

<b>BOAT</b> Name <b>Teamwork</b> Sail Nr <b>USA 52939</b>	<b>GPH</b> <b>580.7</b>	<b>HULL</b> Length Overall <b>12.190m</b> Maximum Beam <b>3.638m</b> Displacement <b>7,147kg</b> Draft <b>2.226m</b> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0.097%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Cored</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>J-122</b> Designer <b>J Boats</b> Builder <b>J Europe</b> Series <b>01/2007</b> Age <b>09/2007</b> Age Allowance <b>0.325%</b> Offset File <b>US6169.OFF - 20/04/2017 16:01:54</b> Measurement by <b>Dobbs Davis - 19/04/2017</b>		IMSL <b>11.093m</b> VCGD <b>-0.004m</b> Sink <b>23.05kg/mm</b> RL <b>9.744m</b> VCGM <b>-0.028m</b> WS <b>30.77m<sup>2</sup></b> LSMO <b>10.976m</b> Displacement/Length ratio <b>5.4049</b>



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SCORING OPTIONS	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Low	Medium	High	Low	Medium	High
Time On Distance	<b>565.2</b>			<b>635.9</b>		
Time On Time	<b>1.0616</b>			<b>1.0616</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>664.5</b>	<b>514.3</b>	<b>459.7</b>	<b>864.2</b>	<b>638.2</b>	<b>557.9</b>
Time on Time	<b>1.0158</b>	<b>1.3124</b>	<b>1.4684</b>	<b>0.7811</b>	<b>1.0577</b>	<b>1.2098</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1004.0</b>	<b>829.0</b>	<b>726.1</b>	<b>676.5</b>	<b>654.3</b>	<b>642.5</b>	<b>627.3</b>
52°	<b>652.0</b>	<b>544.9</b>	<b>489.5</b>	<b>469.3</b>	<b>461.6</b>	<b>457.4</b>	<b>451.4</b>
60°	<b>611.4</b>	<b>515.4</b>	<b>473.9</b>	<b>456.4</b>	<b>448.3</b>	<b>443.7</b>	<b>438.7</b>
75°	<b>578.1</b>	<b>494.8</b>	<b>462.6</b>	<b>444.0</b>	<b>429.7</b>	<b>420.5</b>	<b>412.8</b>
90°	<b>579.0</b>	<b>485.0</b>	<b>460.4</b>	<b>442.3</b>	<b>424.6</b>	<b>407.5</b>	<b>385.5</b>
110°	<b>574.1</b>	<b>480.1</b>	<b>446.0</b>	<b>426.7</b>	<b>413.4</b>	<b>401.0</b>	<b>378.0</b>
120°	<b>589.0</b>	<b>488.6</b>	<b>451.5</b>	<b>425.1</b>	<b>400.6</b>	<b>385.9</b>	<b>362.0</b>
135°	<b>660.0</b>	<b>531.2</b>	<b>471.2</b>	<b>443.6</b>	<b>418.7</b>	<b>392.6</b>	<b>338.9</b>
150°	<b>782.0</b>	<b>624.3</b>	<b>527.2</b>	<b>475.6</b>	<b>454.4</b>	<b>435.0</b>	<b>390.5</b>
Run VMG	<b>903.0</b>	<b>720.8</b>	<b>608.8</b>	<b>548.7</b>	<b>521.2</b>	<b>483.7</b>	<b>438.5</b>

Selected Courses							
Windward / Leeward	<b>953.5</b>	<b>774.9</b>	<b>667.4</b>	<b>612.6</b>	<b>587.7</b>	<b>563.1</b>	<b>532.9</b>
Circular Random	<b>798.6</b>	<b>645.0</b>	<b>563.3</b>	<b>516.3</b>	<b>487.5</b>	<b>468.1</b>	<b>441.2</b>
Ocean for PCS	<b>979.6</b>	<b>757.4</b>	<b>632.4</b>	<b>556.4</b>	<b>507.1</b>	<b>472.5</b>	<b>423.5</b>
Non Spinnaker	<b>868.2</b>	<b>694.1</b>	<b>598.9</b>	<b>542.5</b>	<b>507.0</b>	<b>483.5</b>	<b>453.5</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>43.6°</b>	<b>42.4°</b>	<b>42.0°</b>	<b>40.0°</b>	<b>38.8°</b>	<b>38.4°</b>	<b>38.0°</b>
Beat VMG	<b>3.59</b>	<b>4.34</b>	<b>4.96</b>	<b>5.32</b>	<b>5.50</b>	<b>5.60</b>	<b>5.74</b>
52°	<b>5.52</b>	<b>6.61</b>	<b>7.35</b>	<b>7.67</b>	<b>7.80</b>	<b>7.87</b>	<b>7.97</b>
60°	<b>5.89</b>	<b>6.99</b>	<b>7.60</b>	<b>7.89</b>	<b>8.03</b>	<b>8.11</b>	<b>8.21</b>
75°	<b>6.23</b>	<b>7.28</b>	<b>7.78</b>	<b>8.11</b>	<b>8.38</b>	<b>8.56</b>	<b>8.72</b>
90°	<b>6.22</b>	<b>7.42</b>	<b>7.82</b>	<b>8.14</b>	<b>8.48</b>	<b>8.83</b>	<b>9.34</b>
110°	<b>6.27</b>	<b>7.50</b>	<b>8.07</b>	<b>8.44</b>	<b>8.71</b>	<b>8.98</b>	<b>9.52</b>
120°	<b>6.11</b>	<b>7.37</b>	<b>7.97</b>	<b>8.47</b>	<b>8.99</b>	<b>9.33</b>	<b>9.94</b>
135°	<b>5.45</b>	<b>6.78</b>	<b>7.64</b>	<b>8.11</b>	<b>8.60</b>	<b>9.17</b>	<b>10.62</b>
150°	<b>4.60</b>	<b>5.77</b>	<b>6.83</b>	<b>7.57</b>	<b>7.92</b>	<b>8.28</b>	<b>9.22</b>
Run VMG	<b>3.99</b>	<b>4.99</b>	<b>5.91</b>	<b>6.56</b>	<b>6.91</b>	<b>7.44</b>	<b>8.21</b>
Gybe Angles	<b>143.6°</b>	<b>147.3°</b>	<b>148.2°</b>	<b>150.7°</b>	<b>152.6°</b>	<b>176.0°</b>	<b>177.7°</b>

**Certificate**

Number **US6179**  
ORC Ref **USA00000942**  
Issued On **20/04/2017**  
VPP Ver. **2017 1.00**  
Valid until **28/02/2018**

**Crew Weight**

Declared **840kg**  
Default\* **786kg**  
Non Manual Pwr **No**

**Special Scoring**

ToD ToT  
Non Spin GPH **618.3 0.9704**  
Non Spin OSN **601.8 0.9970**

**Sails Limitations**

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

**Class Division Length**

CDL = **10.419**

**Storm Sails Areas**

Heavy Weather Jib **39.73**  
Storm Jib (JL=11.15) **14.71**  
Storm Triesail **14.68**

**Owner**

<b>BOAT</b>	
Name <b>Teamwork</b>	Sail Nr <b>USA52939</b>
File <b>US6179</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>19/04/2017</b>		SG <b>1.0140</b>	
FFM <b>1.368</b>	FF <b>1.372</b>	SFFP <b>0.300</b>	
FAM <b>0.980</b>	FA <b>0.983</b>	SAFP <b>11.850</b>	
W1 <b>93.5</b>	PD1 <b>573.0</b>	WD <b>13.865</b>	
W2 <b>93.5</b>	PD2 <b>574.0</b>	GSA <b>1.0</b>	
W3 <b>93.5</b>	PD3 <b>570.0</b>	RSA <b>1.0</b>	
W4 <b>93.5</b>	PD4 <b>572.0</b>	PLM <b>9000.0</b>	
LCF from stem on CL / on sheer		<b>6.776 / 6.996</b>	
Maximum beam station from stem		<b>7.800</b>	
RM Measured		<b>178.4kg·m</b>	
RM Default		<b>184.2kg·m</b>	
Limit of positive stability / Stab.Index		<b>118.0° / 122.1</b>	
Freeboard at mast at 4.870		<b>1.157</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>15.650</b>	E <b>5.360</b>	MDT1 <b>0.130</b>	MW <b>0.205</b>
IG <b>17.080</b>	J <b>4.570</b>	MDL1 <b>0.255</b>	GO <b>0.225</b>
ISP <b>17.600</b>	SFJ <b>0.300</b>	MDT2 <b>0.130</b>	BD <b>0.220</b>
BAS <b>1.745</b>	SPL <b>0.000</b>	MDL2 <b>0.188</b>	MWT
FSP <b>0.064</b>	TPS <b>6.420</b>	TL <b>1.920</b>	MCG

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

<b>PROPELLER</b>			
Installation <b>Strut</b>	PRD <b>0.420</b>		
Type <b>Folding 3 blades</b>	PBW <b>0.110</b>		
Twin Screw <b>No</b>	PIPA <b>0.0033</b>		
ST1 <b>0.048</b>	ST3 <b>0.170</b>	ST5 <b>0.290</b>	
ST2 <b>0.170</b>	ST4 <b>0.098</b>	EDL <b>2.400</b>	

<b>COMMENTS</b>	

<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	
	0.180	1.13	2.02	3.48	4.50	50.02	51.00	P/8 · (E + 2·MQW + 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric Not Available									
Asymmetric	SLU	SLE	SL	SHW	SFL			AS · (SFL + 4·SHW) / 6	
	19.79	16.76	18.27	10.16	10.30	155.15			

<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
0.08	0.65	1.26	2.50	3.80	5.10	16.48	41.81					



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# 2017

## IMS Measurement Certificate

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 VPP Ver. **2017 1.00**  
 Valid until **28/02/2018**

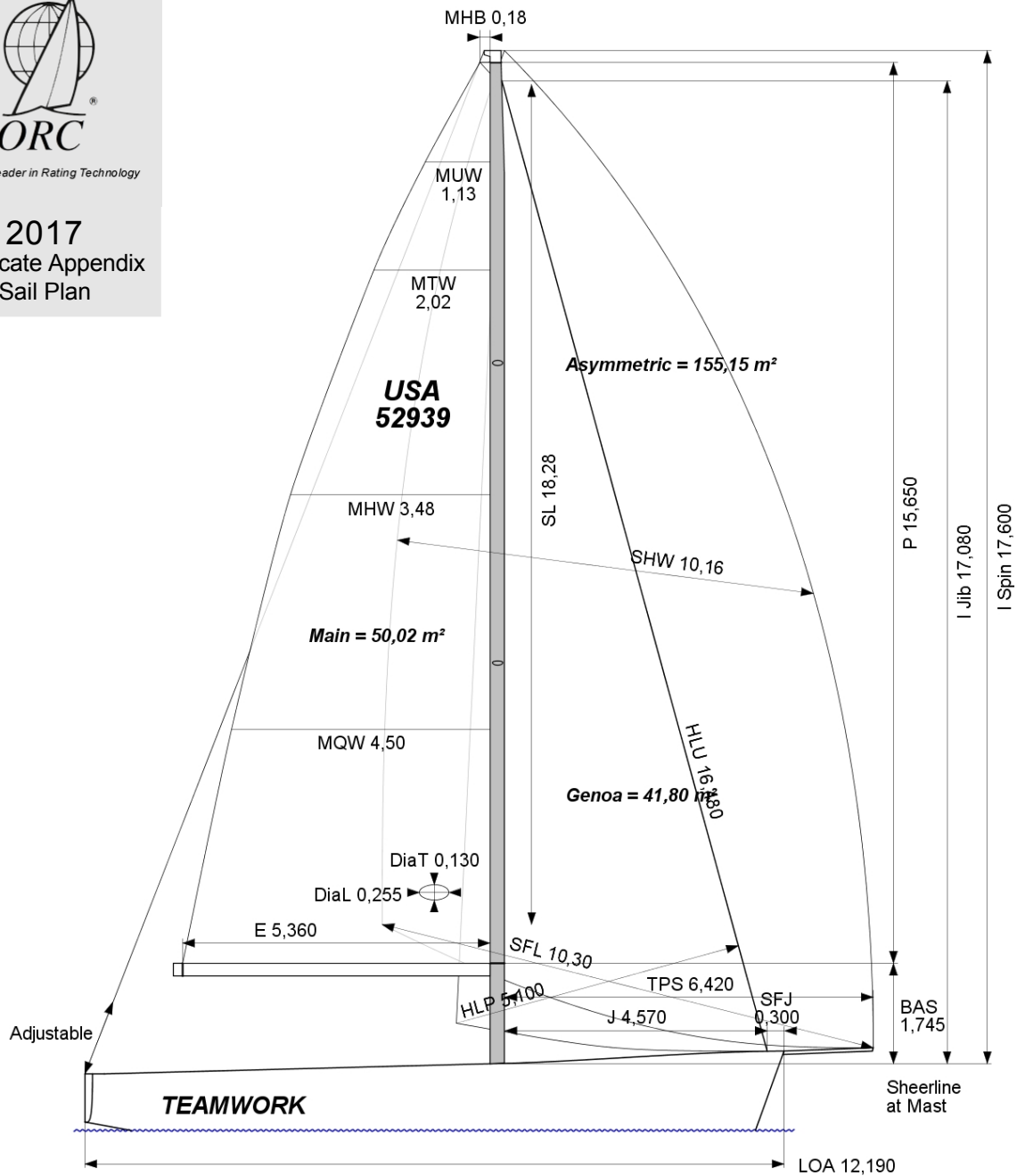


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Certificate Appendix  
Sail Plan



SAILS INVENTORY																
MAINSAIL (1)																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
1	0.180	1.13	2.02	3.48	4.50	50.02	Priyangika	16/03/2016	North							
HEADSAILS (1)																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
1	0.08	0.65	1.26	2.50	3.80	5.10	16.48	112%	41.81							
SYMMETRIC SPINNAKERS (0)																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
ASYMMETRIC SPINNAKERS (1)																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				
1	19.79	16.76	18.27	10.16	10.30	155.15	asym									