

<b>BOAT</b> Name <b>FURIOSA</b> Sail Nr <b>EST 999</b>	<b>GPH</b> <b>464,1</b>	<b>HULL</b> Length Overall <b>14,990m</b> Maximum Beam <b>4,252m</b> Displacement <b>7 599kg</b> Draft <b>3,550m</b> IMS Reg. Division <b>Performance</b> Dynamic Allowance <b>0,003%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Carbon</b> Carbon Rudder <b>Yes</b> Crew Arm Extension IMSL <b>14,262m</b> VCGD <b>-0,344m</b> Sink <b>30,52kg/mm</b> RL <b>14,177m</b> VCGM <b>-0,358m</b> WS <b>39,85m<sup>2</sup></b> LSMO <b>14,045m</b> Displacement/Length ratio <b>2,7428</b>
<b>GENERAL</b> Class <b>COOKSON 50 m od</b> Designer <b>FARR</b> Builder <b>COOKSON NZ</b> Series <b>01.2004</b> Age <b>04.2007</b> Age Allowance <b>0,422%</b> Offset File <b>Cam il.off - 10.05.2016 17:39:02</b> Measurement by <b>Boymo/Lindquist - 06.06.2016</b>		



World Leader in Rating Technology

**2017**  
ORC International  
Certificate

**Rating Office**  
EYU  
Regati 1  
11911, Tallinn  
Estonia

SCORING OPTIONS	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Time On Distance	<b>453,0</b>			<b>516,6</b>	
Time On Time	<b>1,3244</b>			<b>1,3067</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>530,9</b>	<b>414,1</b>	<b>353,4</b>	<b>693,9</b>	<b>523,7</b>	<b>442,3</b>
Time on Time	<b>1,2715</b>	<b>1,6301</b>	<b>1,9098</b>	<b>0,9727</b>	<b>1,2890</b>	<b>1,5261</b>

TIME ALLOWANCES	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>781,9</b>	<b>648,8</b>	<b>592,2</b>	<b>560,8</b>	<b>542,2</b>	<b>526,2</b>	<b>516,4</b>
52°	<b>503,9</b>	<b>429,0</b>	<b>402,7</b>	<b>390,7</b>	<b>382,3</b>	<b>371,6</b>	<b>358,7</b>
60°	<b>468,1</b>	<b>410,0</b>	<b>387,0</b>	<b>373,1</b>	<b>363,3</b>	<b>353,2</b>	<b>336,6</b>
75°	<b>439,2</b>	<b>392,8</b>	<b>361,5</b>	<b>342,8</b>	<b>331,2</b>	<b>323,0</b>	<b>300,2</b>
90°	<b>438,5</b>	<b>392,7</b>	<b>358,0</b>	<b>325,4</b>	<b>307,7</b>	<b>296,3</b>	<b>280,2</b>
110°	<b>463,0</b>	<b>397,0</b>	<b>359,4</b>	<b>333,9</b>	<b>314,2</b>	<b>290,4</b>	<b>247,8</b>
120°	<b>481,6</b>	<b>402,2</b>	<b>360,5</b>	<b>326,9</b>	<b>306,4</b>	<b>285,9</b>	<b>247,9</b>
135°	<b>542,9</b>	<b>429,5</b>	<b>387,8</b>	<b>349,9</b>	<b>312,2</b>	<b>275,1</b>	<b>234,4</b>
150°	<b>652,5</b>	<b>512,5</b>	<b>436,4</b>	<b>391,5</b>	<b>362,8</b>	<b>328,8</b>	<b>256,3</b>
Run VMG	<b>753,4</b>	<b>591,8</b>	<b>503,9</b>	<b>454,1</b>	<b>418,9</b>	<b>379,7</b>	<b>296,0</b>

**Certificate**  
Number **EST999**  
ORC Ref **EST00001426**  
Issued On **19.06.2017**  
VPP Ver. **2017 1.00**  
Valid until **31.12.2017**

**Crew Weight**  
Declared **1 200kg**  
Default\* **1 117kg**  
Non Manual Pwr **Yes**

**Special Scoring**

	ToD	ToT
Double H.GPH	<b>472,6</b>	<b>1,2696</b>
Double H.OSN	<b>464,1</b>	<b>1,2928</b>
Non Spin GPH	<b>495,6</b>	<b>1,2107</b>
Non Spin OSN	<b>487,2</b>	<b>1,2316</b>

Selected Courses	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Windward / Leeward	<b>767,7</b>	<b>620,3</b>	<b>548,0</b>	<b>507,5</b>	<b>480,5</b>	<b>452,9</b>	<b>406,2</b>
Circular Random	<b>639,1</b>	<b>517,3</b>	<b>451,2</b>	<b>410,8</b>	<b>383,1</b>	<b>361,6</b>	<b>327,6</b>
Ocean for PCS	<b>793,6</b>	<b>612,4</b>	<b>509,3</b>	<b>444,0</b>	<b>398,4</b>	<b>363,1</b>	<b>308,7</b>
Non Spinnaker	<b>690,8</b>	<b>555,7</b>	<b>481,3</b>	<b>435,5</b>	<b>404,4</b>	<b>381,5</b>	<b>348,3</b>

**Sails Limitations**

Headsails	Spinnakers
<b>7</b>	<b>5</b>

Velocity Prediction in Knots for True Wind Speeds	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>44,1°</b>	<b>41,8°</b>	<b>41,6°</b>	<b>39,6°</b>	<b>38,2°</b>	<b>37,3°</b>	<b>36,9°</b>
Beat VMG	<b>4,60</b>	<b>5,55</b>	<b>6,08</b>	<b>6,42</b>	<b>6,64</b>	<b>6,84</b>	<b>6,97</b>
52°	<b>7,14</b>	<b>8,39</b>	<b>8,94</b>	<b>9,21</b>	<b>9,42</b>	<b>9,69</b>	<b>10,04</b>
60°	<b>7,69</b>	<b>8,78</b>	<b>9,30</b>	<b>9,65</b>	<b>9,91</b>	<b>10,19</b>	<b>10,69</b>
75°	<b>8,20</b>	<b>9,16</b>	<b>9,96</b>	<b>10,50</b>	<b>10,87</b>	<b>11,15</b>	<b>11,99</b>
90°	<b>8,21</b>	<b>9,17</b>	<b>10,06</b>	<b>11,06</b>	<b>11,70</b>	<b>12,15</b>	<b>12,85</b>
110°	<b>7,78</b>	<b>9,07</b>	<b>10,02</b>	<b>10,78</b>	<b>11,46</b>	<b>12,40</b>	<b>14,53</b>
120°	<b>7,48</b>	<b>8,95</b>	<b>9,99</b>	<b>11,01</b>	<b>11,75</b>	<b>12,59</b>	<b>14,52</b>
135°	<b>6,63</b>	<b>8,38</b>	<b>9,28</b>	<b>10,29</b>	<b>11,53</b>	<b>13,09</b>	<b>15,36</b>
150°	<b>5,52</b>	<b>7,02</b>	<b>8,25</b>	<b>9,20</b>	<b>9,92</b>	<b>10,95</b>	<b>14,04</b>
Run VMG	<b>4,78</b>	<b>6,08</b>	<b>7,14</b>	<b>7,93</b>	<b>8,59</b>	<b>9,48</b>	<b>12,16</b>
Gybe Angles	<b>141,2°</b>	<b>140,7°</b>	<b>147,3°</b>	<b>152,3°</b>	<b>149,3°</b>	<b>145,9°</b>	<b>140,7°</b>

**Class Division Length**  
CDL = **14,220**

**Storm Sails Areas**

Heavy Weather Jib	<b>56,36</b>
Storm Jib (JL=13,28)	<b>20,87</b>
Storm Trysail	<b>26,19</b>

<b>BOAT</b>	
Name <b>FURIOSA</b>	Sail Nr <b>EST 999</b>
File <b>Est0999</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>12.06.2012</b>	SG <b>1,0010</b>	
FFM <b>1,533</b>	FF <b>1,544</b>	SFFP <b>0,861</b>
FAM <b>1,159</b>	FA <b>1,166</b>	SAFP <b>14,945</b>
W1 <b>28,1</b>	PD1 <b>41,0</b>	WD <b>13,132</b>
W2 <b>63,4</b>	PD2 <b>101,0</b>	GSA <b>0,4</b>
W3 <b>105,5</b>	PD3 <b>164,0</b>	RSA <b>63,6</b>
W4 <b>128,1</b>	PD4 <b>196,0</b>	PLM <b>2004,0</b>
LCF from stem on CL / on sheer		<b>8,299 / 8,548</b>
Maximum beam station from stem		<b>9,568</b>
RM Measured		<b>296,0kg·m</b>
RM Default		<b>225,7kg·m</b>
Limit of positive stability / Stab.Index		<b>116,1° / 116,3</b>
Freeboard at mast at 6,199		<b>1,353</b>



**2017**  
IMS Measurement  
Certificate

<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>20,500</b>	E <b>7,300</b>	MDT1 <b>0,115</b>	MW <b>0,299</b>
IG <b>20,432</b>	J <b>6,170</b>	MDL1 <b>0,299</b>	GO <b>0,299</b>
ISP <b>22,730</b>	SFJ <b>0,029</b>	MDT2 <b>0,110</b>	BD <b>0,321</b>
BAS <b>1,930</b>	SPL <b>0,000</b>	MDL2 <b>0,200</b>	MWT <b>277,00</b>
FSP <b>0,072</b>	TPS <b>8,040</b>	TL <b>2,150</b>	MCG <b>7,360</b>

<b>Certificate</b>	
Number <b>EST999</b>	
ORC Ref <b>EST00001426</b>	
Issued On <b>19.06.2017</b>	
VPP Ver. <b>2017 1.00</b>	
Valid until <b>31.12.2017</b>	

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

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0,457</b>	
Type <b>Folding 2 blades</b>	PBW <b>0,115</b>	
Twin Screw <b>No</b>	PIPA <b>0,0039</b>	
ST1 <b>0,048</b>	ST3 <b>0,180</b>	ST5 <b>0,280</b>
ST2 <b>0,180</b>	ST4 <b>0,112</b>	EDL <b>2,240</b>

<b>COMMENTS</b>	

<b>MOVEABLE BALLAST</b>	
Keel Angle <b>36,0</b>	
List Angle <b>14,6</b>	

<b>BILGEBOARD</b>		
BS <b>2,100</b>	BT <b>0,058</b>	BA
BF <b>0,000</b>	BX <b>5,576</b>	
BC <b>0,431</b>	BY	

<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	1,490	2,21	3,16	4,74	6,08	93,88	96,04	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	
	25,20	22,02	23,61	13,13	12,85	257,23			

<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
0,15	1,08	1,96	3,44	4,84	6,20	20,82	69,36			06.06.2016	Unknow	
0,15	1,04	1,88	3,45	4,89	6,19	20,85	69,34			06.06.2016	Unknow	
0,11	0,84	1,67	3,31	4,91	6,42	20,61	67,51			09.12.2009	Carbon	Racing 14
	0,85	1,67	3,30	4,89	6,42	20,63	67,48			09.08.2013	Carbon	Racing 14
0,14	1,01	1,87	3,38	4,82	6,21	20,50	67,48			10.07.2014	Carbon	Racing
0,10		1,62	3,19	4,83	6,50	20,16	65,35			30.04.2009	Carbon	Racing
0,16	0,87	1,64	3,09	4,53	5,94	20,45	62,65			01.07.2014	Carbon	Racing
		1,22	2,36	3,61	4,94	18,03	43,94				Kevlar	Staysail
		1,06	2,13	3,25	4,44	17,90	39,15				Kevlar	Staysail

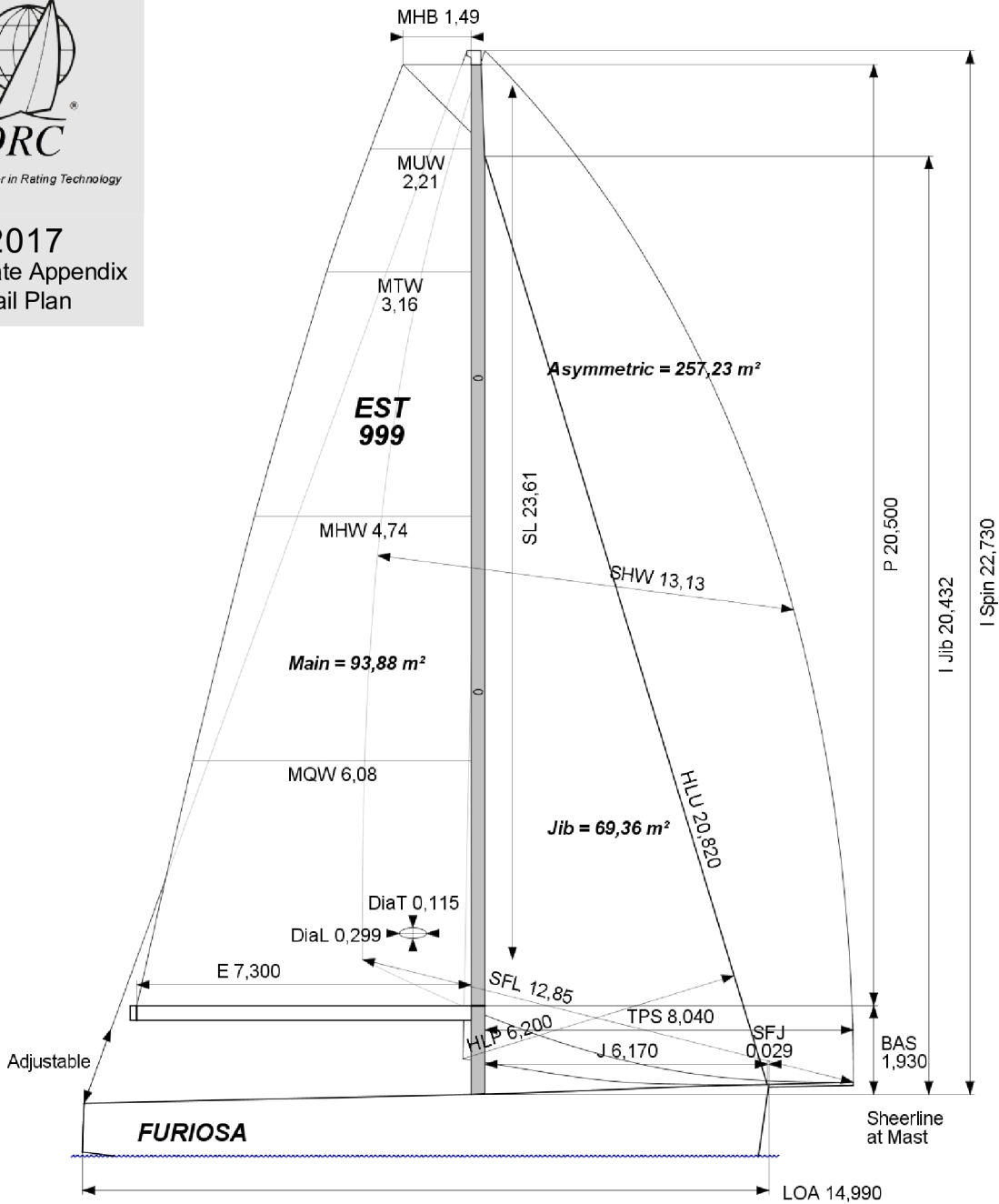
<b>MEASUREMENT INVENTORY</b>				
Measurer <b>Lindquist</b>				
Date <b>12.06.2012</b>				
Comment				
Id	Item	Weight	Distance	VCG Description
SaS	Tools	74,5	8,13	0,00 Sailor-Services
Id	Item	Weight Description		

<b>MEASUREMENT INVENTORY</b>				
Id	Item	Weight	Distance	VCG Description



World Leader in Rating Technology

2017  
Certificate Appendix  
Sail Plan



**SAILS INVENTORY**

MANSALS (1)																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
M4-16	1,490	2,21	3,16	4,74	6,08	93,88	BG03	30.05.2016		Unknown						
HEADSAILS (9)																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
JibTop-	0,15	1,08	1,96	3,44	4,84	6,20	20,82	100%	69,36			BG03	06.06.2016		Unknown	
Jib1-16	0,15	1,04	1,88	3,45	4,89	6,19	20,85	100%	69,34			BG03	06.06.2016		Unknown	
J1LM-	0,11	0,84	1,67	3,31	4,91	6,42	20,61	104%	67,51			K.Mille	09.12.2009	North Sails	Carbon	Racing 14
J1L-09		0,85	1,67	3,30	4,89	6,42	20,63	104%	67,48			1192	09.08.2013	North Sails	Carbon	Racing 14
JM MF-	0,14	1,01	1,87	3,38	4,82	6,21	20,50	101%	67,48			160 ITA	10.07.2014	Montefusco	Carbon	Racing
JT NS-	0,10		1,62	3,19	4,83	6,50	20,16	105%	65,35			193 DEN?	30.04.2009	North Sails	Carbon	Racing
JH MF-	0,16	0,87	1,64	3,09	4,53	5,94	20,45	96%	62,65			160 ITA	01.07.2014	Montefusco	Carbon	Racing
SYMMETRIC SPINNAKERS (0)																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
ASYMMETRIC SPINNAKERS (5)																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				
A2-14 MF	25,20	22,02	23,61	13,13	12,85	257,23	asym	160 ITA	10.07.2014	Montefusco	Nylon	Racing				
A4-14 MF	25,27	22,45	23,86	12,78	13,17	255,66	asym	160 ITA	10.07.2014	Montefusco	Nylon	Racing				
A1-14 MF	24,46	22,64	23,55	12,70	13,38	251,91	asym	160 ITA	10.07.2014	Montefusco	Nylon	Racing				
A3-08 NS	24,30	22,40	23,35	11,46	13,55	231,13	asym	206 DEN	24.04.2008	North Sails	Nylon	12-24kn, 125-140°, Racing				
CZ2OS-10	22,92	20,88	21,90	8,18	10,87	159,10	asym	36 ESP	25.06.2010	One Sails	Carbon	New Cable?				