

<b>BOAT</b>
Name <b>VICTORIA</b> Sail Nr <b>EST 311</b>

<b>GPH</b>
<b>638,4</b>

<b>HULL</b>
Length Overall <b>10,546 m</b>
Maximum Beam <b>3,553 m</b>
Displacement <b>5.935 kg</b>
Draft <b>1,996 m</b>
IMS Reg. Division <b>Cruiser/Racer</b>
Dynamic Allowance <b>0,538%</b>
Fwd Accommodation <b>Yes</b>
Hull Construction <b>Cored</b>
Carbon Rudder <b>No</b>
Crew Arm Extension
IMS L <b>9,659</b> VCGD <b>0,041</b> VCGM <b>-0,004</b>
Sink <b>18,77 kg/mm</b> Wetted Area <b>25,43 m<sup>2</sup></b>



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**2009**  
ORC International  
Certificate

<b>GENERAL</b>
Class <b>Ridas 35</b>
Designer <b>Lonngren</b>
Builder <b>Ridas Yacht AS</b>
Series <b>06/1997</b>
Age <b>05/2002</b>
Age Allowance <b>0,780%</b>
Offset File <b>EST220.bof - 25/1/2014 10:04:46</b>
Measurement by <b>A.Tetsmann - 10/07/2008</b>

<b>SCORING OPTIONS</b>						
	<b>OFFSHORE COASTAL / LONG DISTANCE</b>			<b>INSHORE WINDWARD / LEEWARD</b>		
Time On Distance	<b>638,4</b>			<b>710,7</b>		
Time On Time	<b>0,9399</b>			<b>0,9498</b>		
Performance Line	PLT	PLD		PLT	PLD	
	<b>0,834</b>	<b>110,5</b>		<b>0,978</b>	<b>290,6</b>	
Triple Number	Low	Medium	High	Low	Medium	High
	<b>0,9196</b>	<b>1,1953</b>	<b>1,3467</b>	<b>0,6987</b>	<b>0,9646</b>	<b>1,1282</b>

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Offshore  
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<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1099,9</b>	<b>889,5</b>	<b>788,3</b>	<b>739,5</b>	<b>710,2</b>	<b>691,7</b>	<b>673,3</b>
52°	<b>700,5</b>	<b>585,7</b>	<b>537,2</b>	<b>510,3</b>	<b>497,8</b>	<b>490,4</b>	<b>483,2</b>
60°	<b>652,3</b>	<b>559,9</b>	<b>518,0</b>	<b>493,3</b>	<b>482,5</b>	<b>476,4</b>	<b>469,2</b>
75°	<b>616,9</b>	<b>541,7</b>	<b>497,7</b>	<b>482,0</b>	<b>467,2</b>	<b>455,6</b>	<b>445,0</b>
90°	<b>599,4</b>	<b>522,8</b>	<b>486,0</b>	<b>467,8</b>	<b>458,0</b>	<b>450,7</b>	<b>428,9</b>
110°	<b>614,0</b>	<b>534,5</b>	<b>494,0</b>	<b>471,2</b>	<b>449,6</b>	<b>430,7</b>	<b>412,5</b>
120°	<b>652,8</b>	<b>552,9</b>	<b>506,0</b>	<b>479,2</b>	<b>458,3</b>	<b>436,0</b>	<b>400,0</b>
135°	<b>760,9</b>	<b>606,3</b>	<b>538,7</b>	<b>499,5</b>	<b>476,6</b>	<b>456,9</b>	<b>416,7</b>
150°	<b>913,4</b>	<b>710,6</b>	<b>598,4</b>	<b>539,2</b>	<b>501,9</b>	<b>479,0</b>	<b>440,4</b>
Run VMG	<b>1054,7</b>	<b>820,5</b>	<b>689,8</b>	<b>606,6</b>	<b>552,2</b>	<b>514,2</b>	<b>470,3</b>

<b>Certificate</b>
Number <b>EST311</b>
ORC Ref <b>EST00000067</b>
Issued On <b>2/5/2009</b>
VPP Ver. <b>1.11</b>
Valid until <b>31/12/2009</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>1095,8</b>	<b>870,1</b>	<b>750,6</b>	<b>681,9</b>	<b>638,6</b>	<b>609,7</b>	<b>577,9</b>
Circular Random	<b>882,3</b>	<b>710,9</b>	<b>619,1</b>	<b>565,9</b>	<b>533,0</b>	<b>511,1</b>	<b>483,0</b>
Ocean for PCS	<b>943,8</b>	<b>743,9</b>	<b>633,3</b>	<b>566,4</b>	<b>522,9</b>	<b>492,1</b>	<b>448,2</b>
Non Spinnaker	<b>965,3</b>	<b>768,2</b>	<b>660,5</b>	<b>596,8</b>	<b>557,1</b>	<b>531,1</b>	<b>499,3</b>

<b>Crew Weight</b>
Declared <b>550 kg</b>
Default* <b>651 kg</b>
Non Manual Pwr <b>No</b>

<b>Special Scoring</b>
ToD ToT
D. Hand OSN <b>640,1</b> <b>0,9374</b>
Non Spin. OSN <b>682,5</b> <b>0,8791</b>
N/S Perf. Line

<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>45,2°</b>	<b>43,1°</b>	<b>41,0°</b>	<b>39,1°</b>	<b>37,8°</b>	<b>36,9°</b>	<b>36,3°</b>
Beat VMG	<b>3,27</b>	<b>4,05</b>	<b>4,57</b>	<b>4,87</b>	<b>5,07</b>	<b>5,20</b>	<b>5,35</b>
52°	<b>5,14</b>	<b>6,15</b>	<b>6,70</b>	<b>7,05</b>	<b>7,23</b>	<b>7,34</b>	<b>7,45</b>
60°	<b>5,52</b>	<b>6,43</b>	<b>6,95</b>	<b>7,30</b>	<b>7,46</b>	<b>7,56</b>	<b>7,67</b>
75°	<b>5,84</b>	<b>6,65</b>	<b>7,23</b>	<b>7,47</b>	<b>7,71</b>	<b>7,90</b>	<b>8,09</b>
90°	<b>6,01</b>	<b>6,89</b>	<b>7,41</b>	<b>7,70</b>	<b>7,86</b>	<b>7,99</b>	<b>8,39</b>
110°	<b>5,86</b>	<b>6,73</b>	<b>7,29</b>	<b>7,64</b>	<b>8,01</b>	<b>8,36</b>	<b>8,73</b>
120°	<b>5,51</b>	<b>6,51</b>	<b>7,11</b>	<b>7,51</b>	<b>7,86</b>	<b>8,26</b>	<b>9,00</b>
135°	<b>4,73</b>	<b>5,94</b>	<b>6,68</b>	<b>7,21</b>	<b>7,55</b>	<b>7,88</b>	<b>8,64</b>
150°	<b>3,94</b>	<b>5,07</b>	<b>6,02</b>	<b>6,68</b>	<b>7,17</b>	<b>7,51</b>	<b>8,17</b>
Run VMG	<b>3,41</b>	<b>4,39</b>	<b>5,22</b>	<b>5,93</b>	<b>6,52</b>	<b>7,00</b>	<b>7,65</b>
Gybe Angles	<b>142,9°</b>	<b>146,0°</b>	<b>152,5°</b>	<b>163,0°</b>	<b>170,5°</b>	<b>173,0°</b>	<b>176,3°</b>

<b>Sails Limitations</b>
Genoas <b>3</b>   Jibs <b>2</b>   Spinnakers <b>3</b>
Spinnaker configuration <b>Symmetric</b>

<b>Storm Sails Areas</b>
Heavy Weather Jib <b>25,43</b>
Storm Jib (JL=8,92) <b>9,42</b>
Storm Trysail <b>10,19</b>

<b>Owner</b>

<b>BOAT</b>	
Name <b>VICTORIA</b>	Sail Nr <b>EST 311</b>
File <b>(0)</b>	Data in <b>meters/kilograms</b>

<b>RIG</b>	
Forestay Tension	Spreaders <b>2</b>
Inner Stay <b>None Fitted</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>13,700</b>	E <b>4,250</b> MDT1 <b>0,124</b> TL <b>1,940</b>
IG <b>13,670</b>	J <b>4,400</b> MDL1 <b>0,175</b> MWT
ISP <b>13,750</b>	SFJ <b>0,000</b> MDT2 <b>0,110</b> MCG
SPS <b>3,700</b>	SPL <b>4,380</b> MDL2 <b>0,150</b> CPW <b>2,140</b>
BAS <b>1,360</b>	TPS <b>0,064</b> MW <b>0,175</b> BD <b>0,170</b>
BAL <b>0,152</b>	FSP <b>0,064</b> GO <b>0,193</b> BWT

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

<b>COMMENTS</b>


<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>21/05/2003</b>	SG <b>1,0020</b>	
FFM <b>1,150</b>	FF <b>1,159</b>	SFFP <b>0,550</b>
FAM <b>0,959</b>	FA <b>0,965</b>	SAFP <b>9,246</b>
W1 <b>59,000</b>	PD1 <b>201,0</b>	WD <b>12,120</b>
W2 <b>59,000</b>	PD2 <b>203,0</b>	GSA <b>12,6</b>
W3 <b>59,000</b>	PD3 <b>200,0</b>	RSA <b>4298,7</b>
W4 <b>59,000</b>	PD4 <b>204,0</b>	PLM <b>2005,0</b>
LCF from stem on CL / on sheer		<b>5,705 / 0,000</b>
Maximum beam station from stem		<b>6,698</b>
RM Measured / Default		<b>123,9 / 118,5</b>
Limit of positive stability / Stab.Index		<b>116,6° / 118,3</b>
Freeboard at mast at 4,400		<b>1,063</b>

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0,410</b>	
Type <b>Folding</b>	PBW <b>0,117</b>	
Twin Screw <b>No</b>	PIPA <b>0,0031</b>	
ST1 <b>0,057</b>	ST3 <b>0,118</b>	ST5 <b>0,253</b>
ST2 <b>0,118</b>	ST4 <b>0,097</b>	EDL <b>1,905</b>

<b>MOVEABLE BALLAST</b>	
N/A	

<b>CENTERBOARD</b>	
N/A	

<b>SAILS (Maximum Areas)</b>									
Mainsail	HB	MGT	MGU	MGM	MGL	Area	Area (r)	Formula	
	0,160	0,90	1,62	2,74	3,55		34,66	P/8 · (E + 2·MGL + 2·MGM + 1.5·MGU + MGT + 0.5·HB)	
Jib/Genoa	JH	JGT	JGU	JGM	JGL	JL	LPG		
	0,08	0,72	1,39	2,77	4,19	13,99	5,67	39,29	0.1125·JL·(1.445·LPG+2·JGL+2·JGM+1.5·JGU+JGT+0.5·JH)
Symmetric	SL	SMG	SF						
	13,75	7,84	8,00					90,20	SL · (SF + 4·SMG) / 6
<b>Asymmetric</b>									
Not Available									
<b>Code Zero</b>									
Not Available									




**ORC**  
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**2009**  
IMS Measurement  
Certificate

**Certificate**

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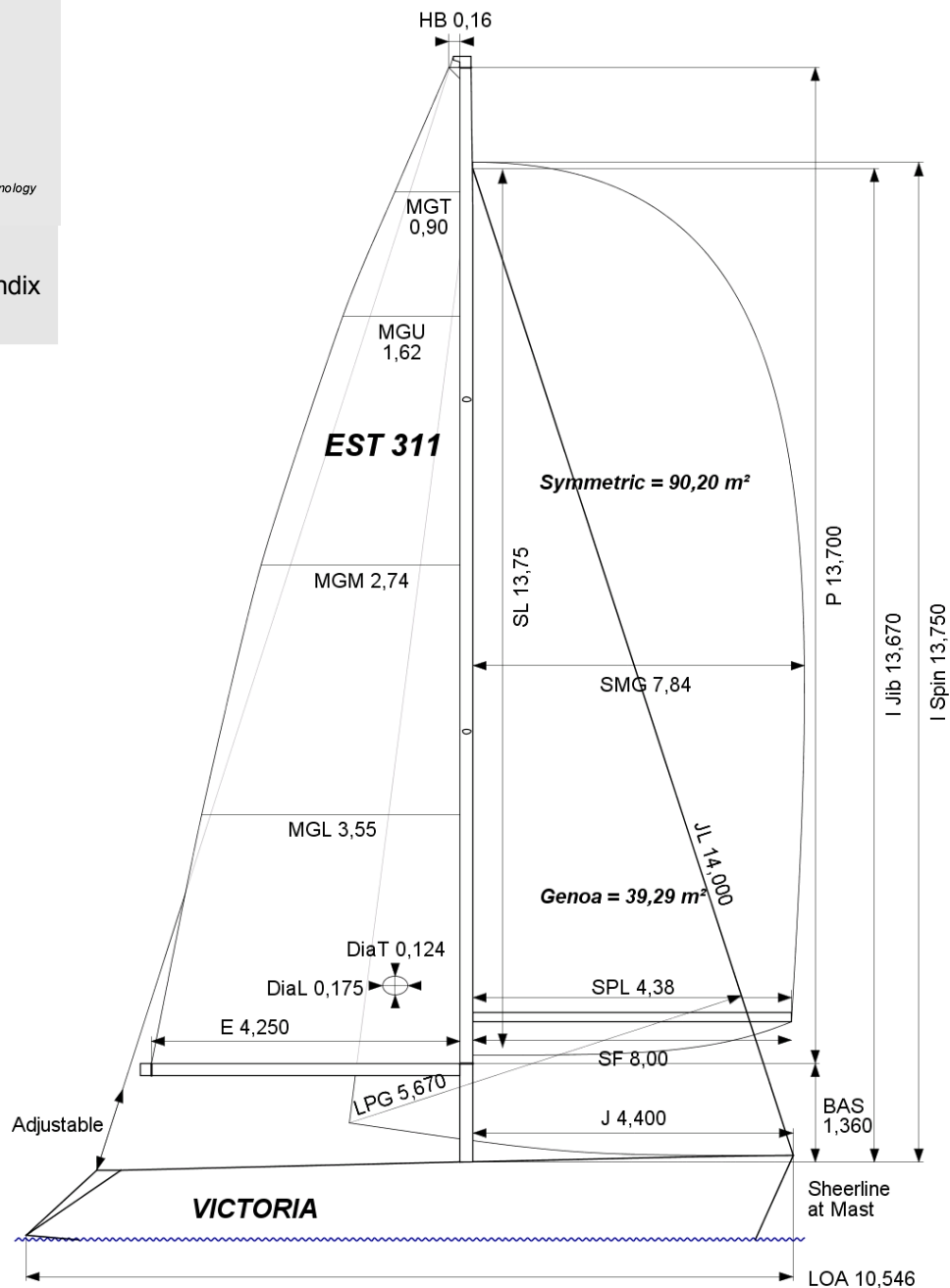


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**2009**  
Certificate Appendix  
Sail Plan



**SAILS INVENTORY**

**MANSAL**

Id	HB	MGT	MGU	MGM	MGL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
1	0,160	0,90	1,62	2,74	3,55	34,66	VR	10/07/2008		Unknown	

**JIBS / GENOAS**

Id	JH	JGT	JGU	JGM	JGL	LPG	JL	Overlp	Area	Measurer	Meas.Date	Manufacture	Material	Comment
1	0,08	0,72	1,39	2,77	4,19	5,67	13,99	129%	39,30	VR	10/07/2008		Unknown	

**SYMMETRIC SPINNAKERS**

Id	SL	SMG	SF	Area	Measurer	Meas.Date	Manufacture	Material	Comment
ORC	13,75	7,84	8,00	90,20					* Copied from legacy *

**ASYMMETRIC SPINNAKERS**

Id	SLU	SLE	ASL	AMG	ASF	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
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