

INTERIM Inspection Procedure for Crackerbox Hull Bottoms

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Introduction:

A comprehensive Crackerbox Inspection Manual is being developed by the Hull Subcommittee of the Inboard Technical Committee; this manual will most likely not be in place until late in the season or early next season.

Until that manual is published, this **interim** procedure will be used to inspect hull bottoms in the Crackerbox class.

Rule Review:

New Rule: 50.6.9- The bottom shall not have longitudinal or transversal steps including relieved chine or concavity. **When measuring for bottom concavity there will be a 1/8th inch maximum deviation from a theoretical straight line from keel centerline to chine.** The wood hull is to be constructed using wood frames covered with plywood not less than 1/4 inch thick. The fiberglass hull must be built with in the same specifications and limitations as wooden hull construction; however, wood frames will be not be required. All frames and station numbers will be converted into inches to determine the same location of cockpit and engine as in the present design.

Tools Required:

- Straight Edge with minimum length of 36 inches
- One eighth inch thick spacers (drill bits or pins) – two required
- One quarter inch pin (or drill bit)

Measurement Process:

- At a point six inches forward of the forward edge of the cavitation plate support the straight edge on the 0.125" pins or spacers placed at hull centerline (keel) and the chine. The hull surface shall not lift the straight edge (flat + 1/8") from the pins nor shall the quarter inch pin be able to be inserted under the straight edge with any clearance to the hull (flat – 1/8")
- Repeat process on the opposite side of the hull.
- Repeat at three other locations no farther forward than 54" forward of the transom.