

<b>BOAT</b> Name <b>HIGH NOON</b> Sail Nr <b>USA1200</b>	<b>GPH</b> <b>520.5</b>	<b>HULL</b> Length Overall <b>12.494m</b> Maximum Beam <b>3.853m</b> Displacement <b>5,082kg</b> Draft <b>2.379m</b> IMS Reg. Division Dynamic Allowance <b>0.001%</b> Fwd Accommodation Hull Construction <b>Light</b> Carbon Rudder <b>Yes</b> Crew Arm Extension
<b>GENERAL</b> Class <b>CUSTOM</b> Designer <b>TRIPP</b> Builder <b>GOETZ</b> Series <b>05/1994</b> Age <b>05/1994</b> Age Allowance <b>0.487%</b> Offset File <b>US30524D.OFF - 06/06/2008 17:57:28</b> Measurement by - <b>31/03/2004</b>		IMSL <b>11.011m</b> VCGD <b>-0.496m</b> Sink <b>21.99kg/mm</b> RL <b>11.247m</b> VCGM <b>-0.323m</b> WS <b>28.27m<sup>2</sup></b> LSMO <b>10.519m</b> Displacement/Length ratio <b>4.3663</b>



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SCORING OPTIONS	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Low	Medium	High	Low	Medium	High
Time On Distance	<b>509.5</b>			<b>575.1</b>		
Time On Time	<b>1.1776</b>			<b>1.1737</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>580.5</b>	<b>467.6</b>	<b>412.2</b>	<b>751.3</b>	<b>580.2</b>	<b>503.5</b>
Time on Time	<b>1.1628</b>	<b>1.4434</b>	<b>1.6375</b>	<b>0.8984</b>	<b>1.1633</b>	<b>1.3406</b>

TIME ALLOWANCES	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>860.3</b>	<b>713.8</b>	<b>657.1</b>	<b>629.6</b>	<b>610.7</b>	<b>601.1</b>	<b>600.2</b>
52°	<b>557.3</b>	<b>476.2</b>	<b>456.4</b>	<b>446.7</b>	<b>439.5</b>	<b>431.0</b>	<b>425.1</b>
60°	<b>520.7</b>	<b>459.2</b>	<b>441.2</b>	<b>430.6</b>	<b>423.3</b>	<b>413.9</b>	<b>404.0</b>
75°	<b>492.2</b>	<b>445.4</b>	<b>418.8</b>	<b>404.1</b>	<b>395.0</b>	<b>389.0</b>	<b>372.0</b>
90°	<b>491.3</b>	<b>445.0</b>	<b>412.7</b>	<b>386.0</b>	<b>370.8</b>	<b>361.4</b>	<b>350.9</b>
110°	<b>501.2</b>	<b>440.5</b>	<b>413.7</b>	<b>391.8</b>	<b>373.7</b>	<b>353.9</b>	<b>311.3</b>
120°	<b>517.2</b>	<b>445.7</b>	<b>405.7</b>	<b>381.9</b>	<b>362.3</b>	<b>341.8</b>	<b>304.9</b>
135°	<b>577.3</b>	<b>471.6</b>	<b>431.1</b>	<b>393.2</b>	<b>355.8</b>	<b>319.9</b>	<b>279.9</b>
150°	<b>689.5</b>	<b>549.9</b>	<b>473.9</b>	<b>434.1</b>	<b>404.1</b>	<b>371.3</b>	<b>291.9</b>
Run VMG	<b>796.1</b>	<b>635.0</b>	<b>547.9</b>	<b>501.7</b>	<b>466.7</b>	<b>428.7</b>	<b>337.0</b>

**Certificate**

Number **US6155**  
ORC Ref **USA00000917**  
Issued On **13/04/2017**  
VPP Ver. **2017 1.00**  
Valid until **28/02/2018**

**Crew Weight**

Declared **860kg**  
Default\* **740kg**  
Non Manual Pwr

**Special Scoring**

	ToD	ToT
Non Spin GPH	<b>553.8</b>	<b>1.0834</b>
Non Spin OSN	<b>543.4</b>	<b>1.1041</b>

Selected Courses	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Windward / Leeward	<b>828.2</b>	<b>674.4</b>	<b>602.5</b>	<b>565.7</b>	<b>538.7</b>	<b>514.9</b>	<b>468.6</b>
Circular Random	<b>702.9</b>	<b>574.3</b>	<b>506.5</b>	<b>466.7</b>	<b>440.3</b>	<b>420.3</b>	<b>388.2</b>
Ocean for PCS	<b>865.9</b>	<b>675.4</b>	<b>569.0</b>	<b>503.1</b>	<b>458.0</b>	<b>423.6</b>	<b>370.1</b>
Non Spinnaker	<b>761.7</b>	<b>616.4</b>	<b>538.0</b>	<b>491.2</b>	<b>460.9</b>	<b>439.6</b>	<b>410.1</b>

**Sails Limitations**

Headsails	Spinnakers
<b>6</b>	<b>4</b>

Velocity Prediction in Knots for True Wind Speeds	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>43.7°</b>	<b>42.2°</b>	<b>40.1°</b>	<b>38.5°</b>	<b>37.3°</b>	<b>36.9°</b>	<b>37.4°</b>
Beat VMG	<b>4.18</b>	<b>5.04</b>	<b>5.48</b>	<b>5.72</b>	<b>5.90</b>	<b>5.99</b>	<b>6.00</b>
52°	<b>6.46</b>	<b>7.56</b>	<b>7.89</b>	<b>8.06</b>	<b>8.19</b>	<b>8.35</b>	<b>8.47</b>
60°	<b>6.91</b>	<b>7.84</b>	<b>8.16</b>	<b>8.36</b>	<b>8.50</b>	<b>8.70</b>	<b>8.91</b>
75°	<b>7.31</b>	<b>8.08</b>	<b>8.60</b>	<b>8.91</b>	<b>9.11</b>	<b>9.25</b>	<b>9.68</b>
90°	<b>7.33</b>	<b>8.09</b>	<b>8.72</b>	<b>9.33</b>	<b>9.71</b>	<b>9.96</b>	<b>10.26</b>
110°	<b>7.18</b>	<b>8.17</b>	<b>8.70</b>	<b>9.19</b>	<b>9.63</b>	<b>10.17</b>	<b>11.57</b>
120°	<b>6.96</b>	<b>8.08</b>	<b>8.87</b>	<b>9.43</b>	<b>9.94</b>	<b>10.53</b>	<b>11.81</b>
135°	<b>6.24</b>	<b>7.63</b>	<b>8.35</b>	<b>9.16</b>	<b>10.12</b>	<b>11.25</b>	<b>12.86</b>
150°	<b>5.22</b>	<b>6.55</b>	<b>7.60</b>	<b>8.29</b>	<b>8.91</b>	<b>9.70</b>	<b>12.33</b>
Run VMG	<b>4.52</b>	<b>5.67</b>	<b>6.57</b>	<b>7.18</b>	<b>7.71</b>	<b>8.40</b>	<b>10.68</b>
Gybe Angles	<b>142.4°</b>	<b>144.5°</b>	<b>150.8°</b>	<b>152.4°</b>	<b>149.2°</b>	<b>146.3°</b>	<b>142.6°</b>

**Class Division Length**

CDL = **11.130**

**Storm Sails Areas**

Heavy Weather Jib **40.35**  
Storm Jib (JL=11.24) **14.94**  
Storm Triesail **19.02**

**Owner**

<b>BOAT</b>		
Name <b>HIGH NOON</b>	Sail Nr <b>USA1200</b>	
File <b>US6155</b>	Data in <b>meters/kilograms</b>	

<b>INCLINING TEST AND FREEBOARDS</b>					
Inclining Test <b>Current Inclining</b>					
Flotation date <b>28/05/2016</b>				SG <b>1.0100</b>	
FFM <b>1.364</b>	FF <b>1.369</b>	SFFP <b>0.314</b>			
FAM <b>1.180</b>	FA <b>1.183</b>	SAFP <b>11.461</b>			
W1 <b>96.0</b>	PD1 <b>325.0</b>	WD <b>12.270</b>			
W2 <b>96.0</b>	PD2 <b>325.0</b>	GSA <b>0.5</b>			
W3 <b>96.0</b>	PD3 <b>325.0</b>	RSA <b>71.7</b>			
W4 <b>96.0</b>	PD4 <b>325.0</b>	PLM <b>3078.0</b>			
LCF from stem on CL / on sheer		<b>6.559 / 6.813</b>			
Maximum beam station from stem		<b>7.560</b>			
RM Measured		<b>193.9kg·m</b>			
RM Default		<b>190.0kg·m</b>			
Limit of positive stability / Stab.Index		<b>131.3° / 127.7</b>			
Freeboard at mast at 4.950		<b>1.217</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	Jib Furler				
Fiber Rigging	Main Furler				
Lenticular Rigging	Without Backstay				
Articulated Bowsprit <b>No</b>					
P <b>17.960</b>	E <b>6.050</b>	MDT1 <b>0.122</b>	MW <b>0.265</b>		
IG <b>17.288</b>	J <b>4.950</b>	MDL1 <b>0.265</b>	GO <b>0.265</b>		
ISP <b>19.531</b>	SFJ <b>0.000</b>	MDT2 <b>0.088</b>	BD <b>0.268</b>		
BAS <b>1.660</b>	SPL <b>0.000</b>	MDL2 <b>0.103</b>	MWT		
FSP <b>0.064</b>	TPS <b>6.990</b>	TL <b>2.250</b>	MCG		

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

<b>PROPELLER</b>					
Installation <b>Strut</b>	PRD <b>0.412</b>				
Type <b>Folding 2 blades</b>	PBW <b>0.115</b>				
Twin Screw	PIPA <b>0.0036</b>				
ST1 <b>0.041</b>	ST3 <b>0.180</b>	ST5 <b>0.302</b>			
ST2 <b>0.180</b>	ST4 <b>0.108</b>	EDL <b>0.860</b>			

<b>COMMENTS</b>					
DATA FROM ORR 2016					

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

<b>CENTERBOARD</b>					
N/A					

<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0.995	1.66	2.49	3.89	5.03	66.94	68.25	P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric									
Not Available									
Asymmetric	SLU	SLE	SL	SHW	SFL				
	22.10	18.12	20.11	11.40	10.93	189.47	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)												
HHB	HUW	HTW	HHW	HQW	HLP	HLU	Area	Btn	Fly	Meas.Date	Material	Comment
0.82	1.49	2.78	4.03	5.28	17.30	47.41					Unknow	



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**2017**

**IMS Measurement Certificate**

**Certificate**

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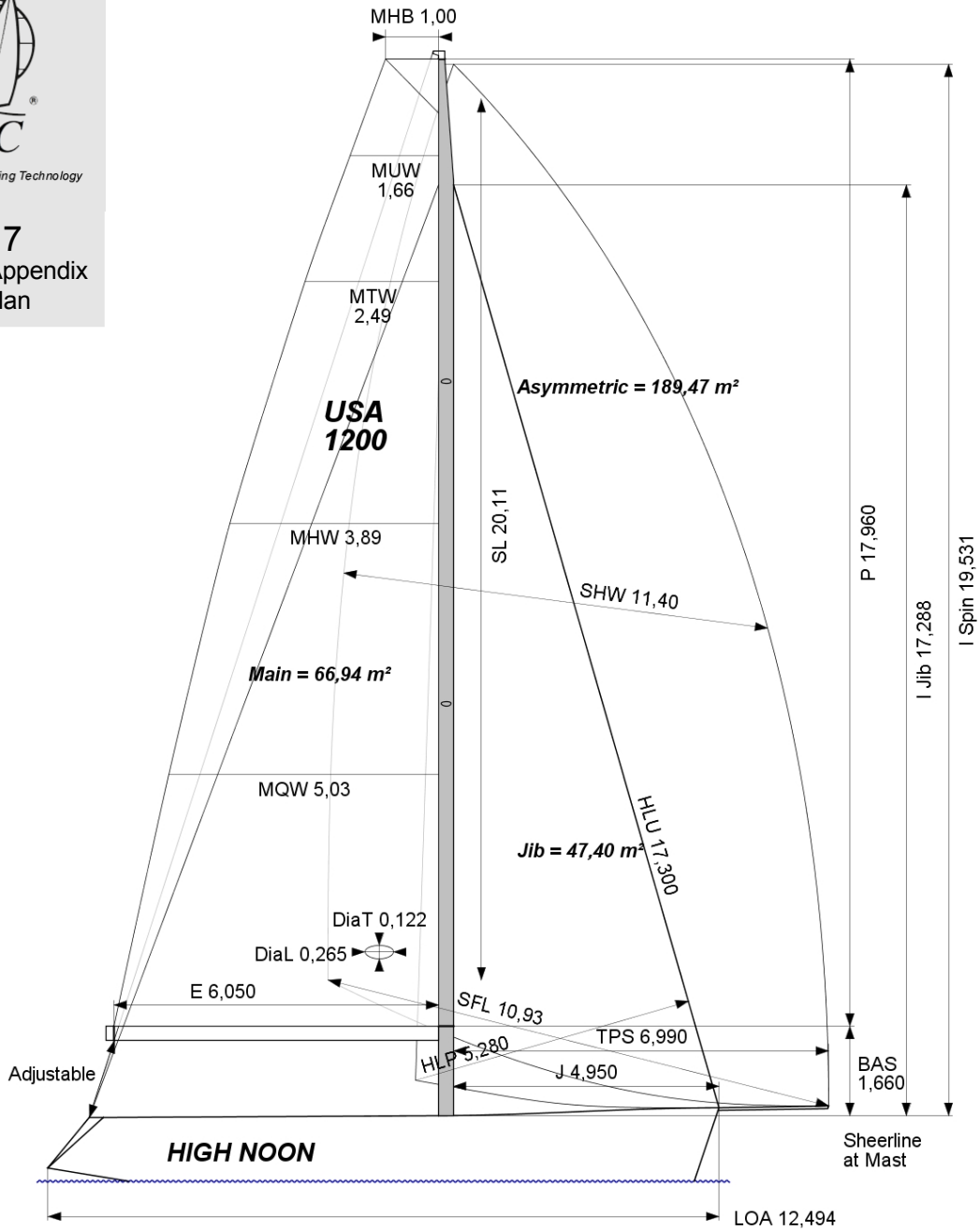


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Sail Plan



SAILS INVENTORY																
<b>MAINSAIL (1)</b>																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
1	0.995	1.66	2.49	3.89	5.03	66.86				Unknown						
<b>HEADSAILS (1)</b>																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
1		0.82	1.49	2.78	4.03	5.28	17.30	107%	47.41							Unknow
<b>SYMMETRIC SPINNAKERS (0)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
<b>ASYMMETRIC SPINNAKERS (1)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				
1	22.10	18.12	20.11	11.40	10.93	189.47	asym				Unknown					