

<b>BOAT</b>
Name <b>ZUUL</b> Sail Nr <b>38012</b>

<b>GPH</b>
<b>563.3</b>

<b>HULL</b>	Length Overall	<b>11.552m</b>
	Maximum Beam	<b>3.987m</b>
	Displacement	<b>5,478kg</b>
	Draft	<b>2.401m</b>
	IMS Reg. Division	<b>Cruiser/Racer</b>
	Dynamic Allowance	<b>0.012%</b>
	Fwd Accommodation	<b>Yes</b>
	Hull Construction	<b>Cored</b>
	Carbon Rudder	<b>Yes</b>
	Crew Arm Extension	<b>0.00</b>
	IMSL	<b>10.787m</b> VCGD
		<b>-0.076m</b> Sink
		<b>21.65kg/mm</b>
	RL	<b>10.351m</b> VCGM
		<b>-0.095m</b> WS
		<b>28.31m<sup>2</sup></b>
	LSM0	<b>10.712m</b> Displacement/Length ratio
		<b>4.4567</b>



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**2018**  
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Certificate

<b>GENERAL</b>
Class <b>AERODYNE 38</b>
Designer <b>Roger Martin</b>
Builder <b>Aerodyne Yachts</b>
Series <b>01/1999</b>
Age <b>01/2001</b>
Age Allowance <b>0.487%</b>
Offset File <b>A38a.off - 02/05/2018 16:39:54</b>
Measurement by <b>- 23/05/2018</b>

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<b>SCORING OPTIONS</b>									
	<b>COASTAL / LONG DISTANCE</b>						<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>547.9</b>						<b>616.7</b>		
Time on Time	<b>1.0950</b>						<b>1.0946</b>		
Triple Number	Low	Medium	High	Low	Medium	High			
Time on Distance	<b>638.2</b>	<b>501.2</b>	<b>446.7</b>	<b>822.5</b>	<b>616.4</b>	<b>544.0</b>			
Time on Time	<b>1.0576</b>	<b>1.3469</b>	<b>1.5110</b>	<b>0.8207</b>	<b>1.0950</b>	<b>1.2407</b>			

**Invalid for Racing**



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<b>TIME ALLOWANCES</b>								
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt	
Beat VMG	<b>947.1</b>	<b>778.5</b>	<b>689.9</b>	<b>656.3</b>	<b>642.4</b>	<b>636.0</b>	<b>621.5</b>	
52°	<b>624.6</b>	<b>523.4</b>	<b>482.5</b>	<b>467.6</b>	<b>461.3</b>	<b>457.8</b>	<b>449.2</b>	
60°	<b>593.0</b>	<b>504.1</b>	<b>471.0</b>	<b>455.3</b>	<b>447.2</b>	<b>442.4</b>	<b>433.9</b>	
75°	<b>570.2</b>	<b>492.2</b>	<b>462.0</b>	<b>441.7</b>	<b>425.5</b>	<b>415.8</b>	<b>407.0</b>	
90°	<b>563.6</b>	<b>482.0</b>	<b>461.8</b>	<b>439.4</b>	<b>417.2</b>	<b>398.6</b>	<b>376.0</b>	
110°	<b>551.8</b>	<b>471.5</b>	<b>439.0</b>	<b>419.0</b>	<b>402.6</b>	<b>388.0</b>	<b>360.3</b>	
120°	<b>564.5</b>	<b>476.1</b>	<b>440.2</b>	<b>408.7</b>	<b>386.8</b>	<b>369.9</b>	<b>339.6</b>	
135°	<b>634.6</b>	<b>508.1</b>	<b>459.8</b>	<b>427.1</b>	<b>394.2</b>	<b>362.0</b>	<b>306.9</b>	
150°	<b>752.3</b>	<b>602.4</b>	<b>509.8</b>	<b>462.7</b>	<b>438.4</b>	<b>414.2</b>	<b>349.4</b>	
Run VMG	<b>868.7</b>	<b>695.6</b>	<b>588.7</b>	<b>533.7</b>	<b>506.2</b>	<b>474.9</b>	<b>403.5</b>	

**Certificate**

Number **US6294**  
ORC Ref **USAX01CNICM**  
Issued On **26/06/2018**  
VPP Ver. **2018 1.00**  
Valid until **31/12/2018**

<b>Selected Courses</b>								
Windward / Leeward	<b>907.9</b>	<b>737.1</b>	<b>639.3</b>	<b>595.0</b>	<b>574.3</b>	<b>555.4</b>	<b>512.5</b>	
Circular Random	<b>769.7</b>	<b>624.0</b>	<b>546.9</b>	<b>502.6</b>	<b>474.8</b>	<b>454.9</b>	<b>423.7</b>	
Coastal / Long Distance	<b>904.0</b>	<b>692.9</b>	<b>580.1</b>	<b>519.9</b>	<b>487.7</b>	<b>459.1</b>	<b>406.0</b>	
Non Spinnaker	<b>847.7</b>	<b>679.0</b>	<b>587.4</b>	<b>533.2</b>	<b>499.0</b>	<b>475.5</b>	<b>442.9</b>	

**Crew Weight**

Default 759kg  
Maximum **759kg**  
Minimum\* **569kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

<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>42.4°</b>	<b>41.0°</b>	<b>39.4°</b>	<b>37.9°</b>	<b>37.5°</b>	<b>37.3°</b>	<b>36.8°</b>	
Beat VMG	<b>3.80</b>	<b>4.62</b>	<b>5.22</b>	<b>5.49</b>	<b>5.60</b>	<b>5.66</b>	<b>5.79</b>	
52°	<b>5.76</b>	<b>6.88</b>	<b>7.46</b>	<b>7.70</b>	<b>7.80</b>	<b>7.86</b>	<b>8.01</b>	
60°	<b>6.07</b>	<b>7.14</b>	<b>7.64</b>	<b>7.91</b>	<b>8.05</b>	<b>8.14</b>	<b>8.30</b>	
75°	<b>6.31</b>	<b>7.31</b>	<b>7.79</b>	<b>8.15</b>	<b>8.46</b>	<b>8.66</b>	<b>8.84</b>	
90°	<b>6.39</b>	<b>7.47</b>	<b>7.80</b>	<b>8.19</b>	<b>8.63</b>	<b>9.03</b>	<b>9.57</b>	
110°	<b>6.52</b>	<b>7.63</b>	<b>8.20</b>	<b>8.59</b>	<b>8.94</b>	<b>9.28</b>	<b>9.99</b>	
120°	<b>6.38</b>	<b>7.56</b>	<b>8.18</b>	<b>8.81</b>	<b>9.31</b>	<b>9.73</b>	<b>10.60</b>	
135°	<b>5.67</b>	<b>7.09</b>	<b>7.83</b>	<b>8.43</b>	<b>9.13</b>	<b>9.94</b>	<b>11.73</b>	
150°	<b>4.79</b>	<b>5.98</b>	<b>7.06</b>	<b>7.78</b>	<b>8.21</b>	<b>8.69</b>	<b>10.30</b>	
Run VMG	<b>4.14</b>	<b>5.18</b>	<b>6.12</b>	<b>6.75</b>	<b>7.11</b>	<b>7.58</b>	<b>8.92</b>	
Gybe Angles	<b>143.4°</b>	<b>146.5°</b>	<b>148.6°</b>	<b>151.7°</b>	<b>149.1°</b>	<b>176.5°</b>	<b>143.0°</b>	

**Special Scoring**

ToD	ToT
Non Spin GPH <b>606.1</b>	<b>0.9899</b>
Non Spin OSN <b>588.9</b>	<b>1.0189</b>

**Sails Limitations**

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

**Class Division Length**

**CDL = 10.570**

**Storm Sails Areas**

Heavy Weather Jib	<b>32.98</b>
Storm Jib (JL=10.16)	<b>12.22</b>
Storm Trysail	<b>13.79</b>

**Owner**

<b>BOAT</b>	
Name <b>ZUUL</b>	Sail Nr <b>38012</b>
File <b>US6294</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Boom Inclining</b>	LCFD	
Flotation date <b>23/05/2018</b>	SG <b>1.0030</b>	
FFM <b>1.449</b>	FF <b>1.463</b>	SFFP <b>0.069</b>
FAM <b>1.020</b>	FA <b>1.021</b>	SAFP <b>11.164</b>
W1 <b>123.2</b>	PD1 <b>286.4</b>	WD <b>5.036</b>
W2 <b>123.2</b>	PD2 <b>291.0</b>	GSA <b>1.0</b>
W3 <b>123.2</b>	PD3 <b>293.9</b>	RSA <b>1.0</b>
W4 <b>123.2</b>	PD4 <b>282.1</b>	PLM <b>9000.0</b>
LCF from stem on CL / on sheer	<b>6.363 / 6.653</b>	
Maximum beam station from stem	<b>7.474</b>	
RM Measured	<b>169.5kg-m</b>	
RM Default	<b>159.2kg-m</b>	
Limit of positive stability / Stab.Index	<b>118.9° / 115.4</b>	
Freeboard at mast at 4.766	<b>1.182</b>	



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<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>15.758</b>	E <b>4.999</b> MDT1 <b>0.128</b> MW <b>0.178</b>
IG <b>15.529</b>	J <b>4.496</b> MDL1 <b>0.198</b> GO <b>0.207</b>
ISP <b>17.458</b>	SFJ <b>0.270</b> MDT2 <b>0.100</b> BD <b>0.165</b>
BAS <b>1.468</b>	SPL <b>0.000</b> MDL2 <b>0.122</b> MWT <b>175.00</b>
FSP <b>0.060</b>	TPS <b>6.556</b> TL <b>1.745</b> MCG <b>5.825</b>

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

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0.413</b>	
Type <b>Folding 2 blades</b>	PBW <b>0.105</b>	
Twin Screw <b>No</b>	PIPA <b>0.0035</b>	
ST1 <b>0.041</b>	ST3 <b>0.180</b>	ST5 <b>0.265</b>
ST2 <b>0.180</b>	ST4 <b>0.112</b>	EDL <b>0.885</b>

<b>COMMENTS</b>	

<b>MOVABLE BALLAST</b>	
<b>N/A</b>	



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<b>BILGEBOARD</b>		
BS	BT	BA
BF	BX	
BC	BY	

<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0.050	1.40	2.46	3.81	4.47	52.54	54.12	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		
	19.19	16.90	18.05	11.22	11.29	168.93	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
0.06	0.72	1.32	2.47	3.56	4.61	15.01	36.22					DOYLE LT MED JIB

<b>MEASUREMENT INVENTORY</b>				
Measurer	Date	Comment		
Id	Item	Weight	Distance	VCG Description
a	Ancher	0.0	0.00	
Id	Item	Weight Description		

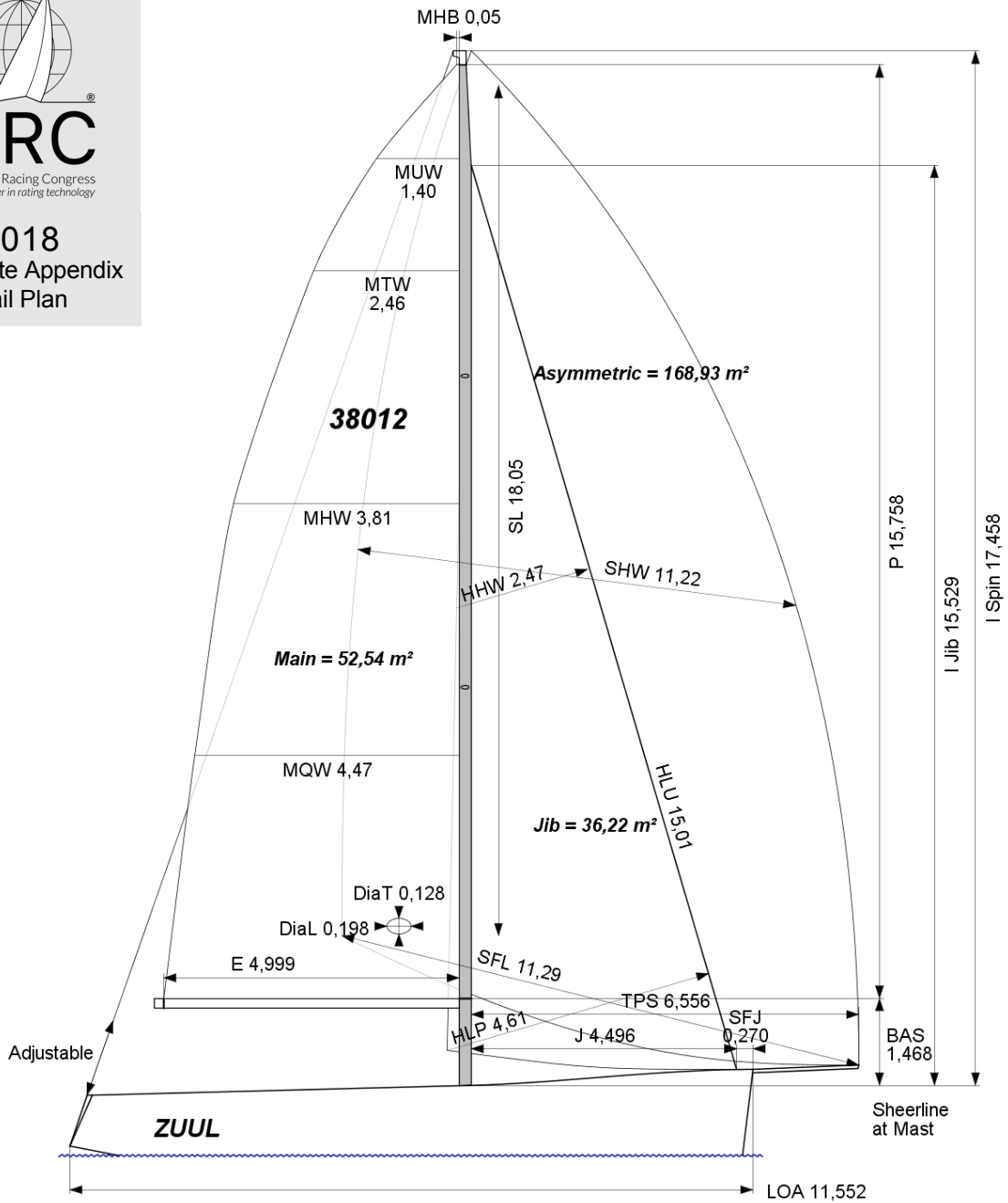
<b>MEASUREMENT INVENTORY</b>									
Id	Item	Tank	Use	Tank Type	Capcty	Dist.	VCG	Condtn	Description
		Tank				0.00	0.00	20.0	
Id	Item	Weight	Distance	VCG Description					



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Sail Plan



**SAILS INVENTORY**

MAINSAIL (1)																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
1715762	0.05	1.40	2.46	3.81	4.47	52.55			NS		DOYLE MAINSAIL					
HEADSAILS (1)																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
1715751	0.06	0.72	1.32	2.47	3.56	4.61	15.01	103%	36.22					JEFF TODD		DOYLE LT MED JIB
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				
1715743	19.19	16.90	18.05	11.22	11.29	168.94	asym			JEFF TODD		QUANTUM 2A				