

<b>BOAT</b> Name <b>CARRION OF WIGHT</b> Sail Nr <b>GBR-296L</b>	<b>GPH</b> <b>635,8</b>	<b>HULL</b> Length Overall <b>13,442m</b> Maximum Beam <b>3,776m</b> Displacement <b>13.787kg</b> Draft <b>2,296m</b> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0,577%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>S&amp;S 45</b> Designer <b>S&amp;S</b> Builder <b>NAUTOR</b> Series <b>01/1970</b> Age <b>01/1971</b> Age Allowance <b>0,487%</b> Offset File <b>e213.off - 29/01/1997 18:52:00</b> Measurement by <b>Francisco Gil / Ju - 02/08/2013</b>		IMSL <b>11,001m</b> VCGD <b>-0,203m</b> Sink <b>25,98kg/mm</b> RL <b>7,973m</b> VCGM <b>-0,223m</b> WS <b>37,91m<sup>2</sup></b> LSMO <b>10,970m</b> Displacement/Length ratio <b>10,4436</b>



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SCORING OPTIONS	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Time On Distance	<b>618,3</b>			<b>692,9</b>	
Time On Time	<b>0,9704</b>			<b>0,9742</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>738,9</b>	<b>562,0</b>	<b>490,4</b>	<b>959,8</b>	<b>704,8</b>	<b>586,8</b>
Time on Time	<b>0,9135</b>	<b>1,2010</b>	<b>1,3764</b>	<b>0,7033</b>	<b>0,9577</b>	<b>1,1503</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1096,6</b>	<b>917,1</b>	<b>818,0</b>	<b>747,8</b>	<b>707,2</b>	<b>683,9</b>	<b>659,7</b>
52°	<b>708,8</b>	<b>603,3</b>	<b>532,8</b>	<b>497,0</b>	<b>481,2</b>	<b>473,1</b>	<b>465,3</b>
60°	<b>666,1</b>	<b>567,8</b>	<b>506,3</b>	<b>480,7</b>	<b>467,0</b>	<b>459,2</b>	<b>451,7</b>
75°	<b>630,9</b>	<b>535,7</b>	<b>489,1</b>	<b>468,5</b>	<b>455,2</b>	<b>444,7</b>	<b>431,9</b>
90°	<b>628,3</b>	<b>533,9</b>	<b>486,8</b>	<b>463,9</b>	<b>452,4</b>	<b>440,9</b>	<b>420,6</b>
110°	<b>656,3</b>	<b>543,8</b>	<b>484,9</b>	<b>460,2</b>	<b>443,0</b>	<b>429,2</b>	<b>415,9</b>
120°	<b>676,4</b>	<b>562,2</b>	<b>493,8</b>	<b>465,3</b>	<b>447,3</b>	<b>431,9</b>	<b>404,0</b>
135°	<b>746,6</b>	<b>615,6</b>	<b>530,7</b>	<b>484,1</b>	<b>461,3</b>	<b>444,6</b>	<b>413,6</b>
150°	<b>881,8</b>	<b>699,2</b>	<b>598,2</b>	<b>527,5</b>	<b>484,5</b>	<b>462,7</b>	<b>432,2</b>
Run VMG	<b>1018,2</b>	<b>807,3</b>	<b>689,1</b>	<b>604,8</b>	<b>543,6</b>	<b>497,8</b>	<b>454,4</b>

**Certificate**  
Number **029601**  
ORC Ref **ESP00024170**  
Issued On **10/10/2017**  
VPP Ver. **2017 1.00**  
Valid until **31/12/2017**

**Crew Weight**  
Declared **600kg**  
Default\* **786kg**  
Non Manual Pwr **Yes**

**Special Scoring**

	ToD	ToT
Double H.GPH	<b>637,7</b>	<b>0,9409</b>
Double H.OSN	<b>620,6</b>	<b>0,9668</b>
Non Spin GPH	<b>657,9</b>	<b>0,9120</b>
Non Spin OSN	<b>639,6</b>	<b>0,9381</b>

Selected Courses							
Windward / Leeward	<b>1057,4</b>	<b>862,2</b>	<b>753,5</b>	<b>676,3</b>	<b>625,4</b>	<b>590,9</b>	<b>557,1</b>
Circular Random	<b>883,3</b>	<b>711,0</b>	<b>616,9</b>	<b>560,6</b>	<b>525,0</b>	<b>501,5</b>	<b>473,2</b>
Ocean for PCS	<b>1087,2</b>	<b>837,5</b>	<b>694,7</b>	<b>605,9</b>	<b>547,7</b>	<b>507,4</b>	<b>453,8</b>
Non Spinnaker	<b>922,7</b>	<b>739,1</b>	<b>637,8</b>	<b>576,7</b>	<b>537,6</b>	<b>511,6</b>	<b>479,3</b>

**Sails Limitations**

Headsails	Spinnakers
<b>1</b>	<b>3</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>44,4°</b>	<b>42,5°</b>	<b>42,8°</b>	<b>43,6°</b>	<b>42,0°</b>	<b>40,8°</b>	<b>39,5°</b>
Beat VMG	<b>3,28</b>	<b>3,93</b>	<b>4,40</b>	<b>4,81</b>	<b>5,09</b>	<b>5,26</b>	<b>5,46</b>
52°	<b>5,08</b>	<b>5,97</b>	<b>6,76</b>	<b>7,24</b>	<b>7,48</b>	<b>7,61</b>	<b>7,74</b>
60°	<b>5,40</b>	<b>6,34</b>	<b>7,11</b>	<b>7,49</b>	<b>7,71</b>	<b>7,84</b>	<b>7,97</b>
75°	<b>5,71</b>	<b>6,72</b>	<b>7,36</b>	<b>7,68</b>	<b>7,91</b>	<b>8,10</b>	<b>8,33</b>
90°	<b>5,73</b>	<b>6,74</b>	<b>7,40</b>	<b>7,76</b>	<b>7,96</b>	<b>8,16</b>	<b>8,56</b>
110°	<b>5,48</b>	<b>6,62</b>	<b>7,42</b>	<b>7,82</b>	<b>8,13</b>	<b>8,39</b>	<b>8,66</b>
120°	<b>5,32</b>	<b>6,40</b>	<b>7,29</b>	<b>7,74</b>	<b>8,05</b>	<b>8,34</b>	<b>8,91</b>
135°	<b>4,82</b>	<b>5,85</b>	<b>6,78</b>	<b>7,44</b>	<b>7,80</b>	<b>8,10</b>	<b>8,70</b>
150°	<b>4,08</b>	<b>5,15</b>	<b>6,02</b>	<b>6,82</b>	<b>7,43</b>	<b>7,78</b>	<b>8,33</b>
Run VMG	<b>3,54</b>	<b>4,46</b>	<b>5,22</b>	<b>5,95</b>	<b>6,62</b>	<b>7,23</b>	<b>7,92</b>
Gybe Angles	<b>146,1°</b>	<b>151,1°</b>	<b>153,6°</b>	<b>153,4°</b>	<b>163,6°</b>	<b>180,0°</b>	<b>180,0°</b>

**Class Division Length**  
CDL = **9,488**

**Storm Sails Areas**


Heavy Weather Jib	<b>35,34</b>
Storm Jib (JL=10,52)	<b>13,09</b>
Storm Trysail	<b>14,48</b>

**Owner**

<b>BOAT</b>	
Name <b>CARRION OF WIGHT</b>	Sail Nr <b>GBR-296L</b>
File <b>GBR296</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>01/01/2010</b>	SG <b>1,0260</b>	
FFM <b>1,346</b>	FF <b>1,354</b>	SFFP <b>0,963</b>
FAM <b>0,992</b>	FA <b>0,998</b>	SAFP <b>13,026</b>
W1 <b>100,0</b>	PD1 <b>386,6</b>	WD <b>13,800</b>
W2 <b>100,0</b>	PD2 <b>387,5</b>	GSA <b>1,0</b>
W3 <b>100,0</b>	PD3 <b>387,5</b>	RSA <b>1,0</b>
W4 <b>100,0</b>	PD4 <b>386,6</b>	PLM <b>9000,0</b>
LCF from stem on CL / on sheer		<b>7,471 / 7,695</b>
Maximum beam station from stem		<b>7,335</b>
RM Measured		<b>280,8kg·m</b>
RM Default		<b>220,5kg·m</b>
Limit of positive stability / Stab.Index		<b>128,6° / 138,0</b>
Freeboard at mast at 6,100		<b>1,101</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>No</b>	Jumper Struts <b>None</b>		
Taper Hollows <b>No</b>	Jib Furler <b>Yes</b>		
Fiber Rigging <b>No</b>	Main Furler <b>No</b>		
Lenticular Rigging <b>No</b>	Without Backstay		
Articulated Bowsprit <b>No</b>			
P <b>15,320</b>	E <b>5,400</b>	MDT1 <b>0,140</b>	MW <b>0,270</b>
IG <b>16,150</b>	J <b>5,400</b>	MDL1 <b>0,270</b>	GO <b>0,280</b>
ISP <b>16,910</b>	SFJ <b>0,700</b>	MDT2 <b>0,140</b>	BD <b>0,170</b>
BAS <b>1,700</b>	SPL <b>5,520</b>	MDL2 <b>0,270</b>	MWT
FSP <b>0,072</b>	TPS <b>0,000</b>	TL <b>0,000</b>	MCG



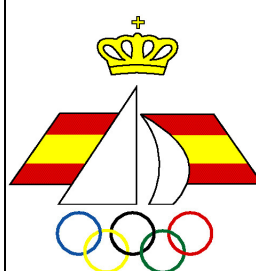
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**IMS Measurement Certificate**

**Certificate**

Number **029601**  
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<b>MIZZEN RIG AND SAILS</b>	
N/A	

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0,460</b>	
Type <b>Folding 2 blades</b>	PBW <b>0,012</b>	
Twin Screw	PIPA <b>0,0035</b>	
ST1 <b>0,048</b>	ST3 <b>0,175</b>	ST5 <b>0,235</b>
ST2 <b>0,175</b>	ST4 <b>0,112</b>	EDL <b>2,070</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
	0,050	0,99	1,78	3,20	4,31	46,16 46,78 $P/8 \cdot (E + 2 \cdot MQW + 2 \cdot MHW + 1.5 \cdot MTW + MUW + 0.5 \cdot MHB)$
Symmetric Not Available						
Asymmetric	SLU	SLE	SL	SHW	SFL	Area Formula
	16,72	14,76	15,74	8,91	9,59	118,65 $AS \cdot (SFL + 4 \cdot SHW) / 6$

<b>HEADSAILS</b>												
Area = $0.1125 \cdot HLU \cdot (1.445 \cdot HLP + 2 \cdot HQW + 2 \cdot HHW + 1.5 \cdot HTW + HUW + 0.5 \cdot HHB)$												
HHB	HUW	HTW	HHW	HQW	HLP	HLU	Area	Btn	Fly	Meas.Date	Material	Comment
0,11	1,08	2,15	4,31	6,50	8,68	15,39	66,70			01/08/2013	Carbon	

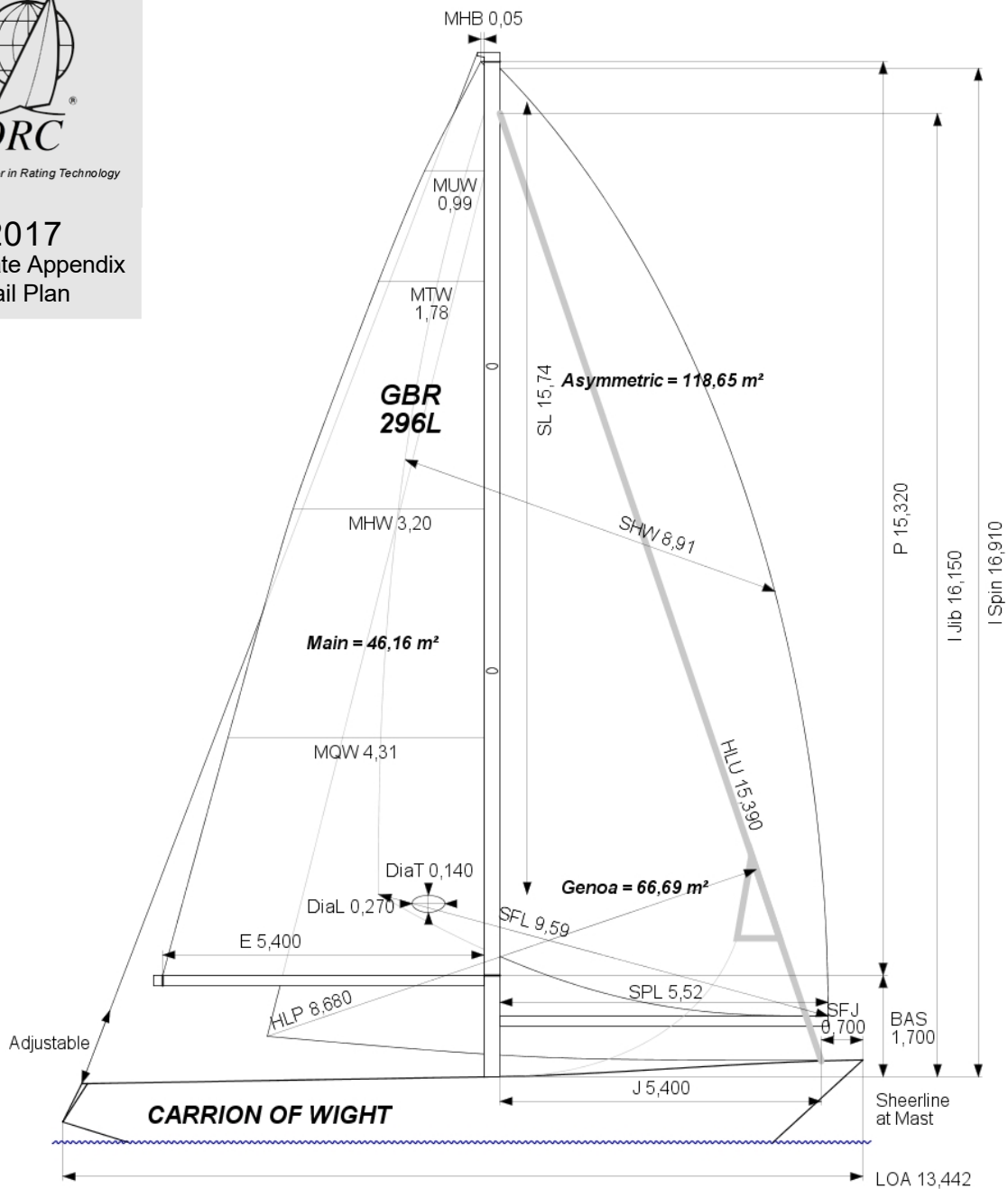
<b>MEASUREMENT INVENTORY</b>				
Measurer <b>PERELLO</b>				
Date <b>01/01/2010</b>				
Comment				
Id	Item	Weight	Distance	VCG Description
Id	Item	Weight Description		

<b>MEASUREMENT INVENTORY</b>				
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
1	0,050	0,99	1,78	3,20	4,31	46,16	FRAGIL	01/08/2013	ONE SAILS	Kevlar	

**HEADSAILS (1)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
1	0,11	1,08	2,15	4,31	6,50	8,68	15,39	161%	66,70			FRAGIL	01/08/2013	ONE SAILS	Carbon	

**SYMMETRIC SPINNAKERS (0)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
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**ASYMMETRIC SPINNAKERS (1)**

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
1	16,72	14,76	15,74	8,91	9,59	118,65	asym	FRAGIL	01/08/2013		Nylon	