

<b>BOAT</b> Name <b>NOVEMBER</b> Sail Nr <b>ESP-8861</b>	<b>GPH</b> <b>613,2</b>	<b>HULL</b> Length Overall <b>12,112m</b> Maximum Beam <b>3,850m</b> Displacement <b>9.104kg</b> Draft <b>2,206m</b> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0,310%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Cored</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>GRAND SOLEIL 40</b> Designer <b>BOTIN &amp; CARKEEK</b> Builder <b>DEL PARDO</b> Series <b>01/2006</b> Age <b>01/2008</b> Age Allowance <b>0,422%</b> Offset File <b>GS40BC.OFF - 23/12/2006 11:42:42</b> Measurement by - <b>20/01/2013</b>		IMSL <b>11,251m</b> VCGD <b>0,138m</b> Sink <b>25,08kg/mm</b> RL <b>9,009m</b> VCGM <b>0,044m</b> WS <b>32,53m<sup>2</sup></b> LSM0 <b>11,195m</b> Displacement/Length ratio <b>6,4887</b>



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**Rating Office**  
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SCORING OPTIONS						
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Low	Medium	High	Low	Medium	High
Time on Distance	<b>594,8</b>			<b>663,9</b>		
Time on Time	<b>1,0088</b>			<b>1,0167</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>713,1</b>	<b>540,6</b>	<b>477,1</b>	<b>925,4</b>	<b>671,6</b>	<b>570,1</b>
Time on Time	<b>0,9466</b>	<b>1,2485</b>	<b>1,4148</b>	<b>0,7294</b>	<b>1,0050</b>	<b>1,1841</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1061,9</b>	<b>875,6</b>	<b>769,0</b>	<b>703,5</b>	<b>674,0</b>	<b>660,8</b>	<b>655,1</b>
52°	<b>687,3</b>	<b>579,4</b>	<b>514,9</b>	<b>485,1</b>	<b>472,0</b>	<b>466,7</b>	<b>463,1</b>
60°	<b>646,1</b>	<b>548,9</b>	<b>495,8</b>	<b>472,4</b>	<b>460,5</b>	<b>454,5</b>	<b>450,1</b>
75°	<b>614,8</b>	<b>525,1</b>	<b>482,4</b>	<b>462,4</b>	<b>449,6</b>	<b>440,1</b>	<b>429,6</b>
90°	<b>621,5</b>	<b>525,0</b>	<b>474,9</b>	<b>453,8</b>	<b>444,7</b>	<b>434,6</b>	<b>413,6</b>
110°	<b>626,8</b>	<b>517,1</b>	<b>469,5</b>	<b>447,2</b>	<b>429,2</b>	<b>412,6</b>	<b>394,0</b>
120°	<b>646,3</b>	<b>531,9</b>	<b>476,3</b>	<b>451,4</b>	<b>432,3</b>	<b>413,1</b>	<b>379,1</b>
135°	<b>719,5</b>	<b>585,1</b>	<b>505,2</b>	<b>467,5</b>	<b>446,6</b>	<b>428,0</b>	<b>390,4</b>
150°	<b>851,9</b>	<b>676,0</b>	<b>575,2</b>	<b>506,3</b>	<b>469,6</b>	<b>449,3</b>	<b>414,1</b>
Run VMG	<b>983,7</b>	<b>780,6</b>	<b>664,1</b>	<b>579,9</b>	<b>525,1</b>	<b>483,4</b>	<b>441,6</b>

**Certificate**  
Number **886101**  
ORC Ref **ESP00004776**  
Issued On **04/07/2019**  
VPP Ver. **2019 1.01**  
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**Crew Weight**  
Default **809kg**  
Maximum **700kg**  
Minimum\* **525kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

**Special Scoring**

	ToD	ToT
Double H.GPH	<b>619,1</b>	<b>0,9692</b>
Double H.OSN	<b>601,1</b>	<b>0,9981</b>
Non Spin GPH	<b>643,6</b>	<b>0,9323</b>
Non Spin OSN	<b>623,5</b>	<b>0,9624</b>

Selected Courses							
Windward / Leeward	<b>1022,8</b>	<b>828,1</b>	<b>716,6</b>	<b>641,7</b>	<b>599,5</b>	<b>572,1</b>	<b>548,3</b>
Circular Random	<b>852,6</b>	<b>685,3</b>	<b>594,4</b>	<b>541,1</b>	<b>508,1</b>	<b>487,0</b>	<b>462,3</b>
Coastal / Long Distance	<b>1018,9</b>	<b>776,6</b>	<b>642,1</b>	<b>557,9</b>	<b>516,4</b>	<b>486,6</b>	<b>441,1</b>
Non Spinnaker	<b>908,1</b>	<b>724,2</b>	<b>623,2</b>	<b>563,0</b>	<b>525,5</b>	<b>501,3</b>	<b>472,8</b>

**Sails Limitations**

Headsails	Spinnakers
<b>1</b>	<b>4</b>

Velocity Prediction in Knots for True Wind Speeds							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>43,6°</b>	<b>41,7°</b>	<b>41,4°</b>	<b>40,6°</b>	<b>39,5°</b>	<b>38,8°</b>	<b>38,8°</b>
Beat VMG	<b>3,39</b>	<b>4,11</b>	<b>4,68</b>	<b>5,12</b>	<b>5,34</b>	<b>5,45</b>	<b>5,50</b>
52°	<b>5,24</b>	<b>6,21</b>	<b>6,99</b>	<b>7,42</b>	<b>7,63</b>	<b>7,71</b>	<b>7,77</b>
60°	<b>5,57</b>	<b>6,56</b>	<b>7,26</b>	<b>7,62</b>	<b>7,82</b>	<b>7,92</b>	<b>8,00</b>
75°	<b>5,86</b>	<b>6,86</b>	<b>7,46</b>	<b>7,79</b>	<b>8,01</b>	<b>8,18</b>	<b>8,38</b>
90°	<b>5,79</b>	<b>6,86</b>	<b>7,58</b>	<b>7,93</b>	<b>8,10</b>	<b>8,28</b>	<b>8,70</b>
110°	<b>5,74</b>	<b>6,96</b>	<b>7,67</b>	<b>8,05</b>	<b>8,39</b>	<b>8,72</b>	<b>9,14</b>
120°	<b>5,57</b>	<b>6,77</b>	<b>7,56</b>	<b>7,97</b>	<b>8,33</b>	<b>8,71</b>	<b>9,50</b>
135°	<b>5,00</b>	<b>6,15</b>	<b>7,13</b>	<b>7,70</b>	<b>8,06</b>	<b>8,41</b>	<b>9,22</b>
150°	<b>4,23</b>	<b>5,33</b>	<b>6,26</b>	<b>7,11</b>	<b>7,67</b>	<b>8,01</b>	<b>8,69</b>
Run VMG	<b>3,66</b>	<b>4,61</b>	<b>5,42</b>	<b>6,21</b>	<b>6,86</b>	<b>7,45</b>	<b>8,15</b>
Gybe Angles	<b>144,1°</b>	<b>147,9°</b>	<b>150,1°</b>	<b>154,1°</b>	<b>165,1°</b>	<b>180,0°</b>	<b>180,0°</b>

**Class Division Length**  
CDL = **10,131**

**Storm Sails Areas**  
Heavy Weather Jib **30,70**  
Storm Jib (JL=9,81) **11,38**  
Storm Trysail **14,00**

**Owner**

<b>BOAT</b>	
Name <b>NOVEMBER</b>	Sail Nr <b>ESP-8861</b>
File <b>E8861</b>	Data in <b>meters/kilograms</b>

<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>3</b>
Inner Stay <b>None Fitted</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>14,810</b>	E <b>5,400</b> MDT1 <b>0,125</b> MW <b>0,180</b>
IG <b>15,080</b>	J <b>4,600</b> MDL1 <b>0,211</b> GO <b>0,180</b>
ISP <b>15,190</b>	SFJ MDT2 <b>0,125</b> BD <b>0,160</b>
BAS <b>1,580</b>	SPL <b>4,720</b> MDL2 <b>0,180</b> MWT
FSP <b>0,070</b>	TPS <b>5,515</b> TL <b>1,020</b> MCG

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>20/01/2013</b>		SG <b>1,0270</b>
FFM <b>1,449</b>	FF <b>1,457</b>	SFFP <b>0,432</b>
FAM <b>1,119</b>	FA <b>1,116</b>	SAFP <b>11,546</b>
W1 <b>100,0</b>	PD1 <b>481,5</b>	WD <b>12,460</b>
W2 <b>100,0</b>	PD2 <b>482,4</b>	GSA <b>1,0</b>
W3 <b>100,0</b>	PD3 <b>476,1</b>	RSA <b>1,0</b>
W4 <b>100,0</b>	PD4 <b>481,1</b>	PLM <b>9000,0</b>
LCF from stem on CL / on sheer		<b>6,798 / 7,057</b>
Maximum beam station from stem		<b>8,003</b>
RM Measured		<b>204,3kg-m</b>
RM Default		<b>200,1kg-m</b>
Limit of positive stability / Stab.Index		<b>116,5° / 122,3</b>
Freeboard at mast at 4,600		<b>1,240</b>



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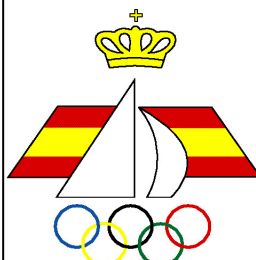
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<b>MIZZEN RIG AND SAILS</b>	
N/A	

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0,420</b>	
Type <b>Folding 3 blades</b>	PBW	
Twin Screw <b>No</b>	PIPA <b>0,0037</b>	
ST1 <b>0,046</b>	ST3 <b>0,170</b>	ST5 <b>0,295</b>
ST2 <b>0,170</b>	ST4 <b>0,107</b>	EDL <b>2,785</b>

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<b>COMMENTS</b>	

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

<b>CENTERBOARD</b>	
N/A	

<b>SAILS (Maximum Areas)</b>						
Mainsail	MHB	MUW	MTW	MHW	MQW	Area Area (r) Formula
	0,130	0,90	1,70	3,07	0,00	44,87 45,49 P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)
Symmetric	SLU	SLE	SL	SHW	SFL	Area Formula
	15,18	15,18	15,18	8,51	8,49	107,60 SL · (SFL + 4·SHW) / 6
Asymmetric on centerline	SLU	SLE	SL	SHW	SFL	Area Formula
	15,85	14,27	15,06	8,92	7,73	108,96 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>HBB</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>
0,08	0,77	1,50	3,05	4,64	6,28	14,63	45,28			02/07/2019	Kevlar	

<b>MEASUREMENT INVENTORY</b>				
Measurer <b>ESP 636</b>				
Date <b>20/01/2013</b>				
Comment				
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>
4	Anchor	16,0	0,00	ANCLA-EN-
4	Tools	6,0	5,30	CAJA
<i>Id</i>	<i>Item</i>	<i>Weight Description</i>		

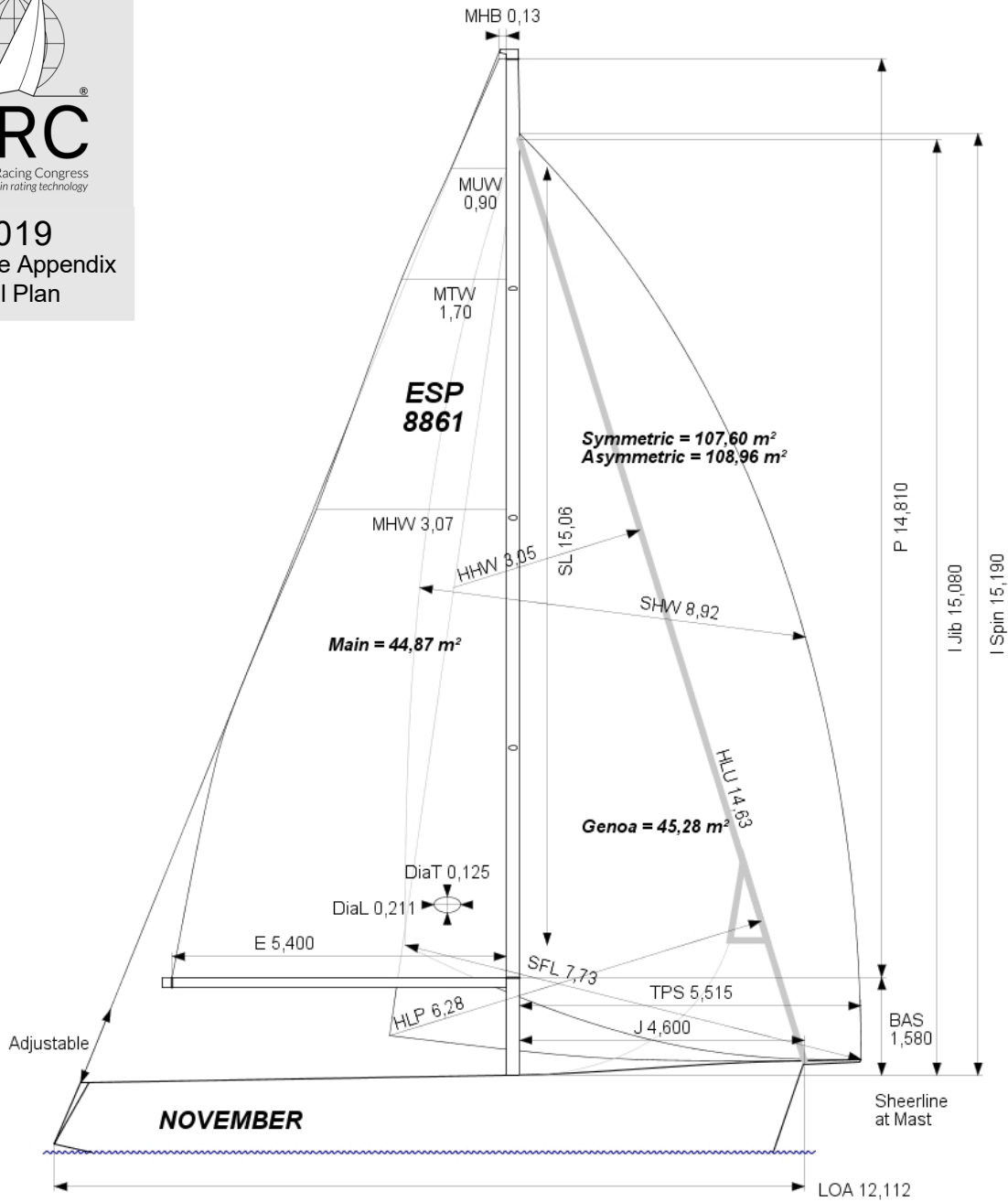
<b>MEASUREMENT INVENTORY</b>							
<i>Id</i>	<i>Item</i>	<i>Tank Use</i>	<i>Tank Type</i>	<i>Capcty</i>	<i>Dist.</i>	<i>VCG</i>	<i>Condtn Description</i>
1	Tank	AGUA	PVC	190,0	5,30		0,0 VACIO
1	Tank	AGUA	PVC	190,0	5,30		0,0 VACIO
1	Tank	GASOIL	METAL	150,0	5,30		40,0 RESERVA
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>			
1	Battery		4,20	4 BATERIAS 90 AH			



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**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
002	0,13	0,90	1,70	3,07	3,07	44,87				Dacron	

**HEADSAILS (1)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
003	0,08	0,77	1,50	3,05	4,64	6,28	14,63	137%	45,28				02/07/2019	NS		Kevlar

**SYMMETRIC SPINNAKERS (1)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
1	15,18	15,18	15,18	8,51	8,49	107,61		02/01/2013	NORTH SAIL	Nylon	

**ASYMMETRIC SPINNAKERS (2)**

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
2	15,85	14,27	15,06	8,92	7,73	108,96	asym		15/01/2009		Unknown	
1	15,55	14,27	14,91	8,92	7,73	107,88	asym				Unknown	