

<b>BOAT</b> Name <b>Inkeri</b> Sail Nr <b>FIN-310</b>	<b>GPH</b> <b>722.0</b>	<b>HULL</b> Length Overall <b>9.098m</b> Maximum Beam <b>2.824m</b> Displacement <b>3,734kg</b> Draft <b>1.640m</b> Plan Review IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0.345%</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>S&amp;S 6.6</b> Designer <b>S&amp;S</b> Builder <b>E Antinoja</b> Series <b>01/1970</b> Age <b>01/1972</b> Age Allowance <b>0.487%</b> Offset File <b>L310.BOF - 28/03/1990 16:40:42</b> Measurement by - <b>04/05/2013</b>		IMSL <b>7.221m</b> VCGD <b>-0.088m</b> Sink <b>11.93kg/mm</b> RL <b>6.259m</b> VCGM <b>-0.081m</b> WS <b>17.25m<sup>2</sup></b> LSM0 <b>7.239m</b> Displacement/Length ratio <b>9.8433</b>



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<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>703.1</b>			<b>780.6</b>		
Time on Time	<b>0.8534</b>			<b>0.8647</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>818.4</b>	<b>642.1</b>	<b>580.2</b>	<b>1045.5</b>	<b>783.6</b>	<b>688.6</b>
Time on Time	<b>0.8248</b>	<b>1.0513</b>	<b>1.1634</b>	<b>0.6456</b>	<b>0.8614</b>	<b>0.9803</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1182.9</b>	<b>1008.7</b>	<b>897.1</b>	<b>844.0</b>	<b>823.5</b>	<b>814.2</b>	<b>817.3</b>
52°	<b>787.1</b>	<b>671.6</b>	<b>611.8</b>	<b>588.0</b>	<b>578.5</b>	<b>574.0</b>	<b>572.0</b>
60°	<b>748.1</b>	<b>641.4</b>	<b>595.7</b>	<b>574.8</b>	<b>563.7</b>	<b>558.4</b>	<b>555.1</b>
75°	<b>720.2</b>	<b>622.0</b>	<b>584.0</b>	<b>563.3</b>	<b>548.1</b>	<b>537.0</b>	<b>527.1</b>
90°	<b>728.5</b>	<b>622.8</b>	<b>577.8</b>	<b>557.2</b>	<b>542.3</b>	<b>526.4</b>	<b>503.7</b>
110°	<b>737.9</b>	<b>614.8</b>	<b>568.7</b>	<b>541.8</b>	<b>519.2</b>	<b>504.1</b>	<b>487.6</b>
120°	<b>758.5</b>	<b>626.0</b>	<b>573.6</b>	<b>545.1</b>	<b>519.9</b>	<b>497.9</b>	<b>471.5</b>
135°	<b>824.2</b>	<b>679.3</b>	<b>595.7</b>	<b>561.4</b>	<b>535.8</b>	<b>511.1</b>	<b>471.5</b>
150°	<b>954.4</b>	<b>770.6</b>	<b>655.3</b>	<b>590.4</b>	<b>560.4</b>	<b>536.7</b>	<b>493.2</b>
Run VMG	<b>1102.0</b>	<b>888.9</b>	<b>754.3</b>	<b>663.3</b>	<b>601.4</b>	<b>568.3</b>	<b>522.6</b>

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Number **00310**  
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**Crew Weight**

Default 434kg  
Maximum **400kg**  
Minimum\* **300kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

**Special Scoring**

ToD	ToT
Non Spin GPH <b>750.6</b>	<b>0.7994</b>
Non Spin OSN <b>728.7</b>	<b>0.8234</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>1142.4</b>	<b>948.8</b>	<b>825.7</b>	<b>753.6</b>	<b>712.5</b>	<b>691.3</b>	<b>669.9</b>
Circular Random	<b>983.0</b>	<b>798.9</b>	<b>701.1</b>	<b>645.0</b>	<b>611.4</b>	<b>590.3</b>	<b>566.0</b>
Coastal / Long Distance	<b>1138.4</b>	<b>892.1</b>	<b>747.2</b>	<b>665.0</b>	<b>622.5</b>	<b>590.4</b>	<b>540.7</b>
Non Spinnaker	<b>1033.5</b>	<b>835.0</b>	<b>728.2</b>	<b>666.3</b>	<b>628.7</b>	<b>604.8</b>	<b>576.8</b>

**Sails Limitations**

Headsails	Spinnakers
<b>5</b>	<b>4</b>

<b>Velocity Prediction in Knots for True Wind Speeds</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>42.0°</b>	<b>41.3°</b>	<b>41.6°</b>	<b>40.5°</b>	<b>39.9°</b>	<b>39.8°</b>	<b>40.1°</b>
Beat VMG	<b>3.04</b>	<b>3.57</b>	<b>4.01</b>	<b>4.27</b>	<b>4.37</b>	<b>4.42</b>	<b>4.40</b>
52°	<b>4.57</b>	<b>5.36</b>	<b>5.88</b>	<b>6.12</b>	<b>6.22</b>	<b>6.27</b>	<b>6.29</b>
60°	<b>4.81</b>	<b>5.61</b>	<b>6.04</b>	<b>6.26</b>	<b>6.39</b>	<b>6.45</b>	<b>6.49</b>
75°	<b>5.00</b>	<b>5.79</b>	<b>6.16</b>	<b>6.39</b>	<b>6.57</b>	<b>6.70</b>	<b>6.83</b>
90°	<b>4.94</b>	<b>5.78</b>	<b>6.23</b>	<b>6.46</b>	<b>6.64</b>	<b>6.84</b>	<b>7.15</b>
110°	<b>4.88</b>	<b>5.86</b>	<b>6.33</b>	<b>6.64</b>	<b>6.93</b>	<b>7.14</b>	<b>7.38</b>
120°	<b>4.75</b>	<b>5.75</b>	<b>6.28</b>	<b>6.60</b>	<b>6.92</b>	<b>7.23</b>	<b>7.63</b>
135°	<b>4.37</b>	<b>5.30</b>	<b>6.04</b>	<b>6.41</b>	<b>6.72</b>	<b>7.04</b>	<b>7.64</b>
150°	<b>3.77</b>	<b>4.67</b>	<b>5.49</b>	<b>6.10</b>	<b>6.42</b>	<b>6.71</b>	<b>7.30</b>
Run VMG	<b>3.27</b>	<b>4.05</b>	<b>4.77</b>	<b>5.43</b>	<b>5.99</b>	<b>6.33</b>	<b>6.89</b>
Gybe Angles	<b>148.5°</b>	<b>153.0°</b>	<b>152.0°</b>	<b>163.0°</b>	<b>180.0°</b>	<b>180.0°</b>	<b>180.0°</b>

**Class Division Length**

CDL = **6.738**

**Storm Sails Areas**

Heavy Weather Jib **17.61**  
Storm Jib (JL=7.43) **6.53**  
Storm Triesail **5.58**

**Owner**

<b>BOAT</b>	
Name <b>Inkeri</b>	Sail Nr <b>FIN-310</b>
File <b>L-0310</b>	Data in <b>meters/kilograms</b>

<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>2</b>
Inner Stay <b>Adjustable</b>	Runners/Checkstays <b>0</b>
Carbon Mast <b>No</b>	Jib Furler <b>No</b>
Fiber Rigging <b>No</b>	Main Furler <b>No</b>
Non-Circular Rigging <b>No</b>	
Articulated Bowsprit <b>No</b>	
P <b>9.900</b>	E <b>3.220</b> MDT1 <b>0.105</b> MW <b>0.150</b>
IG <b>11.280</b>	J <b>3.665</b> MDL1 <b>0.150</b> GO <b>0.195</b>
ISP <b>11.233</b>	SFJ <b>0.000</b> MDT2 <b>0.105</b> BD <b>0.135</b>
BAS <b>1.093</b>	SPL <b>3.750</b> MDL2 <b>0.150</b> MWT <b>84.00</b>
FSD <b>0.025</b>	TPS <b>0.000</b> TL <b>0.000</b> MCG <b>3.360</b>

<b>INCLINING TEST AND FREEBOARDS</b>	
Inclining Test <b>Pre-1989</b>	
Flotation date <b>19/09/1989</b>	SG <b>1.0050</b>
FFM <b>1.014</b>	FF <b>1.030</b> SFFP <b>0.719</b>
FAM <b>0.792</b>	FA <b>0.804</b> SAFP <b>8.691</b>
AW <b>15.00</b> AWD <b>5.00</b> APD <b>31.00</b> PLM <b>1500.0</b>	
BW <b>30.00</b> BWD <b>5.00</b> BPD <b>64.00</b>	
CW <b>15.00</b> CWD <b>5.00</b> CPD <b>31.00</b>	
DW <b>30.00</b> DWD <b>5.00</b> DPD <b>64.00</b>	
LCF from stem on CL / on sheer	<b>4.985 / 5.150</b>
Maximum beam station from stem	<b>5.090</b>
RM Measured	<b>62.5kg-m</b>
RM Default	<b>55.0kg-m</b>
Limit of positive stability / Stab.Index	<b>123.7° / 126.1</b>
Freeboard at mast at 3.665	<b>0.953</b>



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<b>MIZZEN RIG AND SAILS</b>	
N/A	

<b>PROPELLER</b>	
Installation <b>Shaft exposed</b>	PRD <b>0.324</b>
Type <b>Folding 2 blades</b>	PBW
Twin Screw <b>No</b>	PIPA <b>0.0017</b>
PSA <b>18.000</b> PHL <b>0.125</b> ST3 <b>0.100</b> ESL <b>0.560</b>	
PSD <b>0.025</b> ST1 <b>0.450</b> ST4	
PHD <b>0.045</b> ST2 <b>0.050</b> ST5	

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<b>COMMENTS</b>	

<b>MOVABLE BALLAST</b>	
N/A	

<b>CENTERBOARD</b>	
N/A	



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<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0.13	0.69	1.25	2.11	2.73	19.22	19.58	P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric	SLU	SLE	SL	SHW	SFL				
	11.14	11.14	11.14	6.74	6.53	62.18		SL · (SFL + 4·SHW) / 6	
Asymmetric	Not Available								

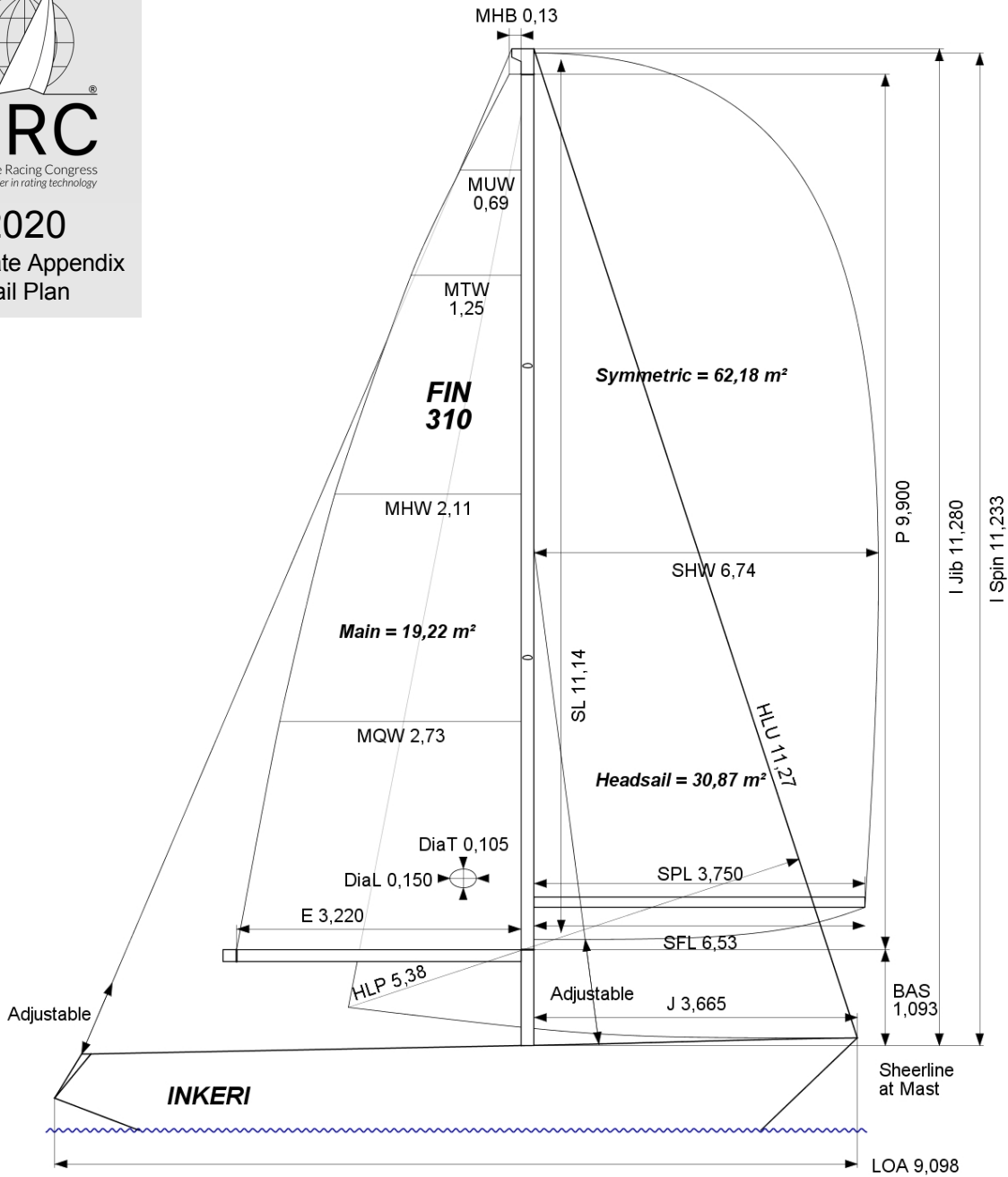
<b>HEADSAILS</b>												
Area = 0.1125·HLU · (1.445·HLP + 2·HQW + 2·HHW + 1.5·HTW + HUW + 0.5·HHB)												
HHB	HUW	HTW	HHW	HQW	HLP	HLU	Area	Btn	Flying	Meas.Date	Material	Comment
					5.38	11.27	30.87		No			* Copied from legacy *



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Sail Plan



**SAILS INVENTORY**

MAINSAIL (2)																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
1	0.13	0.69	1.25	2.11	2.73	19.22		04/05/2013	North Sails	Carbon	3DL					
ORC	0.11	0.66	1.21	2.08	2.71	18.98					* Copied from legacy					
HEADSAILS (1)																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Flying	Measurer	Meas.Date	Manufacture	Material	Comment
ORC						5.38	11.27	147%	30.87		No					* Copied from
SYMMETRIC SPINNAKERS (1)																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
ORC	11.14	11.14	11.14	6.74	6.53	62.18					* Copied from legacy *					
ASYMMETRIC SPINNAKERS (0)																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				