

<b>BOAT</b> Name <b>TAMUMM</b> Sail Nr <b>GRE-1265</b>	<b>GPH</b> <b>596.7</b>	<b>HULL</b> Length Overall <b>9.435m</b> Maximum Beam <b>3.038m</b> Displacement <b>2,460kg</b> Draft <b>2.153m</b> IMS Reg. Division <b>Performance</b> Dynamic Allowance <b>0.000%</b> Fwd Accommodation <b>No</b> Hull Construction <b>Light</b> Carbon Rudder <b>Yes</b> Crew Arm Extension
<b>GENERAL</b> Class <b>FARR 30</b> Designer <b>BRUCE FARR</b> Builder <b>OVINGTON MARINE</b> Series <b>01/1994</b> Age <b>03/1997</b> Age Allowance <b>0.487%</b> Offset File <b>FARR30.OD.OFF - 24/05/2009 23:54:20</b> Measurement by - <b>18/02/2014</b>		IMSL <b>8.986m</b> VCGD <b>-0.233m</b> Sink <b>12.16kg/mm</b> RL <b>9.012m</b> VCGM <b>-0.198m</b> WS <b>16.38m<sup>2</sup></b> LSM0 <b>8.776m</b> Displacement/Length ratio <b>3.6395</b>



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<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>582.2</b>			<b>653.9</b>		
Time on Time	<b>1.0305</b>			<b>1.0322</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>663.5</b>	<b>536.3</b>	<b>476.7</b>	<b>849.4</b>	<b>656.8</b>	<b>578.2</b>
Time on Time	<b>1.0174</b>	<b>1.2586</b>	<b>1.4159</b>	<b>0.7947</b>	<b>1.0277</b>	<b>1.1674</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>961.1</b>	<b>797.5</b>	<b>726.3</b>	<b>703.4</b>	<b>693.8</b>	<b>682.6</b>	<b>677.0</b>
52°	<b>635.8</b>	<b>547.9</b>	<b>520.4</b>	<b>509.8</b>	<b>504.2</b>	<b>501.5</b>	<b>491.6</b>
60°	<b>602.2</b>	<b>533.5</b>	<b>508.5</b>	<b>494.9</b>	<b>487.4</b>	<b>482.9</b>	<b>470.3</b>
75°	<b>578.5</b>	<b>523.0</b>	<b>496.5</b>	<b>474.4</b>	<b>458.5</b>	<b>449.9</b>	<b>441.2</b>
90°	<b>585.7</b>	<b>519.7</b>	<b>495.5</b>	<b>468.1</b>	<b>442.9</b>	<b>423.4</b>	<b>403.4</b>
110°	<b>575.1</b>	<b>508.5</b>	<b>472.5</b>	<b>449.9</b>	<b>432.6</b>	<b>414.0</b>	<b>377.7</b>
120°	<b>589.5</b>	<b>513.0</b>	<b>473.1</b>	<b>435.5</b>	<b>411.0</b>	<b>393.0</b>	<b>356.7</b>
135°	<b>664.8</b>	<b>542.0</b>	<b>496.6</b>	<b>456.2</b>	<b>415.1</b>	<b>374.8</b>	<b>314.1</b>
150°	<b>788.6</b>	<b>630.7</b>	<b>542.3</b>	<b>501.8</b>	<b>472.2</b>	<b>432.9</b>	<b>347.9</b>
Run VMG	<b>910.6</b>	<b>728.3</b>	<b>626.3</b>	<b>578.0</b>	<b>540.2</b>	<b>499.8</b>	<b>401.8</b>

**Certificate**  
Number **000628**  
ORC Ref **GRE01015730**  
Issued On **23/05/2019**  
VPP Ver. **2019 1.01**  
Valid until **28/02/2020**

**Crew Weight**  
Default 571kg  
Maximum **592kg**  
Minimum\* **444kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

**Special Scoring**  
ToD ToT  
Non Spin GPH **635.7 0.9438**  
Non Spin OSN **619.1 0.9692**

<b>Selected Courses</b>							
Windward / Leeward	<b>935.9</b>	<b>762.9</b>	<b>676.3</b>	<b>640.7</b>	<b>617.0</b>	<b>591.2</b>	<b>539.4</b>
Circular Random	<b>803.4</b>	<b>657.2</b>	<b>580.6</b>	<b>536.3</b>	<b>507.3</b>	<b>485.4</b>	<b>449.7</b>
Coastal / Long Distance	<b>933.4</b>	<b>720.2</b>	<b>616.0</b>	<b>559.3</b>	<b>524.4</b>	<b>490.1</b>	<b>430.1</b>
Non Spinnaker	<b>875.3</b>	<b>707.2</b>	<b>617.1</b>	<b>564.3</b>	<b>530.7</b>	<b>507.2</b>	<b>473.4</b>

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

<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>41.8°</b>	<b>40.4°</b>	<b>37.7°</b>	<b>36.6°</b>	<b>36.2°</b>	<b>35.8°</b>	<b>36.1°</b>
Beat VMG	<b>3.75</b>	<b>4.51</b>	<b>4.96</b>	<b>5.12</b>	<b>5.19</b>	<b>5.27</b>	<b>5.32</b>
52°	<b>5.66</b>	<b>6.57</b>	<b>6.92</b>	<b>7.06</b>	<b>7.14</b>	<b>7.18</b>	<b>7.32</b>
60°	<b>5.98</b>	<b>6.75</b>	<b>7.08</b>	<b>7.27</b>	<b>7.39</b>	<b>7.45</b>	<b>7.66</b>
75°	<b>6.22</b>	<b>6.88</b>	<b>7.25</b>	<b>7.59</b>	<b>7.85</b>	<b>8.00</b>	<b>8.16</b>
90°	<b>6.15</b>	<b>6.93</b>	<b>7.27</b>	<b>7.69</b>	<b>8.13</b>	<b>8.50</b>	<b>8.92</b>
110°	<b>6.26</b>	<b>7.08</b>	<b>7.62</b>	<b>8.00</b>	<b>8.32</b>	<b>8.70</b>	<b>9.53</b>
120°	<b>6.11</b>	<b>7.02</b>	<b>7.61</b>	<b>8.27</b>	<b>8.76</b>	<b>9.16</b>	<b>10.09</b>
135°	<b>5.41</b>	<b>6.64</b>	<b>7.25</b>	<b>7.89</b>	<b>8.67</b>	<b>9.60</b>	<b>11.46</b>
150°	<b>4.56</b>	<b>5.71</b>	<b>6.64</b>	<b>7.17</b>	<b>7.62</b>	<b>8.32</b>	<b>10.35</b>
Run VMG	<b>3.95</b>	<b>4.94</b>	<b>5.75</b>	<b>6.23</b>	<b>6.66</b>	<b>7.20</b>	<b>8.96</b>
Gybe Angles	<b>143.7°</b>	<b>145.8°</b>	<b>150.3°</b>	<b>151.9°</b>	<b>176.0°</b>	<b>144.8°</b>	<b>142.5°</b>

**Class Division Length**  
CDL = **9.000**

**Storm Sails Areas**  
Heavy Weather Jib **18.29**  
Storm Jib (JL=7.57) **6.78**  
Storm Trysail **9.18**

**Owner**

<b>BOAT</b>	
Name <b>TAMUMM</b>	Sail Nr <b>GRE-1265</b>
File <b>GR1265</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>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>11.920</b>	E <b>4.400</b> MDT1 <b>0.086</b> MW <b>0.143</b>
IG <b>11.638</b>	J <b>3.305</b> MDL1 <b>0.144</b> GO <b>0.143</b>
ISP <b>12.908</b>	SFJ <b>0.090</b> MDT2 <b>0.067</b> BD <b>0.135</b>
BAS <b>1.223</b>	SPL <b>0.111</b> MWT <b>74.20</b>
FSP <b>0.052</b>	TPS <b>4.730</b> TL <b>1.760</b> MCG <b>4.940</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>11/04/2019</b>		SG <b>1.0275</b>	
FFM <b>1.021</b>	FF <b>1.020</b>	SFFP <b>0.222</b>	
FAM <b>0.752</b>	FA <b>0.753</b>	SAFP <b>8.685</b>	
W1 <b>36.0</b>	PD1 <b>273.0</b>	WD <b>10.360</b>	
W2 <b>36.0</b>	PD2 <b>273.0</b>	GSA <b>50.2</b>	
W3 <b>36.0</b>	PD3 <b>273.0</b>	RSA <b>5941.7</b>	
W4 <b>36.0</b>	PD4 <b>273.0</b>	PLM <b>2069.0</b>	
LCF from stem on CL / on sheer		<b>5.325 / 5.515</b>	
Maximum beam station from stem		<b>5.825</b>	
RM Measured		<b>49.1kg-m</b>	
RM Default		<b>54.8kg-m</b>	
Limit of positive stability / Stab.Index		<b>124.2° / 118.3</b>	
Freeboard at mast at 3.395		<b>0.925</b>	



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

<b>PROPELLER</b>			
Installation <b>Strut</b>	PRD <b>0.356</b>		
Type <b>Folding 2 blades</b>	PBW <b>0.093</b>		
Twin Screw <b>No</b>	PIPA <b>0.0032</b>		
ST1 <b>0.042</b>	ST3 <b>0.178</b>	ST5 <b>0.248</b>	
ST2 <b>0.178</b>	ST4 <b>0.114</b>	EDL <b>1.278</b>	

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<b>COMMENTS</b>	
ex "VELONI"	

<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	
	1.070	1.45	2.05	3.03	3.79	34.42	35.43	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		
	14.67	12.58	13.63	8.00	9.00	93.10	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)												
<b>HBB</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>
0.09	0.51	0.96	1.86	2.71	3.47	11.48	20.86	Y		08/05/2019	Kevlar	#light
0.04	0.49	0.96	1.82	2.64	3.41	11.64	20.69	Y	Y	21/05/2018	Kevlar	flying
0.08	0.50	0.95	1.78	2.60	3.43	11.54	20.36	Y		24/04/2019	Kevlar	J1
0.07	0.49	0.94	1.78	2.59	3.45	11.55	20.35	Y		24/04/2019	Kevlar	J2
0.00	0.37	0.75	1.52	2.31	3.08	10.81	16.59	Y		02/05/2018	Kevlar	J3
					2.29	11.07	12.91	Y	Y	08/08/2017	Nylon	staysail

<b>MEASUREMENT INVENTORY</b>				
Measurer <b>GRE-16</b>				
Date <b>11/04/2019</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>	
1	Engine	YANMAR	1GM10	
<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</b>	<b>Condtn Description</b>
1	Tank	FUEL	PLASTIC	25.0	6.40	0.00	8-0 8lt
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>			
2	Ballast	39.0	5.49	-0.20 3 PLATES LEAD OR ZAMMA			
1	Ballast	40.8	5.49	-0.20 3 PLATES LEAD OR ZAMMA			
1	Battery	5.90	-0.20	BATTERIES 2x74Ah			

