



World Leader in Rating Technology

## 2017 ORC Club Certificate

**Rating Office**  
Hellenic Sailing Federation  
Offshore Committee  
Επιτροπή  
Ανοικτής Θαλάσσης  
Ελληνικής  
Ιστιοπλοϊκής Ομοσπονδίας

**Certificate**  
Number **000357**  
Issued On **4/4/2017**  
ORC Ref **GRE01007063**  
VPP Ver. **2017 1.00**  
Valid until **28/2/2018**

**Crew Weight**  
Declared **480kg**  
Default\* **606kg**  
Non Manual Pwr **No**

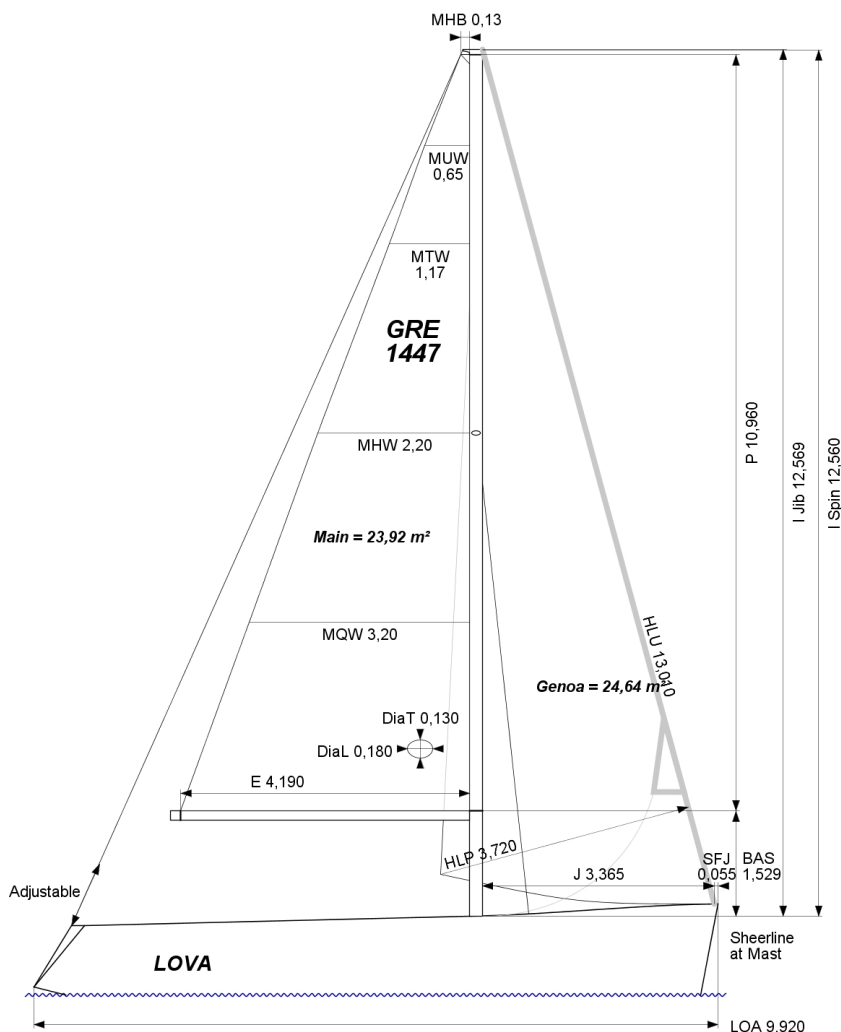
**Special Scoring**  
ToD ToT  
Non Spin GPH **775,3 0,7739**  
Non Spin OSN **744,9 0,8055**

**Sails Limitations**  
Headsails **1** Spinnakers **0**  
**Dacron Sails**  
**Spinnaker configuration**  
Symmetric: **No**  
Asymmetric: **No**  
Flying H/S: **No**  
Spin. Pole: **No**

**Class Division Length**  
CDL = **7,442**

**Stability (Estimated)**  
Limit Positive Stab.: **115,5°**  
Stability Index: **116,7**

**Owner**



<b>BOAT</b> Name <b>LOVA</b> Sail Nr <b>GRE-1447</b>		<b>GPH</b> <b>775,3</b>	<b>HULL</b> Data File <b>GR1447</b> LOA <b>9,920m</b> Offset File <b>cldu325s.off</b> MB <b>3,410m</b> Displacement <b>5.200kg</b> Draft <b>1,578m</b>			
<b>CLASS</b> Class <b>DUFOUR GIBSEA33</b> Designer <b>JAKOPIN &amp; JAKOPIN</b> Builder <b>DUFOUR</b> Series <b>01/1998</b> Age Date <b>01/2001</b> Age Allowance <b>0,487%</b>		IMS Division <b>Cruiser/Racer</b> Dynamic All. <b>0,420%</b> Fwd Accom. <b>Yes</b> Construction <b>Solid</b> Fiber Rigging <b>No</b> Aramid Core <b>No</b> Crew Arm Ex Carbon Rudder <b>No</b> Light Stanchions <b>No</b>				
<b>COMMENTS</b> Displacement & LOA according to builder's declaration. Estimated offset file.		IMSL <b>9,215m</b> VCGD <b>-0,056m</b> Sink <b>17,35kg/mm</b> RL <b>5,668m</b> VCGM <b>0,068m</b> WS <b>22,93m<sup>2</sup></b> LSM0 <b>9,148m</b> Displacement/Length ratio <b>6,7924</b>				
<b>PROPELLER</b> Installation <b>Shaft exposed</b> PRD <b>0,380</b> Type <b>Solid 3 blades</b> PIPA <b>0,0180</b>		<b>CENTERBOARD</b>  <b>N/A</b>				
<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time On Distance	<b>744,9</b>			<b>832,5</b>		
Time On Time	<b>0,8055</b>			<b>0,8108</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>945,6</b>	<b>674,9</b>	<b>565,7</b>	<b>1231,8</b>	<b>846,9</b>	<b>680,8</b>
Time on Time	<b>0,7138</b>	<b>1,0002</b>	<b>1,1933</b>	<b>0,5480</b>	<b>0,7970</b>	<b>0,9915</b>

<b>BOAT</b>	
Name <b>LOVA</b>	Sail Nr <b>GRE-1447</b>
File <b>GR1447</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Club Estimated VCG</b>			
Flotation date <b>01/01/2013</b>		SG	
FFM	FF <b>1,311</b>	SFFP	<b>0,354</b>
FAM	FA <b>1,001</b>	SAFP	<b>9,184</b>
LCF from stem on CL / on sheer		<b>5,517 / 5,758</b>	
Maximum beam station from stem		<b>6,102</b>	
RM Measured		<b>103,8kg·m</b>	
RM Default		<b>100,8kg·m</b>	
Limit of positive stability / Stab.Index		<b>115,5° / 116,7</b>	
Freeboard at mast at 3,420		<b>1,138</b>	

<b>RIG</b>			
Forestay Tension <b>Aft</b>	Spreaders <b>1</b>		
Inner Stay <b>Fixed</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 <b>No</b>		
Articulated Bowsprit <b>No</b>			
P <b>10,960</b>	E <b>4,190</b>	MDT1 <b>0,130</b>	MW
IG <b>12,569</b>	J <b>3,365</b>	MDL1 <b>0,180</b>	GO
ISP <b>12,560</b>	SFJ <b>0,055</b>	MDT2 <b>0,130</b>	BD <b>0,130</b>
BAS <b>1,529</b>	SPL	MDL2 <b>0,180</b>	MWT
FSP <b>-3,000</b>	TPS	TL <b>0,000</b>	MCG



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## 2017 Measurements Datasheet

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

<b>PROPELLER</b>			
Installation	<b>Shaft exposed</b>	PRD	<b>0,380</b>
Type	<b>Solid 3 blades</b>	PBW	
Twin Screw	<b>No</b>	PIPA	<b>0,0180</b>
PSA	PHL	ST3	ESL
PSD	ST1	ST4	
PHD	ST2	ST5	

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<b>COMMENTS</b>	
Displacement & LOA according to builder's declaration. Estimated offset file.	

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

<b>CENTERBOARD</b>	
N/A	

<b>SAILS INVENTORY</b>																
<b>MAINSAIL (1)</b>																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
ORC	0,130	0,65	1,17	2,20	3,20	23,92					* Copied from legacy					
<b>HEADSAILS (1)</b>																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
ORC						3,72	0,00	111%	24,64							* Copied from legacy *
<b>SYMMETRIC SPINNAKERS (0)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
<b>ASYMMETRIC SPINNAKERS (0)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				



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# 2017

## ORC Club Certificate Appendix

<b>BOAT</b>	
Name <b>LOVA</b>	Certificate Number <b>000357</b>
Sail Nr <b>GRE-1447</b>	Issued On <b>4/4/2017</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1382,2</b>	<b>1115,2</b>	<b>976,0</b>	<b>887,0</b>	<b>817,8</b>	<b>782,7</b>	<b>768,9</b>
52°	<b>879,6</b>	<b>721,7</b>	<b>634,5</b>	<b>576,1</b>	<b>543,8</b>	<b>528,4</b>	<b>521,1</b>
60°	<b>815,9</b>	<b>677,2</b>	<b>594,5</b>	<b>548,2</b>	<b>524,8</b>	<b>511,8</b>	<b>502,5</b>
75°	<b>766,1</b>	<b>639,7</b>	<b>564,1</b>	<b>529,2</b>	<b>510,5</b>	<b>496,6</b>	<b>476,4</b>
90°	<b>769,5</b>	<b>641,9</b>	<b>564,3</b>	<b>527,3</b>	<b>507,7</b>	<b>493,0</b>	<b>462,0</b>
110°	<b>862,2</b>	<b>697,9</b>	<b>602,7</b>	<b>544,7</b>	<b>516,5</b>	<b>498,5</b>	<b>466,4</b>
120°	<b>925,7</b>	<b>737,3</b>	<b>632,6</b>	<b>562,3</b>	<b>525,9</b>	<b>505,5</b>	<b>473,6</b>
135°	<b>1059,2</b>	<b>821,5</b>	<b>694,4</b>	<b>610,9</b>	<b>554,0</b>	<b>523,3</b>	<b>489,1</b>
150°	<b>1230,9</b>	<b>935,6</b>	<b>772,5</b>	<b>672,3</b>	<b>600,1</b>	<b>550,3</b>	<b>504,2</b>
Run VMG	<b>1385,2</b>	<b>1044,0</b>	<b>850,3</b>	<b>729,9</b>	<b>647,3</b>	<b>584,6</b>	<b>517,9</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>1383,7</b>	<b>1079,6</b>	<b>913,1</b>	<b>808,4</b>	<b>732,5</b>	<b>683,6</b>	<b>643,4</b>
Circular Random	<b>1119,7</b>	<b>882,5</b>	<b>749,5</b>	<b>668,1</b>	<b>616,0</b>	<b>581,9</b>	<b>543,5</b>
Ocean for PCS	<b>1381,2</b>	<b>1039,0</b>	<b>842,7</b>	<b>720,7</b>	<b>641,0</b>	<b>586,7</b>	<b>517,7</b>
Non Spinnaker	<b>1119,7</b>	<b>882,5</b>	<b>749,5</b>	<b>668,1</b>	<b>616,0</b>	<b>581,9</b>	<b>543,5</b>

<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>45,6°</b>	<b>44,1°</b>	<b>43,3°</b>	<b>43,9°</b>	<b>43,4°</b>	<b>42,3°</b>	<b>41,8°</b>
Beat VMG	<b>2,60</b>	<b>3,23</b>	<b>3,69</b>	<b>4,06</b>	<b>4,40</b>	<b>4,60</b>	<b>4,68</b>
52°	<b>4,09</b>	<b>4,99</b>	<b>5,67</b>	<b>6,25</b>	<b>6,62</b>	<b>6,81</b>	<b>6,91</b>
60°	<b>4,41</b>	<b>5,32</b>	<b>6,06</b>	<b>6,57</b>	<b>6,86</b>	<b>7,03</b>	<b>7,16</b>
75°	<b>4,70</b>	<b>5,63</b>	<b>6,38</b>	<b>6,80</b>	<b>7,05</b>	<b>7,25</b>	<b>7,56</b>
90°	<b>4,68</b>	<b>5,61</b>	<b>6,38</b>	<b>6,83</b>	<b>7,09</b>	<b>7,30</b>	<b>7,79</b>
110°	<b>4,18</b>	<b>5,16</b>	<b>5,97</b>	<b>6,61</b>	<b>6,97</b>	<b>7,22</b>	<b>7,72</b>
120°	<b>3,89</b>	<b>4,88</b>	<b>5,69</b>	<b>6,40</b>	<b>6,84</b>	<b>7,12</b>	<b>7,60</b>
135°	<b>3,40</b>	<b>4,38</b>	<b>5,18</b>	<b>5,89</b>	<b>6,50</b>	<b>6,88</b>	<b>7,36</b>
150°	<b>2,92</b>	<b>3,85</b>	<b>4,66</b>	<b>5,35</b>	<b>6,00</b>	<b>6,54</b>	<b>7,14</b>
Run VMG	<b>2,60</b>	<b>3,45</b>	<b>4,23</b>	<b>4,93</b>	<b>5,56</b>	<b>6,16</b>	<b>6,95</b>
Gybe Angles	<b>169,9°</b>	<b>170,6°</b>	<b>171,8°</b>	<b>173,1°</b>	<b>173,6°</b>	<b>174,3°</b>	<b>177,6°</b>