

<b>BOAT</b> Name <b>Waarschip 825</b> Sail Nr <b>W 825</b>	<b>GPH</b> <b>657.3</b>	<b>HULL</b> Length Overall <b>8.250m</b> Maximum Beam <b>2.896m</b> Displacement <b>2,509kg</b> Draft <b>1.870m</b> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0.070%</b> Fwd Accommodation <b>No</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension IMSL <b>8.002m</b> VCGD <b>-0.200m</b> Sink <b>12.67kg/mm</b> RL <b>7.137m</b> VCGM <b>-0.195m</b> WS <b>16.73m²</b> LSMO <b>7.926m</b> Displacement/Length ratio <b>5.0389</b>
<b>GENERAL</b> Class <b>Waarschip 825</b> Designer <b>Peltzer</b> Builder <b>NCD</b> Series <b>02/2018</b> Age <b>02/2018</b> Age Allowance <b>0.000%</b> Offset File <b>Waarschip27.off - 11/03/2018</b> Measurement by -		



World Leader in Rating Technology

**2018 (Test)**  
ORC International  
Certificate

**Rating Office**  
Designer Data Designer  
Data Designer Data  
Designer Data

**INVALID FOR RACING**

<b>SCORING OPTIONS</b>									
	<b>COASTAL / LONG DISTANCE</b>						<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>641.6</b>						<b>716.7</b>		
Time on Time	<b>0.9351</b>						<b>0.9418</b>		
Triple Number	Low	Medium	High	Low	Medium	High			
Time on Distance	<b>732.7</b>	<b>588.4</b>	<b>530.6</b>	<b>942.6</b>	<b>719.8</b>	<b>638.7</b>			
Time on Time	<b>0.9213</b>	<b>1.1471</b>	<b>1.2721</b>	<b>0.7161</b>	<b>0.9377</b>	<b>1.0568</b>			

<b>TIME ALLOWANCES</b>								
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt	
Beat VMG	<b>1071.7</b>	<b>894.5</b>	<b>824.5</b>	<b>790.4</b>	<b>777.2</b>	<b>770.3</b>	<b>767.3</b>	
52°	<b>703.8</b>	<b>599.9</b>	<b>567.3</b>	<b>555.3</b>	<b>548.9</b>	<b>546.0</b>	<b>538.7</b>	
60°	<b>663.4</b>	<b>575.5</b>	<b>549.0</b>	<b>538.9</b>	<b>532.8</b>	<b>529.4</b>	<b>522.2</b>	
75°	<b>629.2</b>	<b>558.3</b>	<b>532.1</b>	<b>518.0</b>	<b>509.6</b>	<b>501.7</b>	<b>494.7</b>	
90°	<b>633.4</b>	<b>559.6</b>	<b>529.8</b>	<b>507.0</b>	<b>487.4</b>	<b>473.9</b>	<b>457.4</b>	
110°	<b>649.0</b>	<b>553.9</b>	<b>517.3</b>	<b>490.8</b>	<b>473.7</b>	<b>452.1</b>	<b>424.1</b>	
120°	<b>667.5</b>	<b>562.8</b>	<b>521.8</b>	<b>487.3</b>	<b>457.1</b>	<b>437.9</b>	<b>405.4</b>	
135°	<b>737.7</b>	<b>601.3</b>	<b>544.1</b>	<b>509.9</b>	<b>475.4</b>	<b>442.2</b>	<b>373.4</b>	
150°	<b>870.7</b>	<b>692.0</b>	<b>590.5</b>	<b>540.6</b>	<b>509.0</b>	<b>477.1</b>	<b>414.9</b>	
Run VMG	<b>1005.4</b>	<b>799.0</b>	<b>677.9</b>	<b>605.5</b>	<b>552.8</b>	<b>520.5</b>	<b>461.7</b>	

<b>Selected Courses</b>								
Windward / Leeward	<b>1038.6</b>	<b>846.7</b>	<b>751.2</b>	<b>698.0</b>	<b>665.0</b>	<b>645.4</b>	<b>614.5</b>	
Circular Random	<b>887.6</b>	<b>724.2</b>	<b>638.9</b>	<b>590.4</b>	<b>560.4</b>	<b>539.8</b>	<b>510.3</b>	
Coastal / Long Distance	<b>1035.3</b>	<b>796.9</b>	<b>680.9</b>	<b>613.7</b>	<b>573.9</b>	<b>542.2</b>	<b>487.8</b>	
Non Spinnaker	<b>987.3</b>	<b>791.4</b>	<b>686.1</b>	<b>625.3</b>	<b>588.1</b>	<b>563.6</b>	<b>531.2</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>42.8°</b>	<b>40.9°</b>	<b>39.8°</b>	<b>38.4°</b>	<b>38.1°</b>	<b>37.9°</b>	<b>38.6°</b>	
Beat VMG	<b>3.36</b>	<b>4.02</b>	<b>4.37</b>	<b>4.55</b>	<b>4.63</b>	<b>4.67</b>	<b>4.69</b>	
52°	<b>5.12</b>	<b>6.00</b>	<b>6.35</b>	<b>6.48</b>	<b>6.56</b>	<b>6.59</b>	<b>6.68</b>	
60°	<b>5.43</b>	<b>6.26</b>	<b>6.56</b>	<b>6.68</b>	<b>6.76</b>	<b>6.80</b>	<b>6.89</b>	
75°	<b>5.72</b>	<b>6.45</b>	<b>6.77</b>	<b>6.95</b>	<b>7.06</b>	<b>7.18</b>	<b>7.28</b>	
90°	<b>5.68</b>	<b>6.43</b>	<b>6.79</b>	<b>7.10</b>	<b>7.39</b>	<b>7.60</b>	<b>7.87</b>	
110°	<b>5.55</b>	<b>6.50</b>	<b>6.96</b>	<b>7.33</b>	<b>7.60</b>	<b>7.96</b>	<b>8.49</b>	
120°	<b>5.39</b>	<b>6.40</b>	<b>6.90</b>	<b>7.39</b>	<b>7.88</b>	<b>8.22</b>	<b>8.88</b>	
135°	<b>4.88</b>	<b>5.99</b>	<b>6.62</b>	<b>7.06</b>	<b>7.57</b>	<b>8.14</b>	<b>9.64</b>	
150°	<b>4.13</b>	<b>5.20</b>	<b>6.10</b>	<b>6.66</b>	<b>7.07</b>	<b>7.55</b>	<b>8.68</b>	
Run VMG	<b>3.58</b>	<b>4.51</b>	<b>5.31</b>	<b>5.95</b>	<b>6.51</b>	<b>6.92</b>	<b>7.80</b>	
Gybe Angles	<b>145.7°</b>	<b>149.8°</b>	<b>153.2°</b>	<b>162.4°</b>	<b>180.0°</b>	<b>180.0°</b>	<b>180.0°</b>	

**Certificate**  
Number  
ORC Ref **N/A**  
Issued On **19/10/2018**  
VPP Ver. **2018 1.00**  
**Invalid for Racing**

**Crew Weight**  
Default **494kg**  
Maximum **160kg**  
Minimum\* **75kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr

**Special Scoring**  
ToD ToT  
Non Spin GPH **708.3 0.8471**  
Non Spin OSN **685.1 0.8758**

**Sails Limitations**  
Headsails **5** | Spinnakers **3**

**Class Division Length**  
CDL = **7.570**

**Storm Sails Areas**  
Heavy Weather Jib **15.60**  
Storm Jib (JL=6.99) **5.78**  
Storm Trysail **7.34**

**Owner**

I certify that I understand my responsibilities under ORC Rules and Regulations

Signature

<b>BOAT</b>	
Name <b>Waarschip 825</b>	Sail Nr <b>W 825</b>
File <b>Waarschip 27LD</b>	Data in <b>meters/kilograms</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	Jib Furler		
Fiber Rigging	Main Furler		
Lenticular Rigging	Without Backstay		
Articulated <b>Yes</b>			
P <b>10.75</b>	E <b>3.900</b>	MDT1 <b>0.080</b>	MW
IG <b>10.75</b>	J <b>3.000</b>	MDL1 <b>0.160</b>	GO
ISP <b>12.10</b>	SFJ <b>0.300</b>	MDT2	BD
BAS <b>1.300</b>	SPL	MDL2	MWT
FSP	TPS <b>4.500</b>	TL <b>-2.000</b>	MCG

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Enter VCG directly</b>			
Flotation date <b>18/06/2014</b>	SG <b>1.000</b>		
VCGDe <b>-0.200</b>			
FFM <b>1.056</b>	FF <b>1.062</b>	SFFP <b>0.500</b>	
FAM <b>0.931</b>	FA <b>0.935</b>	SAFP <b>8.300</b>	
LCF from stem on CL / on sheer		<b>4.634 / 4.822</b>	
Maximum beam station from stem		<b>6.000</b>	
RM Measured		<b>64.6kg·m</b>	
RM Default		<b>56.0kg·m</b>	
Limit of positive stability / Stab.Index		<b>128.2° / 123.8</b>	
Freeboard at mast at 3.300		<b>1.049</b>	

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

<b>PROPELLER</b>			
Installation <b>Strut</b>	PRD <b>0.150</b>		
Type <b>Feathering 2 blades</b>	PBW <b>0.500</b>		
Twin Screw	PIPA <b>0.008</b>		
ST1 <b>0.042</b>	ST3 <b>0.135</b>	ST5 <b>2.500</b>	
ST2 <b>0.135</b>	ST4 <b>0.088</b>	EDL <b>0.400</b>	

<b>COMMENTS</b>	

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

<b>CENTERBOARD</b>	
N/A	

<b>SAILS (Maximum Areas)</b>									
<b>Mainsail</b>	<b>MHB</b>	<b>MUW</b>	<b>MTW</b>	<b>MHW</b>	<b>MQW</b>	<b>Area</b>	<b>Area (r)</b>	<b>Formula</b>	
	0.700	1.45	1.90	2.75	3.35	27.88	28.84	P/8 · (E + 2·MQW + 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
<b>Symmetric</b>									
Not Available									
<b>Asymmetric</b>	<b>SLU</b>	<b>SLE</b>	<b>SL</b>	<b>SHW</b>	<b>SFL</b>	<b>Area (r)</b>			
	11.42	9.93	10.68	7.06	7.20	63.05	63.95	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)												
<b>HHB</b>	<b>HUW</b>	<b>HTW</b>	<b>HHW</b>	<b>HQW</b>	<b>HLP</b>	<b>HLU</b>	<b>Area</b>	<b>Btn</b>	<b>Fly</b>	<b>Meas.Date</b>	<b>Material</b>	<b>Comment</b>
0.07	0.88	1.70	2.52	3.25	4.25	12.50	27.04		Y		Unknow	
					3.25	10.50	17.67	Y			Unknow	



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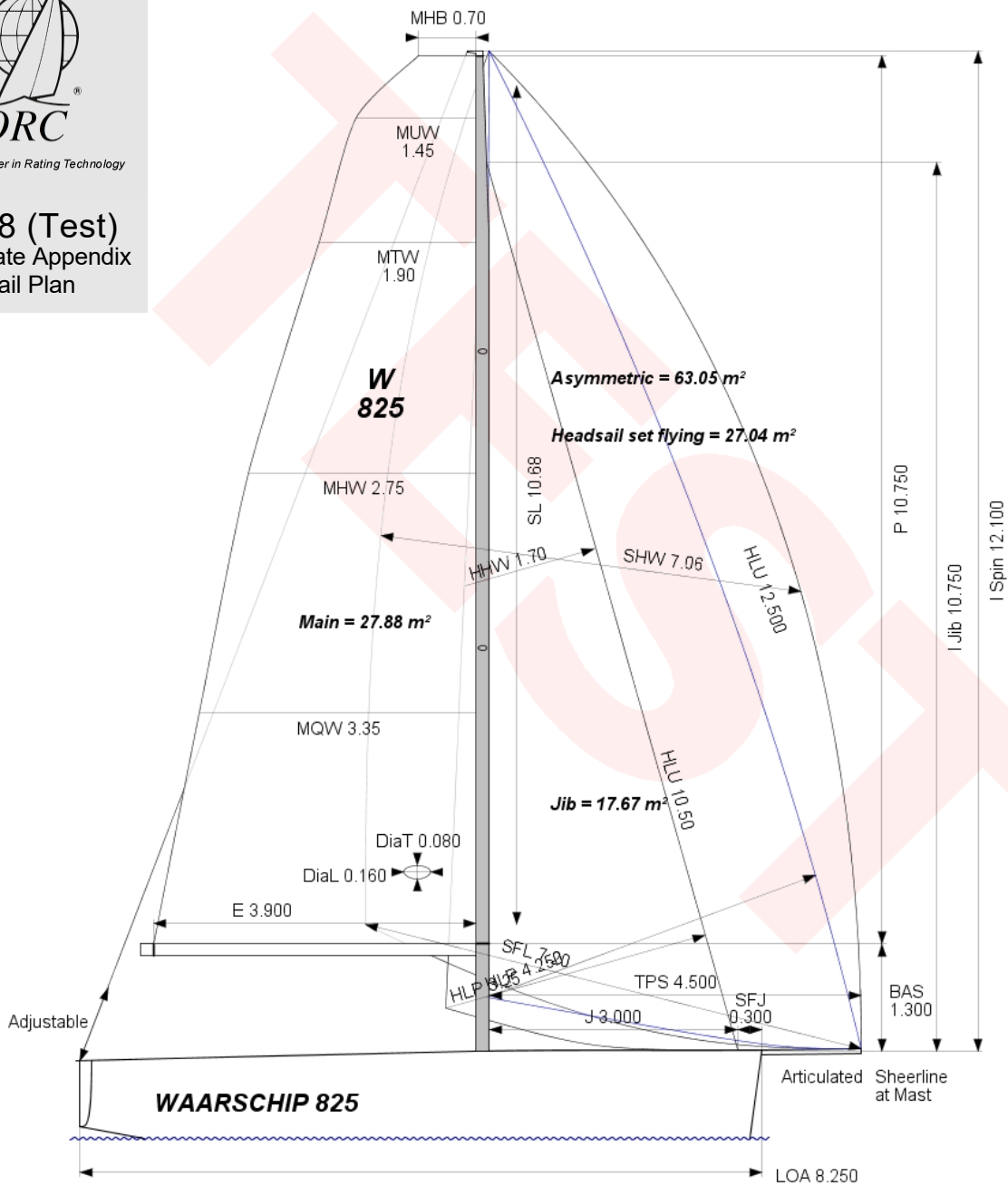
**2018**  
IMS Measurement  
Certificate

<b>Certificate</b>	
Number	ORC Ref <b>N/A</b>
Issued On	<b>19/10/2018</b>
VPP Ver.	<b>2018 1.00</b>
<b>Invalid for Racing</b>	



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**2018 (Test)**  
Certificate Appendix  
Sail Plan



**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
M1	0.700	1.45	1.90	2.75	3.35	27.88				Unknown	

**HEADSAILS (2)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
Code0																
G1	0.07		0.88	1.70	2.52	4.25	12.50	142%	27.04		Y					Unknow

**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
A1	11.42	9.93	10.68	7.06	7.20	63.05	asym				Unknown	