----------------------------------|
| TYPE | JIB HEADED SLOOP | STD*STD*STD*STD*STD*STD*STD*STD* |
| DESIGNER | S&S | *YACHT WHIMSEY TRES * |
| BUILDER | YANKEE | *SAIL NO. 7986 CLASS=YKE38 * |
| HULL NO. | 2 | *OWNER= * |
| YEAR BUILT | 1972 | * HUGH ROGERS * |
| FIXED KEEL | NO MOVABLE AP-AGE | * 9952 SANTA MONICA BLVD. * |
| PROPELLER | 1 TYPE FOLDING | * BEVERLY HILLS, CA. 90212 * |
| INSTALLED WITH | EXPOSED SHAFT | STD*STD*STD*STD*STD*STD*STD*STD* |

I CERTIFY I UNDERSTAND MY RESPONSIBILITIES AS COVERED IN THE IOR RULE.

-----LOCATIONS-----
ANCHORS--BALLAST--RAFTS--
1= 22 F 1= 0 1= 0
2= 0 2= 0 2= 0
3= 0 3= 0

HUGH ROGERS

| | | | | | | | | | |
|----------------|---------|------|--------------|--------------|-------|------|--------|-------|----------|
| -----HULL----- | GDFI | 0.0 | -----MM----- | -----MM----- | | | | | |
| LOA | 38,040 | BMAX | 11,680 | FF | 3,600 | AW | 80.0 | APD | 34,500 |
| FGO | 2,980 | B | 11,660 | FFI | 3,504 | BW | 160.0 | BPD | 69,200 |
| AGO | 3,630 | BWL | 10,630 | FFD | 3,245 | CW | 80.0 | CPD | 34,500 |
| LBG | 31,430 | BF | 2,270 | FMD | 3,040 | DW | 160.0 | DPD | 68,800 |
| GSDA | 1,060 | BFI | 3,570 | FAI | 3,068 | AWD | 20,540 | PL | 1524,000 |
| GSDF | 1,930 | BAI | 6,820 | FA | 3,080 | BWD | 20,540 | SBMAX | 22,640 |
| FD | 4,840 | BA | 6,140 | VHAI | 3,250 | CWD | 20,540 | SPD | 28,000 |
| CMD | 5,200 | GD | 0.0 | VHA | 2,730 | DWD | 20,540 | SDM | 22,900 |
| MD | 4,480 | Y | 3,630 | BHAI | 2,560 | MAW1 | 0.0 | MAW2 | 0.0 |
| QMD | 3,670 | DM | 6,422 | BHA | 2,040 | MACG | 0.0 | MACG | 0.0 |
| EW | 600,000 | EWD | -10,250 | PD | 2,682 | PRD | 1,420 | PBW | 0,360 |
| ESL | 2,140 | ESC | 0,780 | ST1 | 0,330 | ST2 | 0,090 | ST3 | 0,340 |

| | | | | | | | | | |
|------------------------|--------------------|-----|--------|-----|--------|-----|-------|----|--------|
| -----FORETRIANGLE----- | -----MAINSAIL----- | | | | | | | | |
| I | 48,380 | SPL | 15,630 | P | 41,450 | HB | 0,570 | PC | 41,682 |
| J | 15,630 | SPH | 11,870 | E | 12,500 | BL1 | 2,240 | IC | 48,380 |
| LPG | 23,800 | SL | 48,150 | BAD | 5,660 | BL2 | 2,240 | JC | 15,656 |
| LPIS | 0.0 | SMW | 28,180 | BAL | 0,500 | BL3 | 2,490 | EC | 12,500 |
| | | SMG | 27,650 | BD | 0,450 | BL4 | 2,490 | | |
| | | SF | 27,600 | BLP | 10,000 | BL5 | 0.0 | | |
| | | HBS | 0.0 | | | | | | |

REVISED CERTIFICATE
DESTROY ALL COPIES OF CERTIFICATE
OF EARLIER DATE

| | | | |
|-----|---------|----|---------|
| L | 31,0729 | S | 28,3223 |
| B | 11,6600 | DC | =0,0218 |
| D | 4,6128 | FC | =0,0631 |
| CGF | 0,9865 | MR | 28,9477 |
| EPF | 0,9633 | R | 27,5085 |
| MAF | 1,0000 | | |

26.8 / 7
* RATING 27.5 FEET

* RATING 8.38 METERS



SEP 28 1974

MEASURER-ERNIE SPORLEDER
DATE MEASURED 12/13/72
DATE EXPIRES 12/13/76
DATE ISSUED 09/23/74

E.B. SPORLEDER
5392 Bonanza Drive
Huntington Beach, Cal.
(714) 846-3856

THEODORE A. JONES
N.A.Y.R.U. OFFICIAL
1133 AVE/AMERICAS
NEW YORK, N.Y. 10036

STD*STD*STD*STD*STD*STD*STD*STD* ---RATINGS---
 *YACHT WHIMSEY TRES * 27,5085 FEET
 *SAIL NO. 7986 CLASS=YKE38 * 8,3846 METERS
 OWNER
 * HUGH ROGERS *
 * 9952 SANTA MONICA BLVD. *
 * BEVERLY HILLS, CA. 90212 *
 STD*STD*STD*STD*STD*STD*STD*STD*

-----HULL-----

| | | | | | |
|------|----------|------|---------|-----|---------|
| FOC | 0,6285 | CMDI | 2,1600 | PF | 0,8500 |
| AOC | =0,2714 | MDI | 1,4400 | EMF | 0,0118 |
| AOCC | =0,2714 | OMDI | 0,6300 | RM | 1270,27 |
| AOCP | =0,4298 | MDIA | 1,2997 | RMC | 1270,27 |
| AOCG | =0,1131 | FDI | 1,5950 | TR | 28,5008 |
| ASFD | 0,0120 | DB | 6,5366 | DK | 0,0 |
| ASVD | 0,5200 | DD | =0,1147 | RD | 6,4220 |
| FSBD | 1,3000 | DC | =0,0218 | MR | 28,9477 |
| FSFD | 0,0963 | DF | 0,0249 | MR1 | 29,0326 |
| SINK | 3,3400 | CD | 0,0 | LWL | 30,3100 |
| FFFA | 0,5200 | FM | 3,3920 | | |
| DSPL | 15068,30 | FB | 2,9712 | | |
| CBP | 0,0 | FC | =0,0631 | | |

-----SAILS-----

| | | | | | |
|-----|---------|-------|---------|------|--------|
| LP | 23,8000 | HC | 0,0 | RSAB | 0,0 |
| JC | 15,6556 | HYC | 0,0 | RSAC | 0,0 |
| PC | 41,6821 | HFC | 0,0 | RSAD | 0,0 |
| EC | 12,5000 | RSAF | 554,66 | RSAG | 0,0 |
| IC | 48,3800 | SPIN | 763,84 | RSAL | 802,15 |
| PYC | 0,0 | RSAM | 224,06 | MSAT | 0,0 |
| EYC | 0,0 | RSAMC | 220,02 | SATC | 23,43 |
| EBC | 0,0 | RSAT | 802,15 | RSAY | 0,0 |
| EFC | 0,0 | S | 28,3223 | RSAL | 802,15 |

-BATTEN PENALTIES- ---BOOM ABOVE DECK PENALTY-
 MAIN(JH)=P 0,0 MAIN=P 0,0 -SCHOONER-
 MAIN(GH)=H 0,0 MAIN=H 0,0 PSF 0,0
 MIZZ(JH)=PY 0,0 MIZZ=PY 0,0 HF 0,0
 MIZZ(GH)=HY 0,0 MIZZ=HY 0,0
 --HEADBOARDS-- --SPINNAKER-- --UPPER POINTS--
 MAIN 0,2321 LUFF 0,0 P 0,0
 MIZZEN 0,0 HGT 0,0 PY 0,0
 SCHOONER 0,0 PSF 0,0
 FORE TR. 0,0 (BADS=BADX, PARA 840.2) 0,0
 --BOOM DEPTHS-- --BAL PENALTIES--
 MAIN 0,0 MAIN TO E 0,0
 MIZZEN 0,0 MIZZEN TO EY 0,0
 SCHOONER 0,0 SCHOONER TO IS 0,0

COMMENTS

 CHANGE LPG.