

# Outboard or Non-powered Boat Capacity Application

<b>Model Number</b> (Assigned by NMMA)			
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Company: \_\_\_\_\_ Model Year: \_\_\_\_\_

Address: \_\_\_\_\_

Model Name for Capacity Plates (max. 15 spaces):

Complete Model Name (if different):

## Part 1: Affidavit

The applicant hereby certifies and assumes responsibility for the proper location and accuracy of all measurements, and the completeness and accuracy of all other representations in accordance with the instructions contained herein.

Date of application: \_\_\_\_\_ Signed: \_\_\_\_\_

## Part 2: Boat Specifications

Is this a catamaran?  Yes  No  
If yes, complete part 6 for one hull only)

Is this a sailboat?  Yes  No

Is this a canoe?  Yes  No

Designed or intended for use with twin O/B motors?  Yes  No

Which of the following is installed as standard equipment:

- Bilge Pump  Steering
- Fuel System  Navigation Lights

Bottom contour:

- V  Flat  Tri-hull  Semi-V  Round Bilge

### Hull Dimensions

Overall Length  ft.  .  in.

Overall Stern Width  ft.  .  in.

Transom height at boat's centerline  .  in.

Weight of finished boat  lbs.

Boat weight shall include heaviest production tolerances and all permanently attached, non-portable appurtenances, which are factory supplied with this model except items in Table 1.

Hull Material

- Fiberglass  Aluminum  Other

Maximum standard or optional fuel tank capacity  gals.

## Part 3: Requested Capacities

If you would like any specific capacities, indicate values below. Do NOT indicate any value where you wish the maximum allowable.

Requested maximum persons capacity (must be confirmed by stability tests)

Number of passengers   lbs.

Requested maximum weight capacity  lbs.

Requested maximum horsepower capacity  hp

Maneuvering Speed  mph

(See NMMA Certification Handbook)

Maneuvering speed not applicable

Passes test at full power

Maximum speed less than 30-mph

## Part 4 – Persons Capacity Test Report

For outboards over 2-hp with less than 550-lbs. persons capacity and outboards with upper decks for persons

### Test Procedure

1. Place weight for motor (a) on boat transom so that its center of gravity is on the boat centerline 3 in. above the top of the transom and 3 in. aft of the transom (+ in.).
2. Where applicable, place weight for battery (b) on the boat bottom or accommodation floor in normal position and record the distance forward of the transom this weight is located. If a space is marked or constructed for battery location, that space shall be used to place the battery weight.
3. Place weight from Table I for portable tanks (c) on the boat bottom or accommodation floor in normal position and record the distance forward of the transom this weight is located. If a space is marked or constructed for tank location, that space shall be used to place the tank weight. Fill permanent tanks to rated capacity.
4. Determine and record the stability test load (see note). Place the test load so that its center of gravity is at one side as follows:
  - a. **Logitudinal** — at the midpoint, fore and aft, of the passenger carrying area (+ 2 in.).
  - b. **Vertical** — at the height of the seat nearest to the longitudinal center of gravity (– 0 in. + 3 in.) but not above the gunwale.
  - c. **Transverse** — at the average outboard extremity of the passenger carrying area where it intersects with the test load height, ( $\pm 2$  in.)
5. Record the minimum freeboard with the test load applied. If the weight for fuel tanks and battery is not balanced on either side of the boats longitudinal centerline, conduct tests on both port and starboard sides and report the minimum freeboard.

Test date   /   /

Maximum persons capacity (see note)    lbs.

Permanent fuel tanks capacity    gal.

a. Motor & control weight    lbs.

b. Battery weight    lbs. (Located    in. forward transom)

c. Portable tank weight    lbs. (Located    in. forward transom)

d. Stability test load = .6 (Maximum persons capacity)

Stability test load =     lbs (Main deck)

Stability test load =     lbs (Upper deck where applicable — See NMMA Certification Handbook)

This boat will not ship water and has a min. freeboard of   .  in. when tested in accordance with the procedure indicated herein.

Note: If a maximum persons capacity is requested in Part 3 of this application, use requested value in this test. Otherwise, continue to add weights to the test load until there is minimal freeboard (no water coming aboard). Record the inches of freeboard and test load above.

**Refer to ABYC S-30 Weight Table for appropriate engine weights**

## Part 5 – Flotation

Indicate below the flotation standard this boat is to be rated under.

Basic    Level    None

Buoyancy of flotation material      .  lbs. per cu. ft.

All O/B boats under 20-ft. must be rated under the Level Standard.  
If this boat is more than 20-ft. and not to be rated for flotation,  
do NOT complete the remainder of Part V.

### Indicate the actual amounts of flotation installed in the boat

Total amount      .  cu. ft.

In the table below, break down the hull and deck into the component materials, by weight: (Optional if level flotation test report submitted)  
DO NOT include foam as a component material.

	Hull Include everything below swamped waterline	Deck Include everything above swamped waterline
Fiberglass	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.
Aluminum	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.
Fir Plywood (or pine)	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.
Hardware:	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.

(Include Empty Fuel System Weight)

Other: (Specify Material)

_____	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> . <input type="text"/> <input type="text"/> lbs. ± Circle the proper sign
_____	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> . <input type="text"/> <input type="text"/> lbs. ± Circle the proper sign
_____	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> lbs.	<input type="text"/> <input type="text"/> . <input type="text"/> <input type="text"/> lbs. ± Circle the proper sign

The sum of these weights PLUS the weight of the flotation material  
MUST equal the Weight of the Finished Boat on page 1

See Table 1 on page 2 for conversion factor

**Static Float Plane** — the plane below all points of major leakage and the most forward point of the boat (including trim) below which the maximum displacement of the boat exists. Other definitions of the Static Float Plane acceptable to the U.S. Coast Guard may be used if that definition and evidence of acceptance is supplied. **If other definition is used, check here**

**Calculation Length** — is the horizontal length from the most forward part of the boat below the static float plane to the vertical midpoint of the transom below the static float plane.

**Transverse Sections (AA, A, B, C and D)** — are established at the quarter lengths and at the midpoint of forward quarter length which, except for the transom, are perpendicular to the static float plane.

**Vertical Depth (a, b, c, d, e and f)** — are established below the static float plane in each transverse section at five equidistant intervals between the boat longitudinal centerline and the extreme section width existing below the static float plane.

**Measurements** — are taken to the outside of the hull and recorded in inches with decimal equivalents for fractions, as from the table below.

Fractions to Decimal			
1/8 inch = 0.12	3/8 inch = 0.37	5/8 inch = 0.63	7/8 inch = 0.88
1/4 inch = 0.25	1/2 inch = 0.5	3/4 inch = 0.75	

**Level Flotation Test Report**  
(NMMA use only)

### Required if Level Box checked

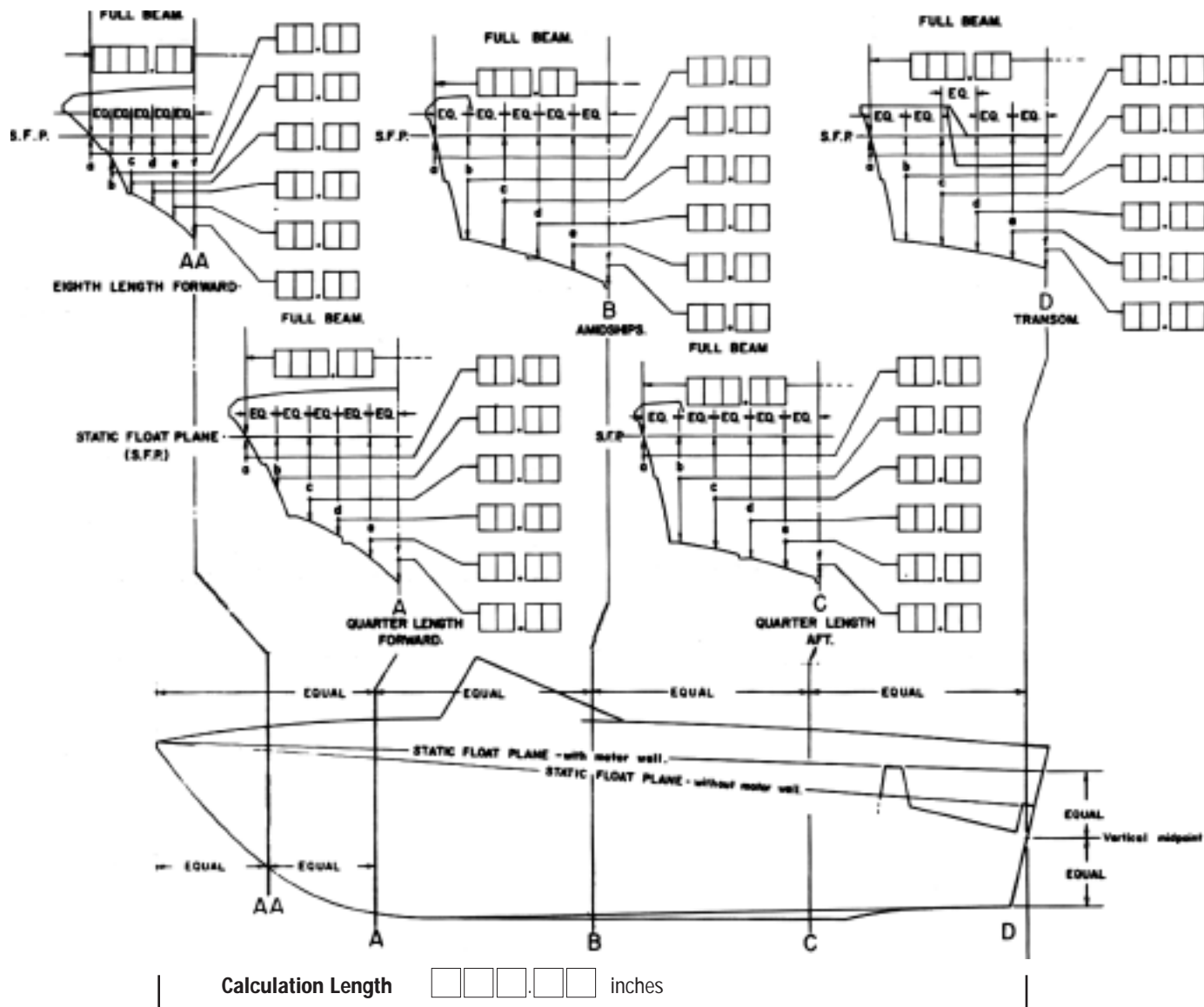
For boat      .  cu. ft.  
Symmetrical about midpoint

For engine      .  cu. ft.  
Symmetrical at transom

For persons      .  cu. ft.  
Symmetrical at sides

## Part 6: Boat Capacity Data

Option 1



Motor Well and "Extra Volume" — If the static float plane is above the boat's transom motor cut-out, the volume within the motor well which is below the static float plane must be subtracted.

Volume of integral structure aft of the transom below the static float plane may be added to the cubic capacity.

Option 2: Other definitions of Static Float Plane

Capacity in cubic feet