

<b>BOAT</b> Name <b>Phoenix</b> Sail Nr <b>BUL-8</b>	<b>GPH</b> <b>718.4</b>	<b>HULL</b> Length Overall <b>7.650m</b> Maximum Beam <b>2.756m</b> Displacement <b>1,486kg</b> Draft <b>1.512m</b> IMS Reg. Division <b>Performance</b> Dynamic Allowance <b>0.018%</b> Fwd Accommodation <b>No</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>Conrad 25R</b> Designer <b>Doug Peterson</b> Builder <b>Conrad</b> Series <b>01/1976</b> Age <b>06/1984</b> Age Allowance <b>0.487%</b> Offset File <b>C25_ST.OFF - 09/07/2007 21:06:12</b> Measurement by - <b>30/07/2019</b>		IMSL <b>6.158m</b> VCGD <b>-0.126m</b> Sink <b>7.98kg/mm</b> RL <b>6.712m</b> VCGM <b>-0.118m</b> WS <b>11.03m<sup>2</sup></b> LSM0 <b>6.086m</b> Displacement/Length ratio <b>6.5921</b>



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SCORING OPTIONS						
Time on Distance	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	<b>698.7</b>			<b>771.5</b>		
Time on Time	<b>0.8588</b>			<b>0.8749</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>806.7</b>	<b>641.7</b>	<b>578.6</b>	<b>1028.2</b>	<b>772.3</b>	<b>688.1</b>
Time on Time	<b>0.8367</b>	<b>1.0519</b>	<b>1.1667</b>	<b>0.6565</b>	<b>0.8740</b>	<b>0.9809</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1129.3</b>	<b>950.8</b>	<b>853.3</b>	<b>815.1</b>	<b>804.1</b>	<b>801.0</b>	<b>810.7</b>
52°	<b>752.9</b>	<b>651.2</b>	<b>616.1</b>	<b>597.1</b>	<b>587.7</b>	<b>583.0</b>	<b>582.7</b>
60°	<b>716.3</b>	<b>634.1</b>	<b>604.1</b>	<b>583.1</b>	<b>568.8</b>	<b>562.1</b>	<b>558.6</b>
75°	<b>694.5</b>	<b>625.3</b>	<b>593.6</b>	<b>568.1</b>	<b>547.3</b>	<b>533.5</b>	<b>523.5</b>
90°	<b>702.7</b>	<b>625.8</b>	<b>585.6</b>	<b>554.4</b>	<b>533.0</b>	<b>519.2</b>	<b>493.4</b>
110°	<b>729.8</b>	<b>626.9</b>	<b>584.8</b>	<b>548.2</b>	<b>517.7</b>	<b>492.3</b>	<b>459.5</b>
120°	<b>758.1</b>	<b>639.7</b>	<b>594.1</b>	<b>558.8</b>	<b>526.7</b>	<b>497.9</b>	<b>446.2</b>
135°	<b>840.9</b>	<b>690.1</b>	<b>620.1</b>	<b>583.6</b>	<b>549.8</b>	<b>519.9</b>	<b>464.4</b>
150°	<b>977.8</b>	<b>783.6</b>	<b>668.2</b>	<b>613.7</b>	<b>580.2</b>	<b>548.7</b>	<b>494.8</b>
Run VMG	<b>1129.1</b>	<b>903.7</b>	<b>764.5</b>	<b>671.2</b>	<b>617.5</b>	<b>584.3</b>	<b>526.5</b>

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Number **062/19**  
ORC Ref **BUL10026576**  
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Selected Courses							
Windward / Leeward	<b>1129.2</b>	<b>927.2</b>	<b>808.9</b>	<b>743.1</b>	<b>710.8</b>	<b>692.7</b>	<b>668.6</b>
Circular Random	<b>972.3</b>	<b>793.0</b>	<b>698.2</b>	<b>643.8</b>	<b>610.5</b>	<b>588.6</b>	<b>560.3</b>
Coastal / Long Distance	<b>1129.2</b>	<b>876.0</b>	<b>739.4</b>	<b>664.0</b>	<b>623.6</b>	<b>590.8</b>	<b>533.1</b>
Non Spinnaker	<b>1008.0</b>	<b>818.5</b>	<b>717.8</b>	<b>659.7</b>	<b>624.0</b>	<b>600.7</b>	<b>571.4</b>

**Crew Weight**  
Default 339kg  
Maximum **450kg**  
Minimum\* **338kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

**Special Scoring**  
ToD ToT  
Double H.GPH **732.3 0.8193**  
Double H.OSN **716.3 0.8377**  
Non Spin GPH **739.1 0.8118**  
Non Spin OSN **716.3 0.8376**

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>40.8°</b>	<b>40.8°</b>	<b>37.9°</b>	<b>36.4°</b>	<b>36.0°</b>	<b>36.1°</b>	<b>37.2°</b>
Beat VMG	<b>3.19</b>	<b>3.79</b>	<b>4.22</b>	<b>4.42</b>	<b>4.48</b>	<b>4.49</b>	<b>4.44</b>
52°	<b>4.78</b>	<b>5.53</b>	<b>5.84</b>	<b>6.03</b>	<b>6.13</b>	<b>6.18</b>	<b>6.18</b>
60°	<b>5.03</b>	<b>5.68</b>	<b>5.96</b>	<b>6.17</b>	<b>6.33</b>	<b>6.40</b>	<b>6.44</b>
75°	<b>5.18</b>	<b>5.76</b>	<b>6.07</b>	<b>6.34</b>	<b>6.58</b>	<b>6.75</b>	<b>6.88</b>
90°	<b>5.12</b>	<b>5.75</b>	<b>6.15</b>	<b>6.49</b>	<b>6.75</b>	<b>6.93</b>	<b>7.30</b>
110°	<b>4.93</b>	<b>5.74</b>	<b>6.16</b>	<b>6.57</b>	<b>6.95</b>	<b>7.31</b>	<b>7.84</b>
120°	<b>4.75</b>	<b>5.63</b>	<b>6.06</b>	<b>6.44</b>	<b>6.84</b>	<b>7.23</b>	<b>8.07</b>
135°	<b>4.28</b>	<b>5.22</b>	<b>5.81</b>	<b>6.17</b>	<b>6.55</b>	<b>6.92</b>	<b>7.75</b>
150°	<b>3.68</b>	<b>4.59</b>	<b>5.39</b>	<b>5.87</b>	<b>6.21</b>	<b>6.56</b>	<b>7.28</b>
Run VMG	<b>3.19</b>	<b>3.98</b>	<b>4.71</b>	<b>5.36</b>	<b>5.83</b>	<b>6.16</b>	<b>6.84</b>
Gybe Angles	<b>148.8°</b>	<b>152.8°</b>	<b>156.4°</b>	<b>180.0°</b>	<b>180.0°</b>	<b>180.0°</b>	<b>180.0°</b>

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

**Class Division Length**  
CDL = **6.435**

**Storm Sails Areas**  
Heavy Weather Jib **10.27**  
Storm Jib (JL=5.67) **3.81**  
Storm Trysail **5.32**

**Owner**

<b>BOAT</b>	
Name <b>Phoenix</b>	Sail Nr <b>BUL-8</b>
File <b>BUL2</b>	Data in <b>meters/kilograms</b>

<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>2</b>
Inner Stay <b>None Fitted</b>	Runners <b>1</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>9.200</b>	E <b>3.300</b> MDT1 <b>0.075</b> MW <b>0.115</b>
IG <b>8.720</b>	J <b>2.630</b> MDL1 <b>0.115</b> GO <b>0.115</b>
ISP <b>8.730</b>	SFJ <b>0.125</b> MDT2 <b>0.070</b> BD
BAS <b>1.225</b>	SPL <b>2.630</b> MDL2 <b>0.080</b> MWT
FSP <b>0.060</b>	TPS TL <b>1.200</b> MCG

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>30/07/2019</b>		SG	
FFM <b>0.889</b>	FF <b>0.889</b>	SFFP <b>0.556</b>	
FAM <b>0.813</b>	FA <b>0.813</b>	SAFP <b>6.920</b>	
W1 <b>7.4</b>	PD1 <b>30.0</b>	WD <b>6.200</b>	
W2 <b>16.2</b>	PD2 <b>136.0</b>	GSA <b>0.0</b>	
W3 <b>23.6</b>	PD3 <b>167.0</b>	RSA <b>18800.</b>	
W4 <b>30.8</b>	PD4 <b>227.0</b>	PLM <b>2000.0</b>	
LCF from stem on CL / on sheer		<b>4.085 / 4.290</b>	
Maximum beam station from stem		<b>4.510</b>	
RM Measured		<b>28.5kg-m</b>	
RM Default		<b>26.0kg-m</b>	
Limit of positive stability / Stab.Index		<b>119.9° / 112.0</b>	
Freeboard at mast at 2.755		<b>0.836</b>	



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

<b>PROPELLER</b>	
Type <b>No Propeller</b>	

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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>	
	0.140	0.72	1.29	2.22	2.89	18.68	19.14	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>				
	8.39	8.39	8.39	4.66	4.57	32.46		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>	<b>Material</b>	<b>Comment</b>
0.11	0.56	1.04	2.00	3.06	4.00	8.62	17.53				Dacron	

<b>MEASUREMENT INVENTORY</b>				
Measurer				
Date <b>30/07/2019</b>				
Comment				
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>
<b>Id</b>	<b>Item</b>	<b>Maker</b>	<b>Model</b>	
Engine				
<b>Id</b>	<b>Item</b>	<b>Weight Description</b>		

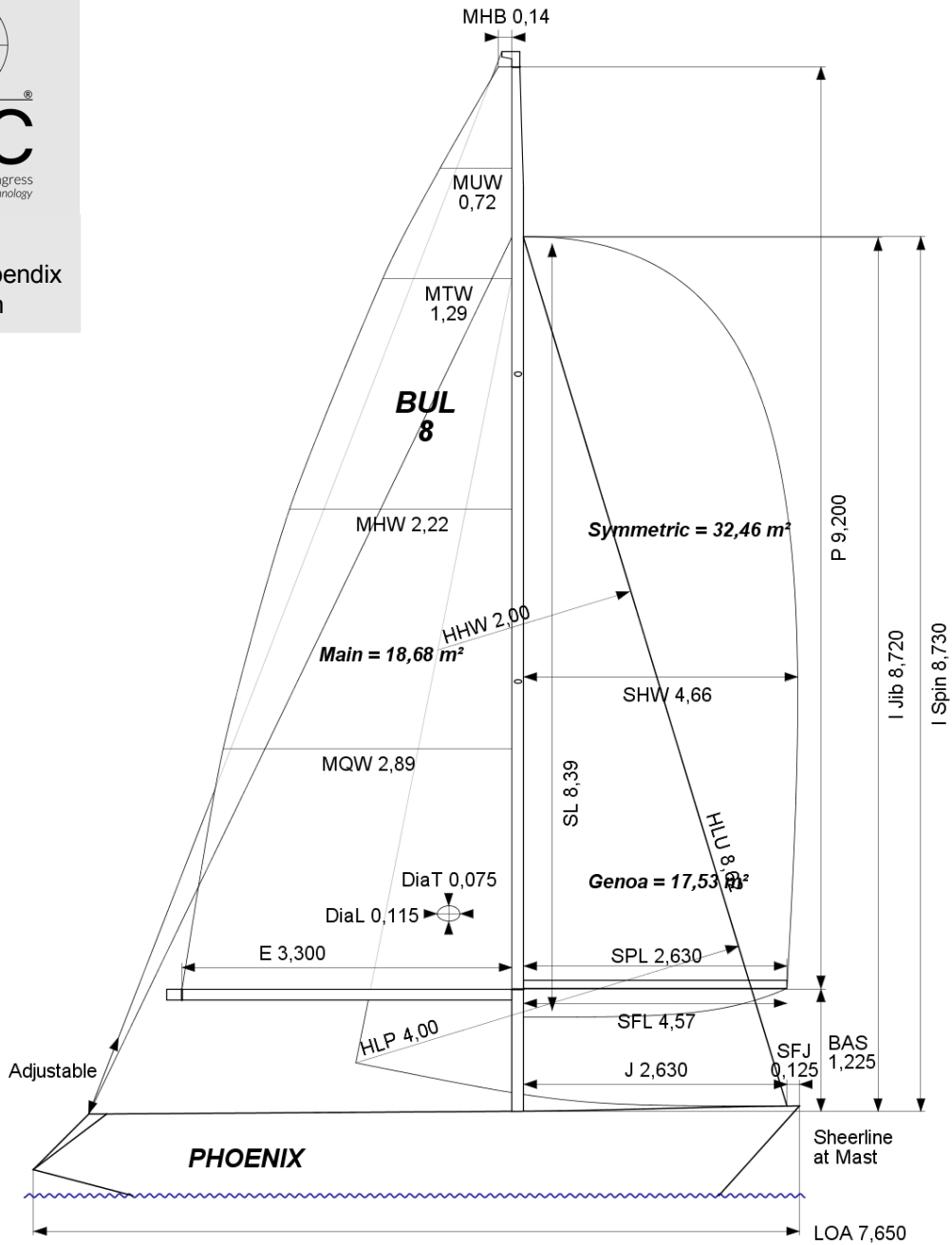
<b>MEASUREMENT INVENTORY</b>						
<b>Id</b>	<b>Item</b>	<b>Tank Use</b>	<b>Tank Type</b>	<b>Capcty</b>	<b>Dist.</b>	<b>VCG Condtn Description</b>
1	Tank Fuel		PVC	20.0	4.70	0-0
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>		
1	Battery	10.0	4.10			
1	Misc	26.0	2.90	Outboard Engine		



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Sail Plan



**SAILS INVENTORY**

MAINSAIL (1)																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
1	0.14	0.72	1.29	2.22	2.89	18.69			ISI	Dacron						
HEADSAILS (1)																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
1	0.11	0.56	1.04	2.00	3.06	4.00	8.62	152%	17.53					ISI	Dacron	
SYMMETRIC SPINNAKERS (1)																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
1	8.39	8.39	8.39	4.66	4.57	32.46			ISI	Nylon						
ASYMMETRIC SPINNAKERS (0)																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				