

<b>BOAT</b> Name <b>PAX</b> Sail Nr <b>GER 6155</b>	<b>GPH</b> <b>589.0</b>	<b>HULL</b> Length Overall <b>12.100m</b> Maximum Beam <b>3.780m</b> Displacement <b>6,563kg</b> Draft <b>2.412m</b> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0.071%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Cored</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>IMX-40</b> Designer <b>JEPPESEN</b> Builder <b>X-YACHTS</b> Series <b>05/2000, CIN 12</b> Age <b>06/2000</b> Age Allowance <b>0.487%</b> Offset File <b>IMX40.OFF - 17/05/2001 17:04:00</b> Measurement by - <b>09/04/2009</b>		IMSLS <b>10.696m</b> VCGD <b>-0.007m</b> Sink <b>21.79kg/mm</b> RL <b>9.844m</b> VCGM <b>0.003m</b> WS <b>29.15m<sup>2</sup></b> LSM0 <b>10.625m</b> Displacement/Length ratio <b>5.4716</b>



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SCORING OPTIONS						
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time on Distance	<b>572.4</b>			<b>638.4</b>		
Time on Time	<b>1.0483</b>			<b>1.0573</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>673.9</b>	<b>521.9</b>	<b>466.2</b>	<b>869.1</b>	<b>641.0</b>	<b>556.8</b>
Time on Time	<b>1.0017</b>	<b>1.2933</b>	<b>1.4479</b>	<b>0.7767</b>	<b>1.0530</b>	<b>1.2122</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>972.3</b>	<b>803.9</b>	<b>710.4</b>	<b>673.0</b>	<b>658.8</b>	<b>653.0</b>	<b>637.7</b>
52°	<b>642.1</b>	<b>539.9</b>	<b>492.7</b>	<b>476.1</b>	<b>470.2</b>	<b>467.3</b>	<b>459.8</b>
60°	<b>609.1</b>	<b>518.2</b>	<b>480.4</b>	<b>464.6</b>	<b>457.8</b>	<b>454.2</b>	<b>447.9</b>
75°	<b>583.9</b>	<b>503.7</b>	<b>471.6</b>	<b>453.6</b>	<b>440.9</b>	<b>433.3</b>	<b>427.0</b>
90°	<b>589.9</b>	<b>505.6</b>	<b>468.8</b>	<b>451.5</b>	<b>434.3</b>	<b>419.1</b>	<b>400.0</b>
110°	<b>604.4</b>	<b>501.4</b>	<b>461.6</b>	<b>437.2</b>	<b>418.6</b>	<b>406.8</b>	<b>387.8</b>
120°	<b>622.4</b>	<b>512.4</b>	<b>467.1</b>	<b>440.7</b>	<b>415.7</b>	<b>393.7</b>	<b>369.1</b>
135°	<b>690.3</b>	<b>560.2</b>	<b>490.8</b>	<b>459.0</b>	<b>434.4</b>	<b>409.7</b>	<b>362.7</b>
150°	<b>819.8</b>	<b>652.3</b>	<b>551.4</b>	<b>490.9</b>	<b>460.7</b>	<b>437.6</b>	<b>392.6</b>
Run VMG	<b>946.6</b>	<b>753.2</b>	<b>636.6</b>	<b>560.5</b>	<b>509.4</b>	<b>472.9</b>	<b>427.2</b>

**Certificate**  
Number **141244**  
ORC Ref **GER20040605**  
Issued On **16/04/2019**  
VPP Ver. **2019 1.01**  
Valid until **01/01/2020**

**Crew Weight**  
Default **751kg**  
Maximum **700kg**  
Minimum\* **525kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

**Special Scoring**

	ToD	ToT
Double H.GPH	<b>596.9</b>	<b>1.0051</b>
Double H.OSN	<b>581.6</b>	<b>1.0317</b>
Non Spin GPH	<b>619.2</b>	<b>0.9690</b>
Non Spin OSN	<b>601.4</b>	<b>0.9977</b>

Selected Courses							
Windward / Leeward	<b>959.5</b>	<b>778.6</b>	<b>673.5</b>	<b>616.8</b>	<b>584.1</b>	<b>563.0</b>	<b>532.5</b>
Circular Random	<b>809.6</b>	<b>654.2</b>	<b>571.4</b>	<b>523.7</b>	<b>494.4</b>	<b>474.9</b>	<b>448.6</b>
Coastal / Long Distance	<b>958.2</b>	<b>732.3</b>	<b>608.7</b>	<b>540.6</b>	<b>504.7</b>	<b>476.0</b>	<b>430.0</b>
Non Spinnaker	<b>864.2</b>	<b>692.8</b>	<b>600.0</b>	<b>545.7</b>	<b>511.9</b>	<b>489.4</b>	<b>459.4</b>

**Sails Limitations**

Headsails	Spinnakers
<b>6</b>	<b>4</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>42.2°</b>	<b>40.8°</b>	<b>39.9°</b>	<b>38.5°</b>	<b>37.7°</b>	<b>38.0°</b>	<b>37.6°</b>
Beat VMG	<b>3.70</b>	<b>4.48</b>	<b>5.07</b>	<b>5.35</b>	<b>5.46</b>	<b>5.51</b>	<b>5.65</b>
52°	<b>5.61</b>	<b>6.67</b>	<b>7.31</b>	<b>7.56</b>	<b>7.66</b>	<b>7.70</b>	<b>7.83</b>
60°	<b>5.91</b>	<b>6.95</b>	<b>7.49</b>	<b>7.75</b>	<b>7.86</b>	<b>7.93</b>	<b>8.04</b>
75°	<b>6.17</b>	<b>7.15</b>	<b>7.63</b>	<b>7.94</b>	<b>8.17</b>	<b>8.31</b>	<b>8.43</b>
90°	<b>6.10</b>	<b>7.12</b>	<b>7.68</b>	<b>7.97</b>	<b>8.29</b>	<b>8.59</b>	<b>9.00</b>
110°	<b>5.96</b>	<b>7.18</b>	<b>7.80</b>	<b>8.23</b>	<b>8.60</b>	<b>8.85</b>	<b>9.28</b>
120°	<b>5.78</b>	<b>7.03</b>	<b>7.71</b>	<b>8.17</b>	<b>8.66</b>	<b>9.14</b>	<b>9.75</b>
135°	<b>5.21</b>	<b>6.43</b>	<b>7.33</b>	<b>7.84</b>	<b>8.29</b>	<b>8.79</b>	<b>9.93</b>
150°	<b>4.39</b>	<b>5.52</b>	<b>6.53</b>	<b>7.33</b>	<b>7.81</b>	<b>8.23</b>	<b>9.17</b>
Run VMG	<b>3.80</b>	<b>4.78</b>	<b>5.66</b>	<b>6.42</b>	<b>7.07</b>	<b>7.61</b>	<b>8.43</b>
Gybe Angles	<b>144.3°</b>	<b>148.4°</b>	<b>150.5°</b>	<b>156.0°</b>	<b>171.0°</b>	<b>180.0°</b>	<b>180.0°</b>

**Class Division Length**  
CDL = **10.271**

**Storm Sails Areas**  
Heavy Weather Jib **34.73**  
Storm Jib (JL=10.43) **12.86**  
Storm Trysail **14.59**

**Owner**

<b>BOAT</b>	
Name <b>PAX</b>	Sail Nr <b>GER 6155</b>
File <b>GER6155</b>	Data in <b>meters/kilograms</b>

<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>3</b>
Inner Stay <b>None Fitted</b>	Runners <b>0</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>No</b>
Articulated Bowsprit <b>No</b>	
P <b>15.100</b>	E <b>5.520</b> MDT1 <b>0.116</b> MW <b>0.242</b>
IG <b>15.991</b>	J <b>4.500</b> MDL1 <b>0.242</b> GO <b>0.255</b>
ISP <b>16.041</b>	SFJ <b>0.000</b> MDT2 <b>0.101</b> BD <b>0.270</b>
BAS <b>1.811</b>	SPL <b>4.490</b> MDL2 <b>0.188</b> MWT <b>181.10</b>
FSP <b>0.070</b>	TPS <b>0.000</b> TL <b>1.920</b> MCG <b>5.120</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>09/04/2009</b>		SG <b>1.0000</b>	
FFM <b>1.360</b>	FF <b>1.372</b>	SFFP <b>0.405</b>	
FAM <b>1.136</b>	FA <b>1.143</b>	SAFP <b>11.420</b>	
W1 <b>20.0</b>	PD1 <b>52.5</b>	WD <b>12.780</b>	
W2 <b>40.0</b>	PD2 <b>105.5</b>	GSA <b>50.0</b>	
W3 <b>60.0</b>	PD3 <b>158.0</b>	RSA <b>11310.</b>	
W4 <b>80.0</b>	PD4 <b>211.0</b>	PLM <b>2003.0</b>	
LCF from stem on CL / on sheer		<b>6.644 / 6.885</b>	
Maximum beam station from stem		<b>7.990</b>	
RM Measured		<b>169.0kg-m</b>	
RM Default		<b>174.4kg-m</b>	
Limit of positive stability / Stab.Index		<b>120.1° / 121.4</b>	
Freeboard at mast at 4.500		<b>1.255</b>	



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

<b>PROPELLER</b>			
Installation <b>Strut</b>	PRD <b>0.430</b>		
Type <b>Folding 2 blades</b>	PBW <b>0.110</b>		
Twin Screw <b>No</b>	PIPA <b>0.0031</b>		
ST1 <b>0.049</b>	ST3 <b>0.170</b>	ST5 <b>0.274</b>	
ST2 <b>0.160</b>	ST4 <b>0.098</b>	EDL <b>1.600</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>									
<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>	
	0.210	1.24	2.13	3.50	4.56	49.41	50.51	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>	105.19		SL · (SFL + 4·SHW) / 6	
	15.72	15.72	15.72	8.10	7.75				
<b>Asymmetric</b>	Not Available								

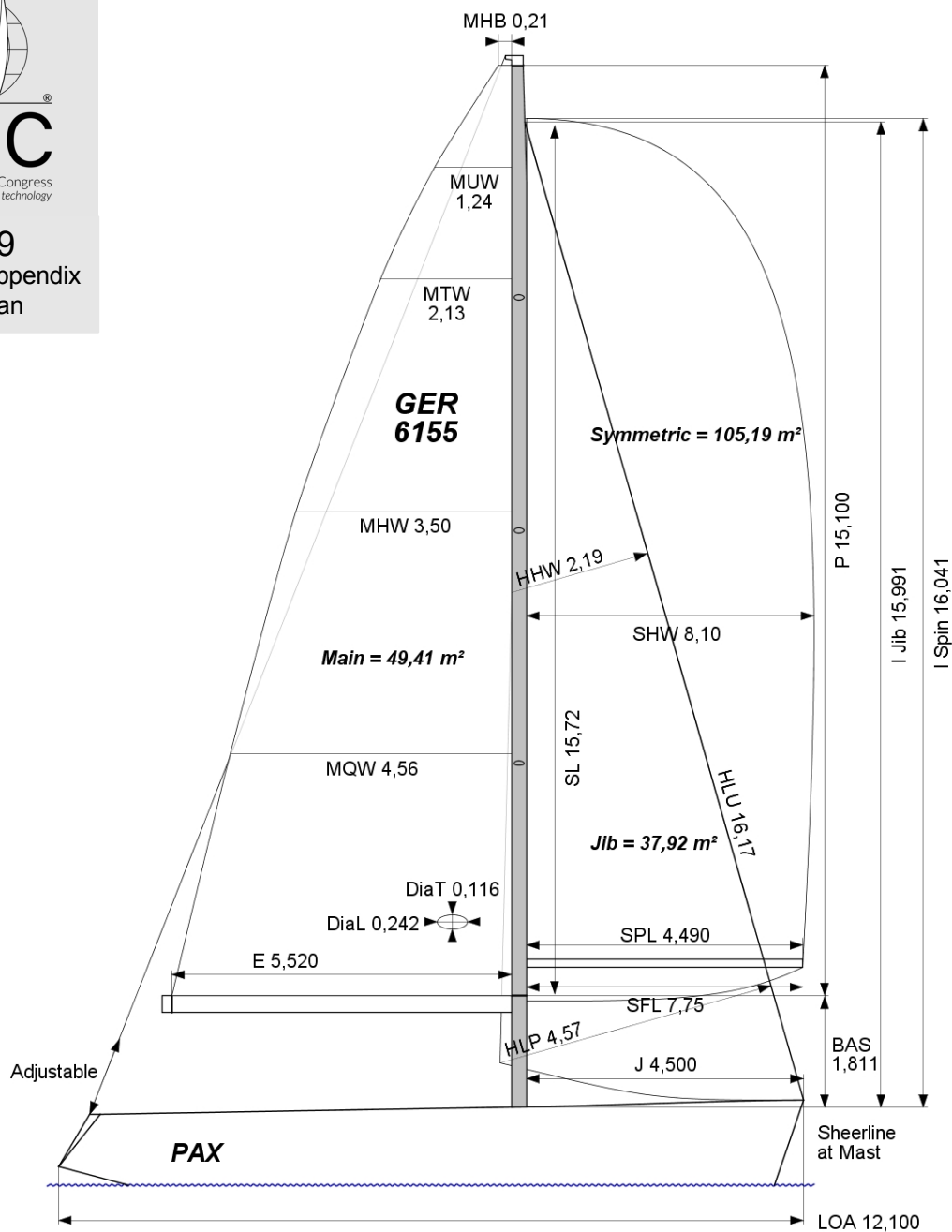
<b>HEADSAILS</b>												
Area = 0.1125·HLU · (1.445·HLP + 2·HQW + 2·HHW + 1.5·HTW + HUW + 0.5·HHB)												
<b>HHB</b>	<b>HUW</b>	<b>HTW</b>	<b>HHW</b>	<b>HQW</b>	<b>HLP</b>	<b>HLU</b>	<b>Area</b>	<b>Btn</b>	<b>Fly</b>	<b>Meas.Date</b>	<b>Material</b>	<b>Comment</b>
0.11	0.72	1.34	2.19	3.54	4.57	16.17	37.93			15/12/2018	Unknow	Jib L/M
0.11	0.71	1.29	2.34	3.41	4.57	16.17	37.84			28/12/2018	Unknow	JIB M/H
0.10	0.62	1.18	2.28	3.45	4.63	16.03	37.13	Y		30/05/2012	Carbon	J#3
0.08	0.53	1.01	2.03	3.08	4.19	13.42	27.72	Y		30/05/2012	Unknow	ORC

<b>MEASUREMENT INVENTORY</b>				
Measurer				
Date <b>09/04/2009</b>				
Comment				
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>
4	Anchor	10.0	4.90	Anchor
4	Chain	4.0	5.00	Repe
4	Foels	8.0	6.80	
<b>Id</b>	<b>Item</b>	<b>Maker</b>	<b>Model</b>	
1	Engine	Volvo Penta	MD2040,	
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Description</b>	
4	Deck-Gear	6.0	On-Saloon-floor-abaft-	

<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</b>	<b>Condtn</b>	<b>Description</b>	
0	Tank Fuel		fix					0.0 empty during	
1	Tank Water		fix					0.0 empty during	
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>					
1	Ballast	300.0	5.50	Lead in Bilge					



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Sail Plan



**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
0	0.21	1.24	2.13	3.50	4.56	49.42		19/12/2018	NORTH	Unknown	

**HEADSAILS (4)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
0	0.11	0.72	1.34	2.19	3.54	4.57	16.17	102%	37.93				15/12/2018	NORTH	Unknown	Jib L/M
1	0.11	0.71	1.29	2.34	3.41	4.57	16.17	102%	37.84				28/12/2018	NORTH	Unknown	JIB M/H
147365	0.10	0.62	1.18	2.28	3.45	4.63	16.03	103%	37.13	Y			30/05/2012	NORTH	Carbon	J#3
147370	0.08	0.53	1.01	2.03	3.08	4.19	13.42	93%	27.72	Y			30/05/2012	NORTH	Unknown	ORC

**SYMMETRIC SPINNAKERS (3)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
133997	15.72	15.72	15.72	8.10	7.75	105.20		20/05/2009	UK	Nylon	0.6 Runner
133990	15.71	15.71	15.71	8.00	7.84	104.32		20/05/2009	UK	Nylon	0.9 AP H
133999	15.71	15.71	15.71	8.00	7.79	104.19		20/05/2009	UK	Nylon	0.9 AP H Alt

**ASYMMETRIC SPINNAKERS (0)**

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