

<b>BOAT</b> Name <b>DRAC BLAU III</b> Sail Nr <b>ESP-10157</b>	<b>GPH</b> <b>792,2</b>	<b>HULL</b> Length Overall <b>8,183m</b> Maximum Beam <b>2,910m</b> Displacement <b>2.095kg</b> Draft <b>1,487m</b> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0,355%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>KAYTERET 770</b> Designer <b>J. COMPANY</b> Builder <b>J. COMPANY</b> Series <b>05/1977</b> Age <b>01/1981</b> Age Allowance <b>0,487%</b> Offset File <b>E206J.OFF - 29/01/1997 17:38:00</b> Measurement by <b>FRANCISCO GIL - 19/05/2016</b>		IMSL <b>6,554m</b> VCGD <b>0,144m</b> Sink <b>9,62kg/mm</b> RL <b>5,431m</b> VCGM <b>0,138m</b> WS <b>12,78m<sup>2</sup></b> LSM0 <b>6,426m</b> Displacement/Length ratio <b>7,8952</b>



**2017**  
ORC International  
Certificate

**Rating Office**  
R.F.E.V.  
Luis de Salazar,9  
28002 Madrid



SCORING OPTIONS	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Time On Distance	<b>767,0</b>			<b>852,9</b>	
Time On Time	<b>0,7823</b>			<b>0,7915</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>921,5</b>	<b>698,6</b>	<b>614,6</b>	<b>1193,2</b>	<b>861,0</b>	<b>734,1</b>
Time on Time	<b>0,7325</b>	<b>0,9662</b>	<b>1,0982</b>	<b>0,5657</b>	<b>0,7840</b>	<b>0,9195</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>1309,6</b>	<b>1101,8</b>	<b>983,9</b>	<b>906,1</b>	<b>866,9</b>	<b>854,2</b>	<b>861,1</b>
52°	<b>853,3</b>	<b>721,3</b>	<b>649,3</b>	<b>615,5</b>	<b>598,5</b>	<b>591,9</b>	<b>590,6</b>
60°	<b>802,8</b>	<b>679,1</b>	<b>623,3</b>	<b>597,3</b>	<b>580,6</b>	<b>570,6</b>	<b>566,6</b>
75°	<b>760,4</b>	<b>648,6</b>	<b>604,6</b>	<b>581,5</b>	<b>561,9</b>	<b>544,9</b>	<b>527,7</b>
90°	<b>761,9</b>	<b>648,5</b>	<b>602,6</b>	<b>578,0</b>	<b>557,4</b>	<b>533,4</b>	<b>507,3</b>
110°	<b>840,4</b>	<b>696,9</b>	<b>622,9</b>	<b>589,8</b>	<b>565,6</b>	<b>542,5</b>	<b>500,4</b>
120°	<b>892,7</b>	<b>737,8</b>	<b>643,8</b>	<b>600,6</b>	<b>574,7</b>	<b>551,3</b>	<b>508,2</b>
135°	<b>1008,8</b>	<b>812,9</b>	<b>696,4</b>	<b>627,2</b>	<b>593,2</b>	<b>569,2</b>	<b>524,7</b>
150°	<b>1160,9</b>	<b>906,4</b>	<b>767,3</b>	<b>672,5</b>	<b>617,8</b>	<b>588,2</b>	<b>542,9</b>
Run VMG	<b>1334,8</b>	<b>1026,2</b>	<b>854,0</b>	<b>742,5</b>	<b>662,7</b>	<b>615,1</b>	<b>564,9</b>

**Certificate**  
Number **101571**  
ORC Ref **ESP00020763**  
Issued On **16/01/2017**  
VPP Ver. **2017 1.00**  
Valid until **31/12/2017**

**Crew Weight**  
Declared **290kg**  
Default\* **366kg**  
Non Manual Pwr **No**

**Special Scoring**

	ToD	ToT
Double H.GPH	<b>793,5</b>	<b>0,7561</b>
Double H.OSN	<b>769,2</b>	<b>0,7801</b>
Non Spin GPH	<b>792,2</b>	<b>0,7574</b>
Non Spin OSN	<b>767,0</b>	<b>0,7823</b>

Selected Courses	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Windward / Leeward	<b>1322,2</b>	<b>1064,0</b>	<b>918,9</b>	<b>824,3</b>	<b>764,8</b>	<b>734,6</b>	<b>713,0</b>
Circular Random	<b>1102,6</b>	<b>885,9</b>	<b>768,1</b>	<b>698,5</b>	<b>655,5</b>	<b>627,9</b>	<b>595,8</b>
Ocean for PCS	<b>1356,5</b>	<b>1040,8</b>	<b>862,0</b>	<b>752,4</b>	<b>681,6</b>	<b>633,0</b>	<b>568,1</b>
Non Spinnaker	<b>1102,6</b>	<b>885,9</b>	<b>768,1</b>	<b>698,5</b>	<b>655,5</b>	<b>627,9</b>	<b>595,8</b>

**Sails Limitations**

Headsails	Spinnakers
<b>1</b>	<b>0</b>

**Dacron Sails**

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>43,4°</b>	<b>42,3°</b>	<b>43,0°</b>	<b>41,8°</b>	<b>41,2°</b>	<b>40,9°</b>	<b>41,8°</b>
Beat VMG	<b>2,75</b>	<b>3,27</b>	<b>3,66</b>	<b>3,97</b>	<b>4,15</b>	<b>4,21</b>	<b>4,18</b>
52°	<b>4,22</b>	<b>4,99</b>	<b>5,54</b>	<b>5,85</b>	<b>6,01</b>	<b>6,08</b>	<b>6,10</b>
60°	<b>4,48</b>	<b>5,30</b>	<b>5,78</b>	<b>6,03</b>	<b>6,20</b>	<b>6,31</b>	<b>6,35</b>
75°	<b>4,73</b>	<b>5,55</b>	<b>5,95</b>	<b>6,19</b>	<b>6,41</b>	<b>6,61</b>	<b>6,82</b>
90°	<b>4,72</b>	<b>5,55</b>	<b>5,97</b>	<b>6,23</b>	<b>6,46</b>	<b>6,75</b>	<b>7,10</b>
110°	<b>4,28</b>	<b>5,17</b>	<b>5,78</b>	<b>6,10</b>	<b>6,36</b>	<b>6,64</b>	<b>7,19</b>
120°	<b>4,03</b>	<b>4,88</b>	<b>5,59</b>	<b>5,99</b>	<b>6,26</b>	<b>6,53</b>	<b>7,08</b>
135°	<b>3,57</b>	<b>4,43</b>	<b>5,17</b>	<b>5,74</b>	<b>6,07</b>	<b>6,32</b>	<b>6,86</b>
150°	<b>3,10</b>	<b>3,97</b>	<b>4,69</b>	<b>5,35</b>	<b>5,83</b>	<b>6,12</b>	<b>6,63</b>
Run VMG	<b>2,70</b>	<b>3,51</b>	<b>4,22</b>	<b>4,85</b>	<b>5,43</b>	<b>5,85</b>	<b>6,37</b>
Gybe Angles	<b>157,2°</b>	<b>166,9°</b>	<b>172,0°</b>	<b>173,3°</b>	<b>175,8°</b>	<b>178,7°</b>	<b>179,2°</b>

**Class Division Length**  
CDL = **5,993**

**Storm Sails Areas**

Heavy Weather Jib	<b>13,61</b>
Storm Jib (JL=6,53)	<b>5,04</b>
Storm Trysail	<b>4,20</b>

**Owner**

<b>BOAT</b>	
Name <b>DRAC BLAU III</b>	Sail Nr <b>ESP-10157</b>
File <b>E10157</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>19/05/2016</b>		SG <b>1,0250</b>	
FFM <b>0,958</b>	FF <b>0,958</b>	SFFP <b>0,628</b>	
FAM <b>0,825</b>	FA <b>0,825</b>	SAFP <b>7,277</b>	
W1 <b>30,0</b>	PD1 <b>610,8</b>	WD <b>8,630</b>	
W2 <b>30,0</b>	PD2 <b>614,9</b>	GSA <b>1,0</b>	
W3 <b>30,0</b>	PD3 <b>621,3</b>	RSA <b>1,0</b>	
W4 <b>30,0</b>	PD4 <b>616,3</b>	PLM <b>9000,0</b>	
LCF from stem on CL / on sheer		<b>4,452 / 4,663</b>	
Maximum beam station from stem		<b>4,924</b>	
RM Measured		<b>33,1kg·m</b>	
RM Default		<b>36,8kg·m</b>	
Limit of positive stability / Stab.Index		<b>107,8° / 100,7</b>	
Freeboard at mast at 3,370		<b>0,902</b>	

<b>RIG</b>			
Forestay Tension <b>Fixed</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>8,830</b>	E <b>2,720</b>	MDT1 <b>0,092</b>	MW <b>0,125</b>
IG <b>10,040</b>	J <b>2,910</b>	MDL1 <b>0,125</b>	GO <b>0,125</b>
ISP <b>10,010</b>	SFJ <b>0,460</b>	MDT2 <b>0,092</b>	BD <b>0,080</b>
BAS <b>1,075</b>	SPL <b>3,090</b>	MDL2 <b>0,125</b>	MWT
FSP <b>0,064</b>	TPS	TL	MCG



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**IMS Measurement Certificate**

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

<b>PROPELLER</b>
Type <b>No Propeller</b>

<b>COMMENTS</b>
MOTOR FUERABORDA.

<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	
	0,110	0,56	1,01	1,70	2,25	14,07	14,27	P/8 · (E + 2·MQW + 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
<b>Symmetric</b>									
Not Available									
<b>Asymmetric</b>									
Not Available									

<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>
0,51	1,00	2,05	3,10	4,10	9,33	19,18						

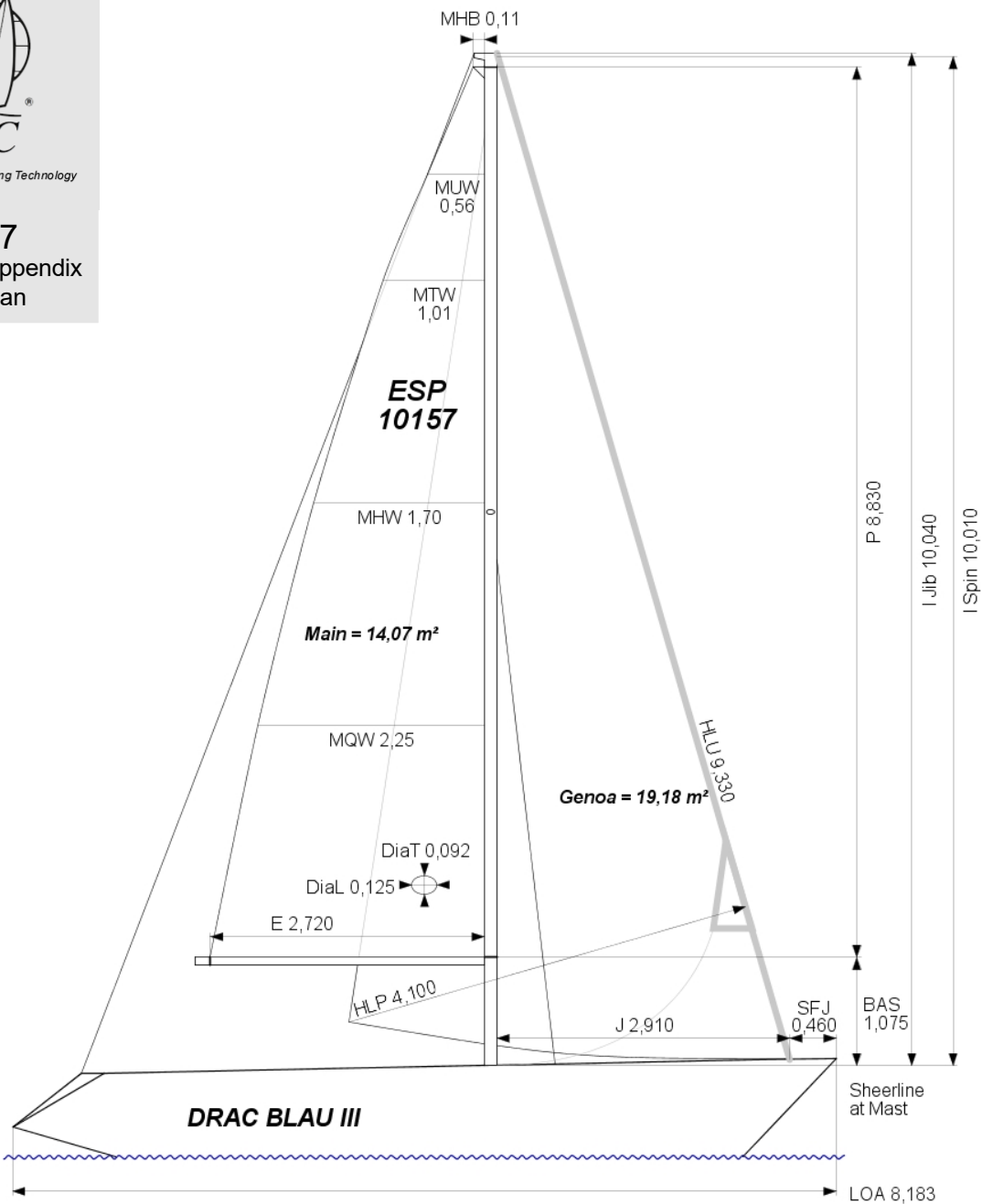
<b>MEASUREMENT INVENTORY</b>				
Measurer <b>FRANCISCO GIL ESP 421</b>				
Date <b>19/05/2016</b>				
Comment				
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Description</i>	

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



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Certificate Appendix  
Sail Plan



SAILS INVENTORY																
MAINSAIL (1)																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
001	0,110	0,56	1,01	1,70	2,25	14,07										
HEADSAILS (1)																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
001		0,51	1,00	2,05	3,10	4,10	9,33	141%	19,18							
SYMMETRIC SPINNAKERS (0)																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
ASYMMETRIC SPINNAKERS (0)																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				