



World Leader in Rating Technology

## 2018 ORC Club Certificate

**Rating Office**  
Austrian Sailing Federation  
Seestraße 17B  
7100 Neusiedl am See  
Austria



### Zertifikat

Nummer **047/18**  
Ausgestellt **17.08.2018**  
ORC Ref **AUT00002346**  
VPP **2018 1.00**  
Gültig bis **31.12.2018**

### Crewgewicht

Default 614kg  
Maximum **614kg**  
Minimum\* **461kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **Nein**

### Special Scoring

ToD ToT  
Non Spin GPH **614,1 0,9770**  
Non Spin OSN **600,9 0,9986**

### Segelbeschränkung

Headsails **5** Spinnaker **3**

### Spinnaker Konfiguration

Symmetric: **Nei**  
Asymmetric: **Ja 112,13**  
Flying H/S: **Nei**  
Spin. Pole: **Nei**

### Class Division Length

CDL = **9,251**

### Stability (Measured)

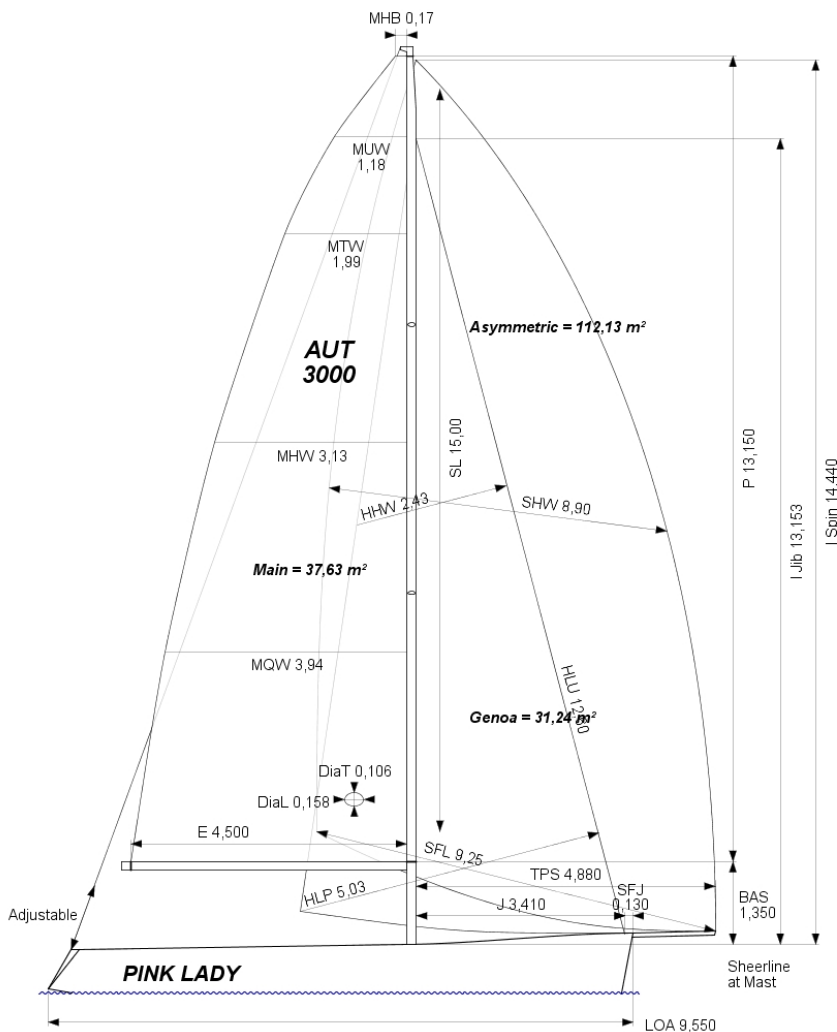
Limit Positive Stab.: **112,7°**  
Stability Index: **108,2**

### Eigner

Mathy Andreas  
Bachlbergweg 102  
4840 Linz  
Austria

Ich versichere, dass ich meine Verpflichtungen nach den ORC Rules und Regulations verstehe.

Unterschrift



<b>BOOT</b> Name <b>Pink Lady</b> Segel Nr. <b>AUT 3000</b>		<b>GPH</b> <b>577,9</b>	<b>RUMPF</b> Data File <b>Mathy</b> Länge <b>9,550m</b> Offset Datei <b>GDSURP.BOF</b> Breite <b>2,984m</b> Verdrängung <b>2.573kg</b> Tiefgang <b>2,066m</b>			
<b>KLASSE</b> Klasse <b>GRAND-SURPRISE</b> Designer <b>JOUBERT/NIVELT</b> Werft <b>ARCHAMBAULT</b> Series <b>06.2000</b> Baujahr <b>01.2006</b> Altersvergütung <b>0,487%</b>		IMS Division <b>Cruiser/Racer</b> Dynamic All. <b>0,000%</b> Fwd Accom. <b>Ja</b> Construction <b>Fest</b> Fiber Rigging <b>Nein</b> Aramid Core <b>Nein</b> Crew Arm Ex <b>0,00</b> Karbon-Ruder <b>Nein</b> Light Stanchions <b>Nein</b>				
<b>COMMENTS</b>		IMSL <b>9,315m</b> VCGD <b>-0,107m</b> Sink <b>14,28kg/mm</b> RL <b>9,186m</b> VCGM <b>-0,129m</b> WS <b>18,40m²</b> LSM0 <b>9,233m</b> Displacement/Length ratio <b>3,2690</b>				
<b>POPELLER</b> Installation <b>Shaft exposed</b> PRD <b>0,380</b> Typ <b>Folding 2 blades</b> PBW <b>0,111</b> PIPA <b>0,0016</b>		<b>CENTERBOARD</b> Water Ballast <b>0</b> Trim Tab <b>Nein</b> BLR Index <b>0,0000</b>  <b>N/A</b>				
<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>565,2</b>			<b>636,5</b>		
Time on Time	<b>1,0616</b>			<b>1,0605</b>		
Triple Number	Schwach	Mittel	Stark	Schwach	Mittel	Stark
Time on Distance	<b>638,3</b>	<b>520,9</b>	<b>463,7</b>	<b>816,1</b>	<b>641,6</b>	<b>565,1</b>
Time on Time	<b>1,0575</b>	<b>1,2959</b>	<b>1,4557</b>	<b>0,8271</b>	<b>1,0520</b>	<b>1,1944</b>

<b>BOOT</b>	
Name <b>Pink Lady</b>	Segel Nr. <b>AUT 3000</b>
File <b>Mathy</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>24.04.2001</b>	SG <b>1,0000</b>		
FFM <b>0,960</b>	FF <b>0,974</b>	SFFP <b>0,200</b>	
FAM <b>0,702</b>	FA <b>0,709</b>	SAFP <b>9,050</b>	
W1 <b>12,0</b>	PD1 <b>64,0</b>	WD <b>10,270</b>	
W2 <b>24,0</b>	PD2 <b>129,0</b>	GSA <b>78,0</b>	
W3 <b>36,0</b>	PD3 <b>196,0</b>	RSA <b>6425,0</b>	
W4 <b>48,0</b>	PD4 <b>260,0</b>	PLM <b>2030,0</b>	
LCF from stem on CL / on sheer		<b>5,269 / 5,468</b>	
Maximum beam station from stem		<b>6,050</b>	
RM Measured		<b>66,5kg·m</b>	
RM Default		<b>70,6kg·m</b>	
Limit of positive stability / Stab.Index		<b>112,7° / 108,2</b>	
Freeboard at mast at 3,540		<b>0,791</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>Nein</b>	Jumper Struts <b>Ohne</b>		
Taper Hollows <b>Nein</b>	Vorsegelrollanlage <b>Nein</b>		
Fiber Rigging <b>Nein</b>	Großsegelrollanlage <b>Nein</b>		
Lenticular Rigging <b>Nein</b>	Without Backstay <b>Nein</b>		
Articulated Bowsprit <b>Nein</b>			
P <b>13,150</b>	E <b>4,500</b>	MDT1 <b>0,106</b>	MW <b>0,158</b>
IG <b>13,153</b>	J <b>3,410</b>	MDL1 <b>0,158</b>	GO <b>0,173</b>
ISP <b>14,440</b>	SFJ <b>0,130</b>	MDT2 <b>0,074</b>	BD <b>0,146</b>
BAS <b>1,350</b>	SPL <b>0,000</b>	MDL2 <b>0,111</b>	MWT <b>91,50</b>
FSP <b>0,000</b>	TPS <b>4,880</b>	TL <b>0,890</b>	MCG <b>5,100</b>


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

<b>POPELLER</b>			
Installation <b>Shaft exposed</b>	PRD <b>0,380</b>		
Type <b>Folding 2 blades</b>	PBW <b>0,111</b>		
Doppelprop <b>Nein</b>	PIPA <b>0,0016</b>		
PSA <b>16,000</b>	PHL <b>0,110</b>	ST3 <b>0,082</b>	ESL <b>0,820</b>
PSD <b>0,025</b>	ST1 <b>0,016</b>	ST4 <b>0,047</b>	
PHD <b>0,001</b>	ST2 <b>0,075</b>	ST5 <b>0,167</b>	

<b>COMMENTS</b>	

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

<b>CENTERBOARD</b>	
N/A	




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## 2018 Measurements Datasheet

**Zertifikat**

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**AUSTRIAN SAILING FEDERATION**  
 ORC Rating Office

<b>SAILS INVENTORY</b>																
<b>MAINSAIL (1)</b>																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
2018	0,175	1,18	1,99	3,13	3,94	37,63	Schmidleitner	20.05.2018		Unknown	10/2018 - 485					
<b>HEADSAILS (1)</b>																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
2018	0,07	0,65	1,22	2,43	3,70	5,03	12,60	148%	31,24			Schmidleit	20.05.2018		Carbon	09/2018 - 486
<b>SYMMETRIC SPINNAKERS (0)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
<b>ASYMMETRIC SPINNAKERS (1)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				
2018	15,75	14,25	15,00	8,90	9,25	112,13	asym	Schmidleitner	20.05.2018		Unknown	11/2018 - 484				



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# 2018

## ORC Club Certificate Appendix

<b>BOOT</b>	
Name <b>Pink Lady</b>	Certificate Number <b>047/18</b>
Segel Nr. <b>AUT 3000</b>	Ausgestellt am <b>17.08.2018</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>914,8</b>	<b>762,7</b>	<b>714,4</b>	<b>696,7</b>	<b>689,5</b>	<b>683,2</b>	<b>680,2</b>
52°	<b>604,1</b>	<b>527,8</b>	<b>508,8</b>	<b>500,7</b>	<b>496,1</b>	<b>494,4</b>	<b>485,3</b>
60°	<b>573,4</b>	<b>514,4</b>	<b>494,5</b>	<b>484,9</b>	<b>478,9</b>	<b>475,1</b>	<b>462,3</b>
75°	<b>554,1</b>	<b>504,4</b>	<b>476,9</b>	<b>457,8</b>	<b>447,1</b>	<b>440,6</b>	<b>430,1</b>
90°	<b>557,8</b>	<b>504,2</b>	<b>472,3</b>	<b>442,0</b>	<b>419,7</b>	<b>407,2</b>	<b>395,0</b>
110°	<b>559,8</b>	<b>493,8</b>	<b>460,6</b>	<b>436,5</b>	<b>414,6</b>	<b>396,0</b>	<b>354,6</b>
120°	<b>573,1</b>	<b>497,6</b>	<b>455,0</b>	<b>421,0</b>	<b>397,7</b>	<b>377,0</b>	<b>340,9</b>
135°	<b>643,9</b>	<b>525,2</b>	<b>479,7</b>	<b>436,0</b>	<b>392,1</b>	<b>352,4</b>	<b>303,4</b>
150°	<b>763,7</b>	<b>610,5</b>	<b>526,0</b>	<b>484,2</b>	<b>448,5</b>	<b>407,5</b>	<b>324,9</b>
Run VMG	<b>881,8</b>	<b>705,0</b>	<b>607,6</b>	<b>558,8</b>	<b>517,9</b>	<b>470,5</b>	<b>375,2</b>
<b>Selected Courses</b>							
Windward / Leeward	<b>898,3</b>	<b>733,9</b>	<b>661,0</b>	<b>627,7</b>	<b>603,7</b>	<b>576,9</b>	<b>527,7</b>
Circular Random	<b>774,6</b>	<b>635,2</b>	<b>562,6</b>	<b>520,6</b>	<b>493,0</b>	<b>472,1</b>	<b>438,5</b>
Coastal / Long Distance	<b>896,7</b>	<b>693,4</b>	<b>600,1</b>	<b>545,5</b>	<b>510,2</b>	<b>476,3</b>	<b>417,9</b>
Non Spinnaker	<b>838,6</b>	<b>680,8</b>	<b>596,7</b>	<b>547,5</b>	<b>516,1</b>	<b>494,0</b>	<b>462,1</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>42,0°</b>	<b>40,1°</b>	<b>37,9°</b>	<b>37,1°</b>	<b>36,8°</b>	<b>37,1°</b>	<b>37,6°</b>
Beat VMG	<b>3,94</b>	<b>4,72</b>	<b>5,04</b>	<b>5,17</b>	<b>5,22</b>	<b>5,27</b>	<b>5,29</b>
52°	<b>5,96</b>	<b>6,82</b>	<b>7,08</b>	<b>7,19</b>	<b>7,26</b>	<b>7,28</b>	<b>7,42</b>
60°	<b>6,28</b>	<b>7,00</b>	<b>7,28</b>	<b>7,42</b>	<b>7,52</b>	<b>7,58</b>	<b>7,79</b>
75°	<b>6,50</b>	<b>7,14</b>	<b>7,55</b>	<b>7,86</b>	<b>8,05</b>	<b>8,17</b>	<b>8,37</b>
90°	<b>6,45</b>	<b>7,14</b>	<b>7,62</b>	<b>8,15</b>	<b>8,58</b>	<b>8,84</b>	<b>9,11</b>
110°	<b>6,43</b>	<b>7,29</b>	<b>7,82</b>	<b>8,25</b>	<b>8,68</b>	<b>9,09</b>	<b>10,15</b>
120°	<b>6,28</b>	<b>7,24</b>	<b>7,91</b>	<b>8,55</b>	<b>9,05</b>	<b>9,55</b>	<b>10,56</b>
135°	<b>5,59</b>	<b>6,85</b>	<b>7,50</b>	<b>8,26</b>	<b>9,18</b>	<b>10,21</b>	<b>11,87</b>
150°	<b>4,71</b>	<b>5,90</b>	<b>6,84</b>	<b>7,44</b>	<b>8,03</b>	<b>8,83</b>	<b>11,08</b>
Run VMG	<b>4,08</b>	<b>5,11</b>	<b>5,92</b>	<b>6,44</b>	<b>6,95</b>	<b>7,65</b>	<b>9,60</b>
Gybe Angles	<b>143,4°</b>	<b>145,6°</b>	<b>150,5°</b>	<b>151,2°</b>	<b>147,4°</b>	<b>144,8°</b>	<b>142,6°</b>