

<b>BOAT</b>
Name <b>Take Care</b>
Sail Nr <b>NED 8497</b>

<b>GPH</b>
<b>559,8</b>

<b>HULL</b>					
Length Overall	<b>9,495 m</b>				
Maximum Beam	<b>2,926 m</b>				
Displacement	<b>2.044 kg</b>				
Draft	<b>2,061 m</b>				
IMS Reg. Division	<b>Performance</b>				
Dynamic Allowance	<b>0,000%</b>				
Fwd Accommodation	<b>No</b>				
Hull Construction	<b>Light, Light Stanch.</b>				
Carbon Rudder	<b>No</b>				
Crew Arm Extension	<b>0,00</b>				
IMS L	<b>9,112</b>	VCGD	<b>-0,612</b>	VCGM	<b>-0,575</b>
Sink	<b>13,63 kg/mm</b>	Wetted Area	<b>17,97 m<sup>2</sup></b>		



**2014**  
ORC International  
Certificate

<b>GENERAL</b>
Class <b>Fareast 31R</b>
Designer <b>Simonis / Voogd</b>
Builder <b>FEBC</b>
Series <b>04-2013</b>
Age <b>04-2013</b>
Age Allowance <b>0,033%</b>
Offset File <b>farea31.off - 24-4-2014 11:04:12</b>
Measurement by <b>M. Woort - 20-04-2014</b>

<b>SCORING OPTIONS</b>						
	<b>OFFSHORE</b>			<b>INSHORE</b>		
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time On Distance	<b>545,7</b>			<b>621,4</b>		
Time On Time	<b>1,0994</b>			<b>1,0862</b>		
Performance Line	PLT	PLD		PLT	PLD	
	<b>0,885</b>	<b>66,5</b>		<b>0,991</b>	<b>243,8</b>	
Triple Number	Low	Medium	High	Low	Medium	High
	<b>1,0534</b>	<b>1,3528</b>	<b>1,5778</b>	<b>0,8074</b>	<b>1,0705</b>	<b>1,2683</b>

<b>Rating Office</b>
Watersportverbond
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rating@watersportverbond

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>950,2</b>	<b>773,4</b>	<b>709,1</b>	<b>678,7</b>	<b>662,8</b>	<b>658,8</b>	<b>660,4</b>
52°	<b>615,1</b>	<b>521,3</b>	<b>495,7</b>	<b>481,1</b>	<b>470,2</b>	<b>462,4</b>	<b>456,4</b>
60°	<b>574,8</b>	<b>503,4</b>	<b>474,2</b>	<b>456,3</b>	<b>444,8</b>	<b>436,5</b>	<b>427,0</b>
75°	<b>546,1</b>	<b>487,8</b>	<b>442,8</b>	<b>419,1</b>	<b>405,5</b>	<b>396,9</b>	<b>381,7</b>
90°	<b>539,8</b>	<b>490,5</b>	<b>443,3</b>	<b>397,5</b>	<b>372,8</b>	<b>359,3</b>	<b>344,6</b>
110°	<b>536,7</b>	<b>472,5</b>	<b>432,7</b>	<b>396,5</b>	<b>371,7</b>	<b>352,9</b>	<b>297,0</b>
120°	<b>557,2</b>	<b>477,5</b>	<b>413,9</b>	<b>381,1</b>	<b>360,0</b>	<b>340,2</b>	<b>294,0</b>
135°	<b>643,9</b>	<b>518,0</b>	<b>460,5</b>	<b>405,5</b>	<b>352,9</b>	<b>316,7</b>	<b>273,1</b>
150°	<b>783,4</b>	<b>620,0</b>	<b>531,2</b>	<b>471,2</b>	<b>423,1</b>	<b>371,2</b>	<b>279,8</b>
Run VMG	<b>904,6</b>	<b>715,9</b>	<b>613,4</b>	<b>546,1</b>	<b>488,6</b>	<b>428,6</b>	<b>323,1</b>

<b>Certificate</b>
Number
ORC Ref <b>KNW00010089</b>
Issued On <b>29-4-2014</b>
VPP Ver. <b>2014 1.01</b>
Valid until <b>31-3-2015</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>927,4</b>	<b>744,6</b>	<b>661,2</b>	<b>612,4</b>	<b>575,7</b>	<b>543,7</b>	<b>491,7</b>
Circular Random	<b>771,1</b>	<b>624,0</b>	<b>544,1</b>	<b>495,5</b>	<b>462,6</b>	<b>437,9</b>	<b>400,0</b>
Ocean for PCS	<b>823,7</b>	<b>651,7</b>	<b>554,3</b>	<b>492,0</b>	<b>448,0</b>	<b>414,3</b>	<b>364,5</b>
Non Spinnaker	<b>846,3</b>	<b>677,5</b>	<b>585,0</b>	<b>529,1</b>	<b>492,3</b>	<b>466,0</b>	<b>428,3</b>

<b>Crew Weight</b>	
Declared	<b>480 kg</b>
Default*	<b>584 kg</b>
Non Manual Pwr	

<b>Special Scoring</b>		
	ToD	ToT
Double H.GPH	<b>570,1</b>	<b>1,0525</b>
Double H.OSN	<b>558,9</b>	<b>1,0735</b>
Non Spin GPH	<b>603,3</b>	<b>0,9945</b>
Non Spin OSN	<b>586,4</b>	<b>1,0233</b>
N/S Perf. Line	<b>42,5</b>	<b>0,780</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>44,0°</b>	<b>41,9°</b>	<b>39,1°</b>	<b>37,4°</b>	<b>36,5°</b>	<b>36,6°</b>	<b>37,5°</b>
Beat VMG	<b>3,79</b>	<b>4,65</b>	<b>5,08</b>	<b>5,30</b>	<b>5,43</b>	<b>5,46</b>	<b>5,45</b>
52°	<b>5,85</b>	<b>6,91</b>	<b>7,26</b>	<b>7,48</b>	<b>7,66</b>	<b>7,79</b>	<b>7,89</b>
60°	<b>6,26</b>	<b>7,15</b>	<b>7,59</b>	<b>7,89</b>	<b>8,09</b>	<b>8,25</b>	<b>8,43</b>
75°	<b>6,59</b>	<b>7,38</b>	<b>8,13</b>	<b>8,59</b>	<b>8,88</b>	<b>9,07</b>	<b>9,43</b>
90°	<b>6,67</b>	<b>7,34</b>	<b>8,12</b>	<b>9,06</b>	<b>9,66</b>	<b>10,02</b>	<b>10,45</b>
110°	<b>6,71</b>	<b>7,62</b>	<b>8,32</b>	<b>9,08</b>	<b>9,68</b>	<b>10,20</b>	<b>12,12</b>
120°	<b>6,46</b>	<b>7,54</b>	<b>8,70</b>	<b>9,45</b>	<b>10,00</b>	<b>10,58</b>	<b>12,24</b>
135°	<b>5,59</b>	<b>6,95</b>	<b>7,82</b>	<b>8,88</b>	<b>10,20</b>	<b>11,37</b>	<b>13,18</b>
150°	<b>4,60</b>	<b>5,81</b>	<b>6,78</b>	<b>7,64</b>	<b>8,51</b>	<b>9,70</b>	<b>12,87</b>
Run VMG	<b>3,98</b>	<b>5,03</b>	<b>5,87</b>	<b>6,59</b>	<b>7,37</b>	<b>8,40</b>	<b>11,14</b>
Gybe Angles	<b>137,0°</b>	<b>143,6°</b>	<b>147,5°</b>	<b>154,4°</b>	<b>142,1°</b>	<b>138,7°</b>	<b>144,5°</b>

<b>Sails Limitations</b>		
Genoa	Jibs	Spinnakers
<b>0</b>	<b>5</b>	<b>4</b>
Spinnaker configuration <b>Asymmetric-CL</b>		

<b>Storm Sails Areas</b>	
Heavy Weather Jib	<b>20,09</b>
Storm Jib (JL=7,93)	<b>7,44</b>
Storm Try sail	<b>10,30</b>

<b>Owner</b>
M. Voogd
De Trompet 17 -B
1601 MK Enkhuizen
4044929
I certify that I understand my responsibilities under ORC Rules and Regulations
Signature

<b>BOAT</b>	
Name <b>Take Care</b>	Sail Nr <b>NED 8497</b>
File <b>nedc8497.dxt</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>20-04-2014</b>		SG <b>1,0000</b>
FFM <b>1,011</b>	FF <b>1,016</b>	SFFP <b>0,383</b>
FAM <b>0,789</b>	FA <b>0,792</b>	SAFP <b>9,399</b>
W1 <b>25,000</b>	PD1 <b>295,0</b>	WD <b>10,500</b>
W2 <b>25,000</b>	PD2 <b>295,0</b>	GSA <b>1,0</b>
W3 <b>25,000</b>	PD3 <b>296,0</b>	RSA <b>1,0</b>
W4 <b>25,000</b>	PD4 <b>299,0</b>	PLM <b>9000,0</b>
LCF from stem on CL / on sheer		<b>5,182 / 5,818</b>
Maximum beam station from stem		<b>6,883</b>
RM Measured / Default		<b>69,8 / 70,8</b>
Limit of positive stability / Stab.Index		<b>136,2° / 130,0</b>
Freeboard at mast at 3,851		<b>1,031</b>



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IMS Measurement  
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<b>RIG</b>				
Forestay Tension <b>Aft</b>	Spreaders <b>2</b>		Runners <b>0</b>	
Inner Stay <b>None Fitted</b>	Jumper Struts <b>None</b>		Jib Furler <b>No</b>	
Carbon Mast <b>Yes</b>	Main Furler <b>No</b>		Without Backstay	
Taper Hollows <b>No</b>				
Fiber Rigging <b>Yes</b>				
Lenticular Rigging <b>No</b>				
Articulated Bowsprit <b>No</b>				
P <b>12,800</b>	E <b>4,600</b>	MDT1 <b>0,093</b>	MW <b>0,174</b>	
IG <b>12,200</b>	J <b>3,600</b>	MDL1 <b>0,174</b>	GO <b>0,174</b>	
ISP <b>14,210</b>	SFJ <b>0,251</b>	MDT2 <b>0,090</b>	BD <b>0,152</b>	
BAS <b>1,400</b>	SPL <b>0,000</b>	MDL2 <b>0,150</b>	MWT <b>66,00</b>	
FSP <b>-2,000</b>	TPS <b>5,650</b>	TL <b>1,700</b>	MCG <b>4,560</b>	

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

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

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<b>COMMENTS</b>	

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

<b>CENTERBOARD</b>	
N/A	

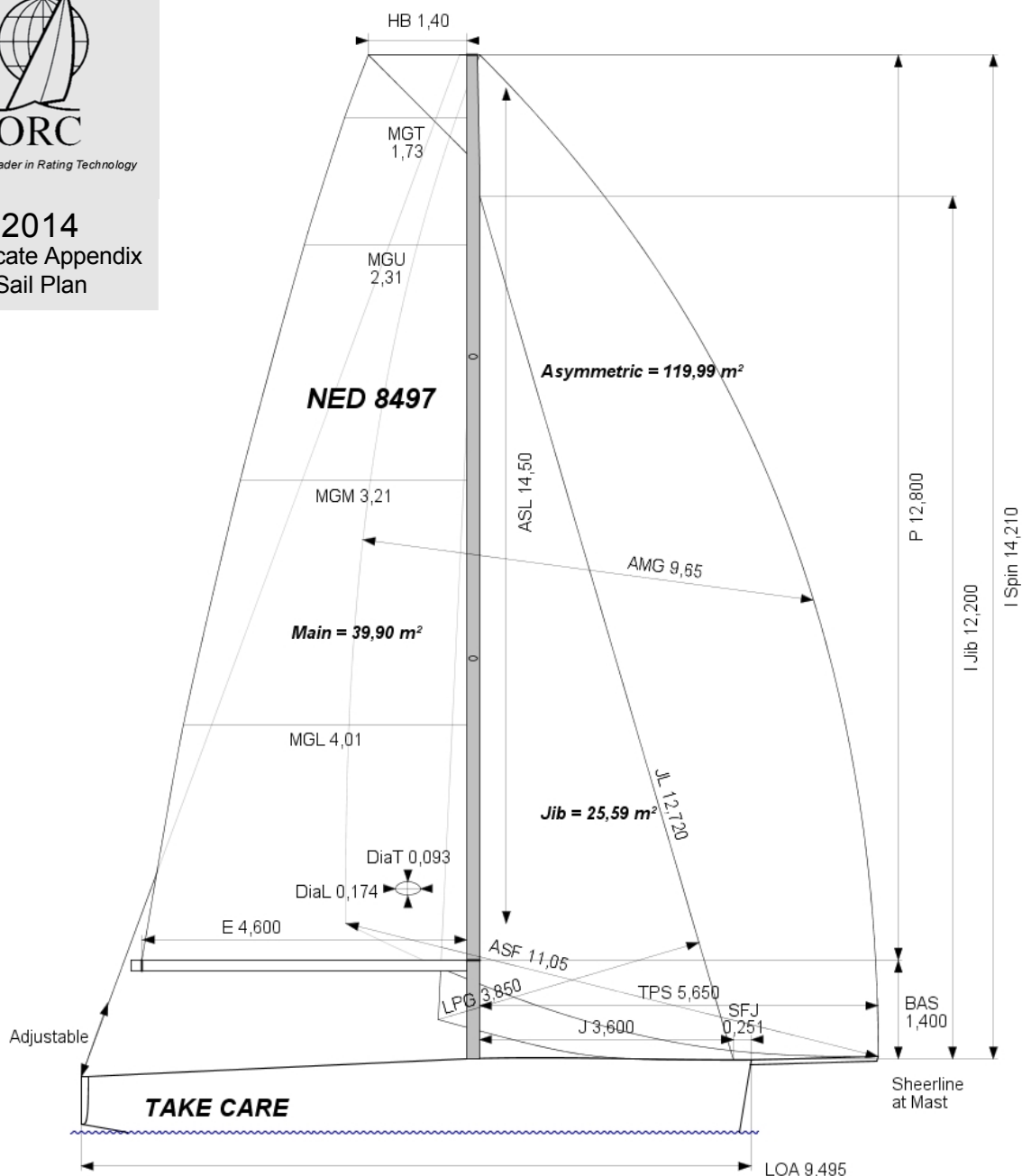
<b>SAILS (Maximum Areas)</b>						
Mainsail	HB	MGT	MGU	MGM	MGL	Area Area (r) Formula
	1,400	1,73	2,31	3,21	4,01	39,90 41,05 P/8 · (E + 2·MGL+ 2·MGM + 1.5·MGU + MGT + 0.5·HB)
Symmetric						
Not Available						
Asymmetric	SLU	SLE	ASL	AMG	ASF	Area Formula
	16,00	13,00	14,50	9,65	11,05	119,99 ASL · (ASF + 4·AMG) / 6

<b>HEADSAILS</b>												
Area = 0.1125·JL·(1.445·LPG+2·JGL+2·JGM+1.5·JGU+JGT+0.5·JH)												
JH	JGT	JGU	JGM	JGL	LPG	JL	Area	Btn	Fly	Meas.Date	Material	Comment
					3,85		25,59			16-10-2013	Technor	



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Certificate Appendix  
Sail Plan



SAILS INVENTORY																
MANSAIL																
Id	HB	MGT	MGU	MGM	MGL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
SVD M	1,400	1,73	2,31	3,21	4,01	39,90	AWS	16-10-2013		Technora						
HEADSAILS																
Id	JH	JGT	JGU	JGM	JGL	LPG	JL	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
SVD J						3,85	107%	25,59				AWS	16-10-2013		Technor	
SYMMETRIC SPINNAKERS																
Id	SL	SMG	SF	Area	Measurer	Meas.Date	Manufacture	Material	Comment							
ASYMMETRIC SPINNAKERS																
Id	SLU	SLE	ASL	AMG	ASF	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				
SVD A	16,00	13,00	14,50	9,65	11,05	119,99	asym				Unknown					