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8 February 1990

12 FEB 1990

Dear Sirs,

The results of the measurement of the SADLER 34 yacht, carried out on the 3rd & 7th of February 1990 are attached.

The hull offsets obtained from measurement with the ORC Hull Measuring Instrument together with the results of a practical inclining experiment have been used to calculate the Hydrostatic and Theoretical Stability data and to derive the GZ curve.

The inclining experiment was carried out at constant displacement by the method defined in the IOR Part VII. The freeboards were measured to the underside of the toe rail capping. The tanks were effectively empty and no anchors, chains, stores or sails were on board.

The theoretical predictions of stability are affected by several assumptions and restrictions, notably:

a. The conditions for the inclining test were poor, with 15 knots of wind but the prevailing weather is so stormy that the best attempt had to be made. Experimental results are subject to measurement error but the IOR method can be expected to give representative results in the conditions prevailing.

b. No account has been taken of the positive buoyancy of the deck camber or the coachroof.

c. The effect of cockpit volume has been neglected.

The computer programs used to derive these results were developed by the United States Yacht Racing Union and the Society of Naval Architects and Marine Engineers.

Calculation of an approximate IMS rating gives an RORC SSS Base numeral of 50, which indicates a very seaworthy yacht for its size. We would remind you that the Sadler 34 now has an IMS standard hull as a result of this work.

Yours faithfully,

SAH Ashwood

Director of Rating & Measurement.

CC TO M.J.L