

<b>BOAT</b> Name <b>Dubrovnik</b> Sail Nr <b>CRO 1933</b>	<b>GPH</b> <b>507.2</b>	<b>HULL</b> Length Overall <b>11.990m</b> Maximum Beam <b>3.508m</b> Displacement <b>3,923kg</b> Draft <b>2.663m</b> IMS Reg. Division <b>Performance</b> Dynamic Allowance <b>0.000%</b> Fwd Accommodation <b>No</b> Hull Construction <b>Cored</b> Carbon Rudder <b>Yes</b> Crew Arm Extension IMSL <b>11.848m</b> VCGD <b>-0.453m</b> Sink <b>22.60kg/mm</b> RL <b>11.563m</b> VCGM <b>-0.461m</b> WS <b>28.67m<sup>2</sup></b> LSM0 <b>11.719m</b> Displacement/Length ratio <b>2.4375</b>
<b>GENERAL</b> Class <b>Enavigo 38</b> Designer <b>Justin</b> Builder <b>Enavigo</b> Series <b>06/2013</b> Age <b>06/2013</b> Age Allowance <b>0.195%</b> Offset File <b>enavigo38scan2.off - 20/06/2018</b> Measurement by - <b>21/10/2013</b>		



**2019**  
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SCORING OPTIONS						
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time on Distance	<b>498.2</b>			<b>567.8</b>		
Time on Time	<b>1.2043</b>			<b>1.1887</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>570.8</b>	<b>455.7</b>	<b>394.7</b>	<b>746.9</b>	<b>575.3</b>	<b>492.7</b>
Time on Time	<b>1.1826</b>	<b>1.4813</b>	<b>1.7103</b>	<b>0.9037</b>	<b>1.1734</b>	<b>1.3701</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>808.9</b>	<b>692.5</b>	<b>641.1</b>	<b>621.0</b>	<b>608.0</b>	<b>595.1</b>	<b>592.3</b>
52°	<b>521.0</b>	<b>464.8</b>	<b>445.6</b>	<b>436.3</b>	<b>430.8</b>	<b>422.4</b>	<b>413.3</b>
60°	<b>487.1</b>	<b>448.6</b>	<b>429.7</b>	<b>418.2</b>	<b>410.7</b>	<b>402.0</b>	<b>388.7</b>
75°	<b>462.1</b>	<b>424.3</b>	<b>402.5</b>	<b>387.4</b>	<b>376.4</b>	<b>368.8</b>	<b>350.8</b>
90°	<b>458.1</b>	<b>413.1</b>	<b>381.7</b>	<b>364.9</b>	<b>349.9</b>	<b>338.6</b>	<b>324.7</b>
110°	<b>489.8</b>	<b>440.4</b>	<b>396.0</b>	<b>360.5</b>	<b>330.6</b>	<b>309.9</b>	<b>282.8</b>
120°	<b>535.9</b>	<b>446.5</b>	<b>399.0</b>	<b>357.9</b>	<b>324.7</b>	<b>294.8</b>	<b>265.4</b>
135°	<b>601.7</b>	<b>477.2</b>	<b>428.5</b>	<b>385.3</b>	<b>339.0</b>	<b>300.8</b>	<b>253.3</b>
150°	<b>721.1</b>	<b>566.0</b>	<b>479.5</b>	<b>431.8</b>	<b>396.7</b>	<b>352.8</b>	<b>279.0</b>
Run VMG	<b>832.7</b>	<b>653.6</b>	<b>553.6</b>	<b>499.8</b>	<b>458.0</b>	<b>407.3</b>	<b>322.1</b>

**Certificate**

Number **043/19**  
ORC Ref **CRO00090667**  
Issued On **30/05/2019**  
VPP Ver. **2019 1.01**  
Valid until **31/12/2019**

**Crew Weight**

Default **863kg**  
Maximum **875kg**  
Minimum\* **656kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr

**Special Scoring**

	ToD	ToT
Non Spin GPH	<b>551.4</b>	<b>1.0881</b>
Non Spin OSN	<b>538.7</b>	<b>1.1138</b>

Selected Courses							
Windward / Leeward	<b>820.8</b>	<b>673.1</b>	<b>597.4</b>	<b>560.4</b>	<b>533.0</b>	<b>501.2</b>	<b>457.2</b>
Circular Random	<b>688.2</b>	<b>561.7</b>	<b>493.8</b>	<b>452.7</b>	<b>424.6</b>	<b>403.3</b>	<b>371.6</b>
Coastal / Long Distance	<b>822.0</b>	<b>632.2</b>	<b>536.1</b>	<b>478.9</b>	<b>441.2</b>	<b>402.8</b>	<b>347.8</b>
Non Spinnaker	<b>771.0</b>	<b>618.2</b>	<b>534.8</b>	<b>484.5</b>	<b>451.3</b>	<b>427.5</b>	<b>393.8</b>

**Sails Limitations**

Headsails	Spinnakers
<b>7</b>	<b>5</b>

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>44.4°</b>	<b>41.6°</b>	<b>39.4°</b>	<b>38.3°</b>	<b>38.2°</b>	<b>37.6°</b>	<b>38.1°</b>
Beat VMG	<b>4.45</b>	<b>5.20</b>	<b>5.61</b>	<b>5.80</b>	<b>5.92</b>	<b>6.05</b>	<b>6.08</b>
52°	<b>6.91</b>	<b>7.74</b>	<b>8.08</b>	<b>8.25</b>	<b>8.36</b>	<b>8.52</b>	<b>8.71</b>
60°	<b>7.39</b>	<b>8.03</b>	<b>8.38</b>	<b>8.61</b>	<b>8.77</b>	<b>8.95</b>	<b>9.26</b>
75°	<b>7.79</b>	<b>8.48</b>	<b>8.94</b>	<b>9.29</b>	<b>9.57</b>	<b>9.76</b>	<b>10.26</b>
90°	<b>7.86</b>	<b>8.71</b>	<b>9.43</b>	<b>9.87</b>	<b>10.29</b>	<b>10.63</b>	<b>11.09</b>
110°	<b>7.35</b>	<b>8.18</b>	<b>9.09</b>	<b>9.99</b>	<b>10.89</b>	<b>11.62</b>	<b>12.73</b>
120°	<b>6.72</b>	<b>8.06</b>	<b>9.02</b>	<b>10.06</b>	<b>11.09</b>	<b>12.21</b>	<b>13.56</b>
135°	<b>5.98</b>	<b>7.54</b>	<b>8.40</b>	<b>9.34</b>	<b>10.62</b>	<b>11.97</b>	<b>14.21</b>
150°	<b>4.99</b>	<b>6.36</b>	<b>7.51</b>	<b>8.34</b>	<b>9.08</b>	<b>10.21</b>	<b>12.90</b>
Run VMG	<b>4.32</b>	<b>5.51</b>	<b>6.50</b>	<b>7.20</b>	<b>7.86</b>	<b>8.84</b>	<b>11.18</b>
Gybe Angles	<b>141.9°</b>	<b>143.2°</b>	<b>148.8°</b>	<b>151.8°</b>	<b>148.1°</b>	<b>145.1°</b>	<b>140.9°</b>

**Class Division Length**

CDL = **11.707**

**Storm Sails Areas**

Heavy Weather Jib **31.78**  
Storm Jib (JL=9.98) **11.77**  
Storm Trysail **13.67**

**Owner**

<b>BOAT</b>		
Name <b>Dubrovnik</b>	Sail Nr <b>CRO 1933</b>	
File <b>CRO1933</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>Yes</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>Yes</b>	
Articulated Bowsprit <b>No</b>		
P <b>15.780</b>	E <b>4.950</b>	MDT1 <b>0.130</b> MW <b>0.170</b>
IG <b>15.250</b>	J <b>5.050</b>	MDL1 <b>0.210</b> GO <b>0.200</b>
ISP <b>17.500</b>	SFJ <b>0.100</b>	MDT2 <b>0.110</b> BD <b>0.220</b>
BAS <b>1.720</b>	SPL	MDL2 <b>0.170</b> MWT <b>128.00</b>
FSP <b>0.016</b>	TPS <b>6.650</b>	TL <b>2.250</b> MCG <b>6.650</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>02/05/2019</b>	SG <b>1.0160</b>	
FFM <b>1.383</b>	FF <b>1.385</b>	SFFP <b>0.500</b>
FAM <b>0.959</b>	FA <b>0.962</b>	SAFP <b>11.600</b>
W1 <b>100.9</b>	PD1 <b>521.0</b>	WD <b>11.550</b>
W2 <b>100.9</b>	PD2 <b>520.6</b>	GSA <b>1.0</b>
W3 <b>100.9</b>	PD3 <b>520.1</b>	RSA <b>1.0</b>
W4 <b>100.9</b>	PD4 <b>520.7</b>	PLM <b>9000.0</b>
LCF from stem on CL / on sheer	<b>6.768 / 6.986</b>	
Maximum beam station from stem	<b>10.100</b>	
RM Measured	<b>176.3kg-m</b>	
RM Default	<b>156.9kg-m</b>	
Limit of positive stability / Stab.Index	<b>126.6° / 122.7</b>	
Freeboard at mast at 5.150	<b>1.139</b>	



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

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0.425</b>	
Type <b>Folding 2 blades</b>	PBW	
Twin Screw	PIPA <b>0.0036</b>	
ST1 <b>0.042</b>	ST3 <b>0.180</b>	ST5 <b>0.250</b>
ST2 <b>0.180</b>	ST4 <b>0.112</b>	EDL <b>0.600</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>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	2.090	2.32	2.92	3.78	4.38	57.23	58.66	P/8 · (E + 2·MQW + 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric Not Available									
Asymmetric on centerline	SLU	SLE	SL	SHW	SFL	Area	Formula		
	19.95	16.30	18.13	10.18	9.60	152.01	AS · (SFL + 4·SHW) / 6		

<b>HEADSAILS</b>												
Area = 0.1125·HLU · (1.445·HLP + 2·HQW + 2·HHW + 1.5·HTW + HUW + 0.5·HHB)												
HBB	HUW	HTW	HHW	HQW	HLP	HLU	Area	Btm	Fly	Meas.Date	Material	Comment
0.11	1.11	2.20	4.40	6.42	8.38	18.25	78.45		Y		Unknow	HSF Top
0.06	1.21	2.42	4.73	6.70	8.32	17.10	76.47		Y	09/06/2017	Polyest	flying headset
0.12	0.91	1.65	2.86	3.97	5.26	15.68	43.58			17/05/2019	Unknow	
0.15	0.92	1.67	2.89	4.03	5.25	15.25	42.76	Y		09/06/2017	Carbon	semi batten
0.10	0.60	1.15	2.29	3.52	4.76	15.40	36.16	Y		09/06/2017	Carbon	semi batten
0.12	0.57	1.06	2.09	3.17	4.28	13.65	29.06	Y		09/06/2017	Pentex	heavy

<b>MEASUREMENT INVENTORY</b>				
Measurer <b>CRO5</b>				
Date <b>02/05/2019</b>				
Comment				
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>
<i>Id</i>	<i>Item</i>	<i>Maker</i>	<i>Model</i>	
1	Engine	Yanmar	3YM20	
<i>Id</i>	<i>Item</i>	<i>Weight Description</i>		

<b>MEASUREMENT INVENTORY</b>						
<i>Id</i>	<i>Item</i>	<i>Tank Use</i>	<i>Tank Type</i>	<i>Capcty</i>	<i>Dist.</i>	<i>VCG Condtm Description</i>
2	Tank	Water	PVC FIX	60.0	9.30	0-0
1	Tank	Disel	PVC FIX	60.0	8.50	25-0
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>		
2	Battery	25.0	7.15	100 Ah		
1	Battery	25.0	7.15	100 Ah		

