

BOAT	GPH	HULL
Name Dat wor et Sail Nr FIN-7540	639.1	Length Overall 10.060m Maximum Beam 3.284m Displacement 4,522kg Draft 1.821m IMS Reg. Division Cruiser/Racer Dynamic Allowance 0.039% Fwd Accommodation Yes Hull Construction Cored Carbon Rudder No Crew Arm Extension
GENERAL		IMSL 9.164m VCGD 0.008m Sink 16.96kg/mm RL 8.288m VCGM 0.068m WS 22.71m² LSM0 9.166m Displacement/Length ratio 5.8721
Class X-332 Designer Niels Jeppesen Builder X-Yachts Series 01/1994 Age 08/1999 Age Allowance 0.487% Offset File IX332.BOF - 03/07/1997 13:05:56 Measurement by - 14/05/2019		



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SCORING OPTIONS						
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time on Distance	622.6			693.3		
Time on Time	0.9637			0.9737		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	726.4	567.5	510.8	938.3	695.2	610.1
Time on Time	0.9293	1.1895	1.3215	0.7194	0.9710	1.1064

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	1041.7	867.9	769.3	733.5	720.3	715.5	715.4
52°	683.6	578.8	533.3	517.7	512.1	509.6	507.9
60°	645.6	555.9	520.5	505.3	498.9	495.6	494.2
75°	617.4	540.8	511.1	493.1	480.4	473.2	467.4
90°	624.6	541.2	509.7	490.1	472.3	456.7	438.7
110°	655.1	546.0	505.3	479.5	455.4	437.2	417.3
120°	677.5	560.0	511.7	485.0	459.5	435.2	399.2
135°	752.4	613.7	537.7	504.0	479.2	453.8	406.2
150°	890.1	706.5	599.1	535.0	504.0	480.7	434.3
Run VMG	1027.7	815.8	690.1	606.4	547.0	512.0	466.0

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Number **07540**
ORC Ref **FIN00003797**
Issued On **14/05/2019**
VPP Ver. **2019 1.01**
Valid until **31/12/2019**

Crew Weight

Default **608kg**
Maximum **650kg**
Minimum* **488kg**
**when applied by the NoR and SI*
Non Manual Pwr **No**

Special Scoring

	ToD	ToT
Double H.GPH	650.5	0.9224
Double H.OSN	636.0	0.9435
Non Spin GPH	661.3	0.9073
Non Spin OSN	643.2	0.9329

Selected Courses							
Windward / Leeward	1034.7	841.9	729.7	670.0	633.7	613.8	590.7
Circular Random	873.8	708.2	620.3	570.0	539.6	520.0	495.4
Coastal / Long Distance	1034.0	791.7	660.4	588.8	550.8	521.1	472.7
Non Spinnaker	913.9	736.3	641.2	586.3	553.0	531.5	504.3

Sails Limitations

Headsails	Spinnakers
5	3

Dacron Sails

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	42.6°	41.5°	40.4°	39.0°	38.5°	38.2°	38.6°
Beat VMG	3.46	4.15	4.68	4.91	5.00	5.03	5.03
52°	5.27	6.22	6.75	6.95	7.03	7.06	7.09
60°	5.58	6.48	6.92	7.12	7.22	7.26	7.28
75°	5.83	6.66	7.04	7.30	7.49	7.61	7.70
90°	5.76	6.65	7.06	7.34	7.62	7.88	8.21
110°	5.50	6.59	7.12	7.51	7.90	8.23	8.63
120°	5.31	6.43	7.03	7.42	7.84	8.27	9.02
135°	4.78	5.87	6.70	7.14	7.51	7.93	8.86
150°	4.04	5.10	6.01	6.73	7.14	7.49	8.29
Run VMG	3.50	4.41	5.22	5.94	6.58	7.03	7.72
Gybe Angles	145.3°	150.2°	152.5°	159.3°	180.0°	180.0°	180.0°

Class Division Length

CDL = **8.727**

Storm Sails Areas

Heavy Weather Jib **23.68**
Storm Jib (JL=8.61) **8.78**
Storm Trysail **10.50**

Owner

BOAT			
Name	Dat wor et	Sail Nr	FIN-7540
File	L-7540	Data in	meters/kilograms

INCLINING TEST AND FREEBOARDS			
Inclining Test Current Inclining			
Flotation date		23/05/2005	SG 1.0050
FFM	1.166	FF	1.180
FAM	0.977	FA	0.986
SFFP	0.513	SAFP	9.213
W1	64.0	PD1	530.2
W2	64.0	PD2	530.2
W3	64.0	PD3	530.2
W4	64.0	PD4	530.2
WD	10.620	GSA	1.0
RSA	1.0	PLM	9000.0
LCF from stem on CL / on sheer		5.580	5.808
Maximum beam station from stem		6.331	
RM Measured		101.0kg-m	
RM Default		103.0kg-m	
Limit of positive stability / Stab.Index		113.8° / 114.2	
Freeboard at mast at 3.870		1.079	

RIG			
Forestay Tension	Aft	Spreaders	2
Inner Stay	None Fitted	Runners	0
Carbon Mast	No	Jumper Struts	None
Taper Hollows	No	Jib Furler	No
Fiber Rigging	No	Main Furler	No
Lenticular Rigging	No	Without Backstay	No
Articulated Bowsprit	No		
P	13.150	E	4.560
IG	13.177	J	3.550
ISP	13.199	SFJ	0.320
BAS	1.724	SPL	3.550
FSP	0.076	TPS	
MDT1	0.120	MW	0.165
MDL1	0.165	GO	0.183
MDT2	0.095	BD	0.150
MDL2	0.135	MWT	111.00
TL	1.650	MCG	4.480



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MIZZEN RIG AND SAILS			
N/A			

PROPELLER			
Installation	Strut	PRD	0.381
Type	Folding 2 blades	PBW	0.110
Twin Screw	No	PIPA	0.0032
ST1	0.042	ST3	0.180
ST2	0.180	ST4	0.104
ST5	0.260	EDL	1.950

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COMMENTS	
HULL #219	

MOVABLE BALLAST	
N/A	



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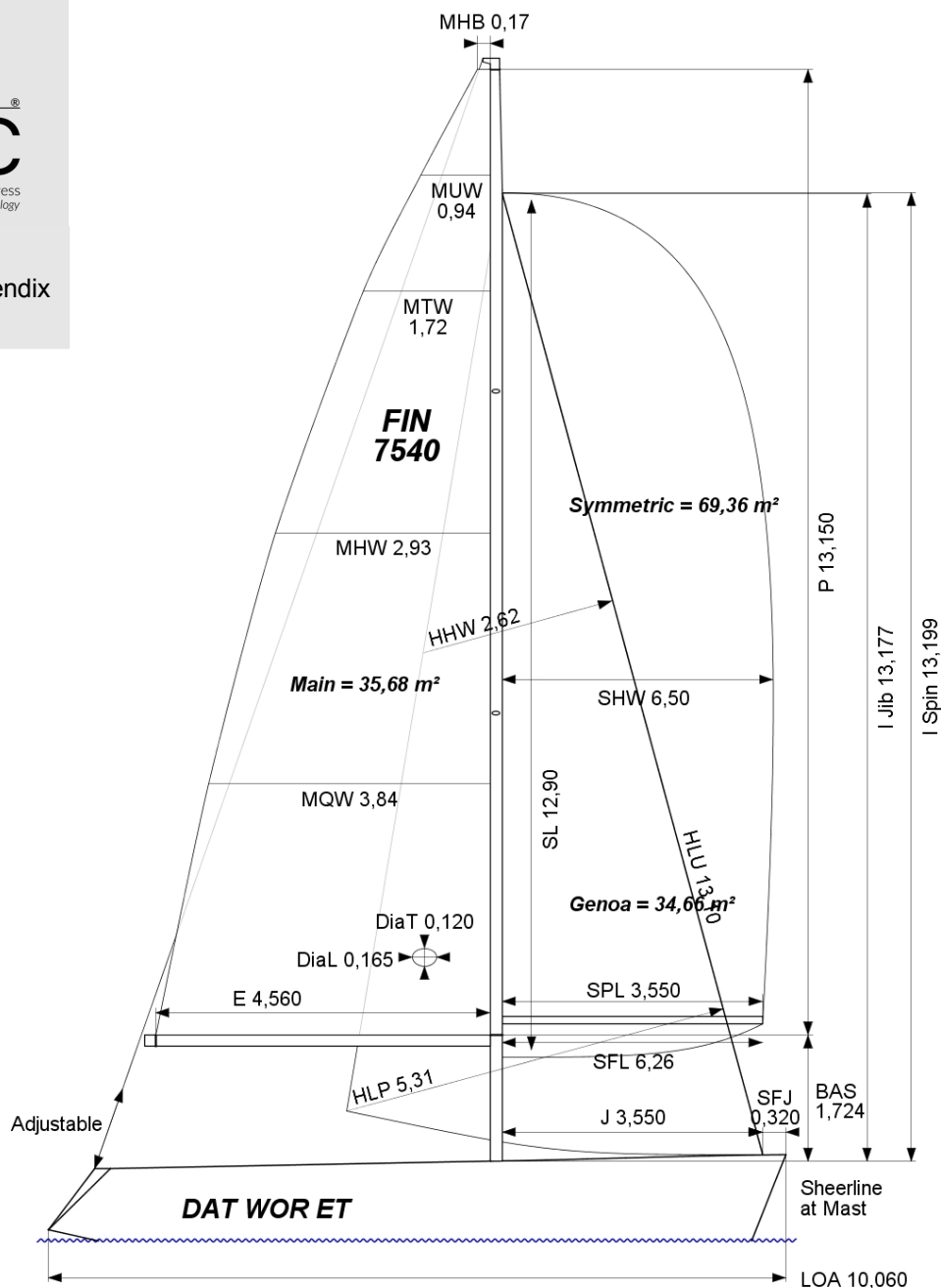
CENTERBOARD	
N/A	

SAILS (Maximum Areas)									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0.170	0.94	1.72	2.93	3.84	35.68	36.38	P/8 · (E + 2·MQW + 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric	SLU	SLE	SL	SHW	SFL				
	12.90	12.90	12.90	6.50	6.26	69.36		SL · (SFL + 4·SHW) / 6	
Asymmetric	Not Available								

HEADSAILS												
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	Fly	Meas.Date	Material	Comment
0.09	0.68	1.31	2.62	3.96	5.31	13.10	34.67				Unknow	
0.08	0.67	1.25	2.47	3.86	5.27	12.92	33.23			18/03/2012	Kevlar	
0.08	0.59	1.13	2.31	3.62	5.00	13.08	31.51			18/03/2012	Unknow	
0.07	0.49	0.95	1.90	2.88	3.80	13.00	24.87			29/12/2011	Kevlar	D4
0.09	0.41	0.77	1.50	2.24	2.98	10.24	15.44			18/03/2012	Unknow	



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Sail Plan



SAILS INVENTORY

MAINSAIL (2)

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
2	0.17	0.94	1.72	2.93	3.84	35.68		14/05/2019	WB-Sails	Unknown	
1	0.17	0.94	1.71	2.92	3.82	35.56		28/05/2015	WB-Sails	Kevlar	Remeasured

HEADSAILS (5)

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
G1n	0.09	0.68	1.31	2.62	3.96	5.31	13.10	150%	34.67					WB-Sails	Unknown	
G1	0.08	0.67	1.25	2.47	3.86	5.27	12.92	148%	33.23				18/03/2012	WB-Sails	Kevlar	
H1	0.08	0.59	1.13	2.31	3.62	5.00	13.08	141%	31.51				18/03/2012	WB-Sails	Unknown	
G3	0.07	0.49	0.95	1.90	2.88	3.80	13.00	107%	24.87				29/12/2011	WB-Sails	Kevlar	D4
G4	0.09	0.41	0.77	1.50	2.24	2.98	10.24	84%	15.44				18/03/2012		Unknown	

SYMMETRIC SPINNAKERS (3)

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
1	12.90	12.90	12.90	6.50	6.26	69.36		24/06/2015	WB-Sails	Nylon	
S2	12.90	12.90	12.90	6.37	6.12	67.94		29/05/2009	Quantum	Nylon	Blue/White
S1	12.84	12.84	12.84	6.17	5.82	65.27		29/05/2009	Quantum	Nylon	White

ASYMMETRIC SPINNAKERS (0)

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
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