

<b>BOAT</b> Name <b>Inkeri</b> Sail Nr <b>FIN-310</b>	<b>GPH</b> <b>721.8</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> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0.354%</b> Fwd Accommodation <b>Yes</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>6.288m</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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SCORING OPTIONS						
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time on Distance	<b>702.8</b>			<b>780.0</b>		
Time on Time	<b>0.8538</b>			<b>0.8654</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>818.6</b>	<b>641.8</b>	<b>579.8</b>	<b>1045.5</b>	<b>783.1</b>	<b>687.7</b>
Time on Time	<b>0.8246</b>	<b>1.0518</b>	<b>1.1641</b>	<b>0.6456</b>	<b>0.8620</b>	<b>0.9815</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1181.1</b>	<b>1006.9</b>	<b>895.2</b>	<b>842.1</b>	<b>821.7</b>	<b>812.3</b>	<b>815.3</b>
52°	<b>786.6</b>	<b>671.1</b>	<b>611.5</b>	<b>587.6</b>	<b>578.1</b>	<b>573.6</b>	<b>571.5</b>
60°	<b>748.1</b>	<b>641.3</b>	<b>595.5</b>	<b>574.6</b>	<b>563.4</b>	<b>558.1</b>	<b>554.7</b>
75°	<b>720.6</b>	<b>622.1</b>	<b>583.9</b>	<b>563.2</b>	<b>548.0</b>	<b>536.8</b>	<b>526.9</b>
90°	<b>729.4</b>	<b>623.2</b>	<b>577.7</b>	<b>557.2</b>	<b>542.3</b>	<b>526.5</b>	<b>503.6</b>
110°	<b>738.5</b>	<b>615.0</b>	<b>568.7</b>	<b>541.8</b>	<b>519.3</b>	<b>504.2</b>	<b>488.5</b>
120°	<b>759.4</b>	<b>626.5</b>	<b>573.7</b>	<b>545.2</b>	<b>520.0</b>	<b>498.0</b>	<b>471.8</b>
135°	<b>825.3</b>	<b>680.5</b>	<b>596.0</b>	<b>561.6</b>	<b>535.9</b>	<b>511.3</b>	<b>471.7</b>
150°	<b>956.2</b>	<b>771.9</b>	<b>656.1</b>	<b>590.7</b>	<b>560.6</b>	<b>536.9</b>	<b>493.4</b>
Run VMG	<b>1104.1</b>	<b>890.2</b>	<b>755.4</b>	<b>664.0</b>	<b>601.9</b>	<b>568.5</b>	<b>522.8</b>

**Certificate**  
Number **00310**  
ORC Ref **FIN00003791**  
Issued On **28/04/2019**  
VPP Ver. **2019 1.01**  
Valid until **31/12/2019**

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

**Special Scoring**  
ToD ToT  
Double H.GPH **728.4 0.8237**  
Double H.OSN **710.5 0.8445**  
Non Spin GPH **750.6 0.7994**  
Non Spin OSN **728.5 0.8236**

Selected Courses							
Windward / Leeward	<b>1142.6</b>	<b>948.5</b>	<b>825.3</b>	<b>753.0</b>	<b>711.8</b>	<b>690.4</b>	<b>669.1</b>
Circular Random	<b>983.1</b>	<b>798.8</b>	<b>700.9</b>	<b>644.7</b>	<b>611.0</b>	<b>590.0</b>	<b>565.7</b>
Coastal / Long Distance	<b>1138.8</b>	<b>892.0</b>	<b>746.9</b>	<b>664.5</b>	<b>622.1</b>	<b>590.1</b>	<b>540.5</b>
Non Spinnaker	<b>1033.9</b>	<b>835.1</b>	<b>728.2</b>	<b>666.1</b>	<b>628.4</b>	<b>604.5</b>	<b>576.3</b>

**Sails Limitations**  
Headsails **5** Spinnakers **3**

Velocity Prediction in Knots for True Wind Speeds							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>41.6°</b>	<b>41.0°</b>	<b>41.5°</b>	<b>40.5°</b>	<b>39.8°</b>	<b>39.6°</b>	<b>40.0°</b>
Beat VMG	<b>3.05</b>	<b>3.58</b>	<b>4.02</b>	<b>4.28</b>	<b>4.38</b>	<b>4.43</b>	<b>4.42</b>
52°	<b>4.58</b>	<b>5.36</b>	<b>5.89</b>	<b>6.13</b>	<b>6.23</b>	<b>6.28</b>	<b>6.30</b>
60°	<b>4.81</b>	<b>5.61</b>	<b>6.05</b>	<b>6.27</b>	<b>6.39</b>	<b>6.45</b>	<b>6.49</b>
75°	<b>5.00</b>	<b>5.79</b>	<b>6.17</b>	<b>6.39</b>	<b>6.57</b>	<b>6.71</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>4.87</b>	<b>5.85</b>	<b>6.33</b>	<b>6.64</b>	<b>6.93</b>	<b>7.14</b>	<b>7.37</b>
120°	<b>4.74</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>4.36</b>	<b>5.29</b>	<b>6.04</b>	<b>6.41</b>	<b>6.72</b>	<b>7.04</b>	<b>7.63</b>
150°	<b>3.76</b>	<b>4.66</b>	<b>5.49</b>	<b>6.09</b>	<b>6.42</b>	<b>6.70</b>	<b>7.30</b>
Run VMG	<b>3.26</b>	<b>4.04</b>	<b>4.77</b>	<b>5.42</b>	<b>5.98</b>	<b>6.33</b>	<b>6.89</b>
Gybe Angles	<b>148.5°</b>	<b>152.6°</b>	<b>151.8°</b>	<b>162.6°</b>	<b>180.0°</b>	<b>180.0°</b>	<b>180.0°</b>

**Class Division Length**  
CDL = **6.755**

**Storm Sails Areas**  
Heavy Weather Jib **17.61**  
Storm Jib (JL=7.43) **6.53**  
Storm Trysail **5.58**

**Owner**

<b>BOAT</b>	
Name <b>Inkeri</b> File <b>L-0310</b>	Sail Nr <b>FIN-310</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 <b>0</b>
Carbon Mast <b>No</b>	Jumper Struts <b>None</b>
Taper Hollows <b>No</b>	Jib Furler <b>No</b>
Fiber Rigging <b>No</b>	Main Furler <b>No</b>
Lenticular Rigging <b>No</b>	Without Backstay <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>
FSP <b>0.050</b>	TPS <b></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>									
<b>Mainsail</b>	<b>MHB</b>	<b>MUW</b>	<b>MTW</b>	<b>MHW</b>	<b>MQW</b>	<b>Area</b>	<b>Area (r)</b>	<b>Formula</b>	
	0.130	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)	
<b>Symmetric</b>	<b>SLU</b>	<b>SLE</b>	<b>SL</b>	<b>SHW</b>	<b>SFL</b>				
	11.14	11.14	11.14	6.74	6.53	62.18		SL · (SFL + 4·SHW) / 6	
<b>Asymmetric</b>	Not Available								

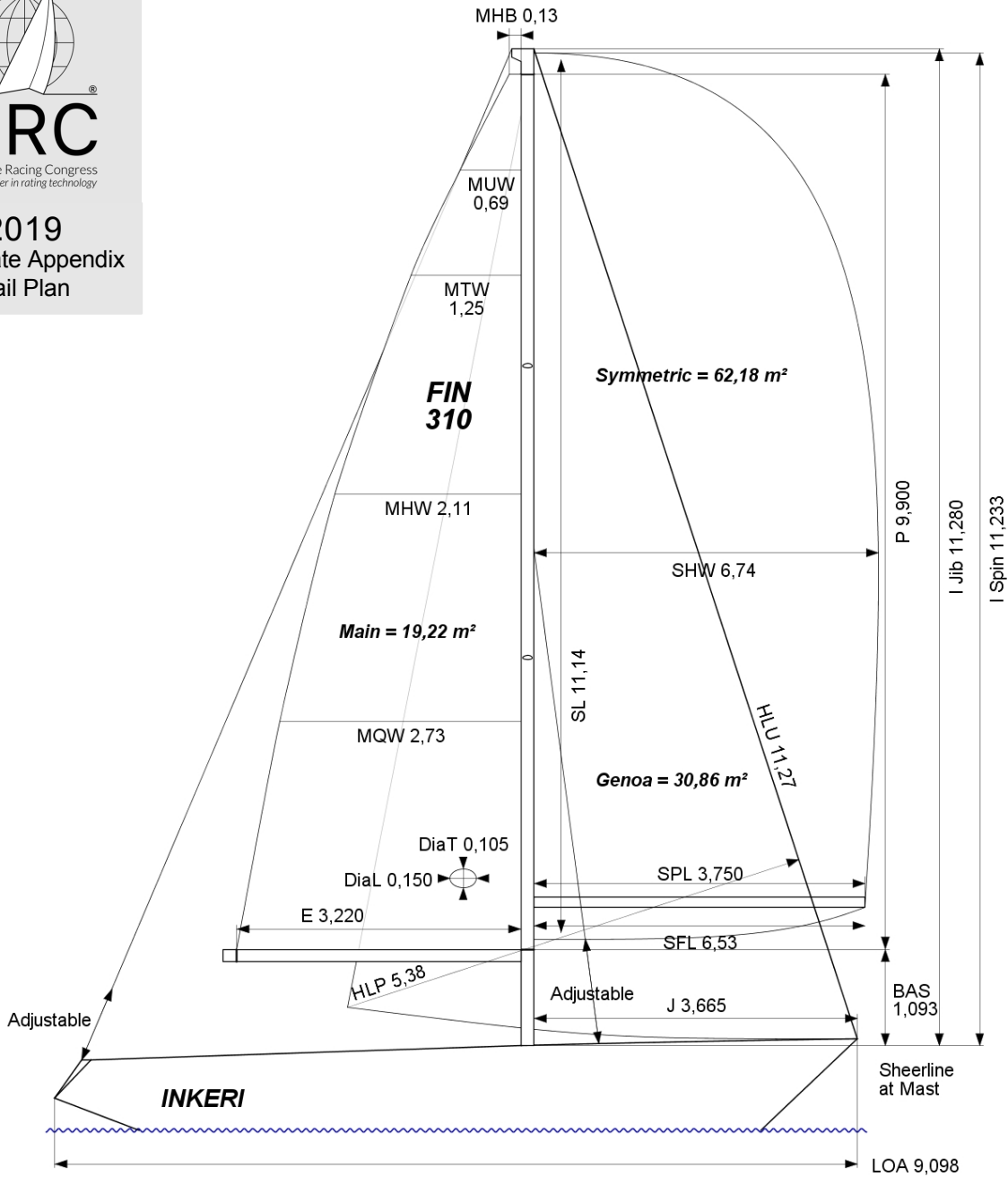
<b>HEADSAILS</b>										
Area = 0.1125·HLU · (1.445·HLP + 2·HQW + 2·HHW + 1.5·HTW + HUW + 0.5·HHB)										
<b>HHB</b>	<b>HUW</b>	<b>HTW</b>	<b>HHW</b>	<b>HQW</b>	<b>HLP</b>	<b>HLU</b>	<b>Area</b>	<b>Btn</b>	<b>Fly</b>	<b>Meas.Date</b>
					5.38	11.27	30.87			
* Copied from legacy *										



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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	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
ORC						5.38	11.27	147%	30.87							* Copied from legacy *
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				