

<b>BOAT</b> Name <b>TEGU</b> Sail Nr <b>LTU 2235</b>	<b>GPH</b> <b>605,9</b>	<b>HULL</b> Length Overall <b>10,600m</b> Maximum Beam <b>3,250m</b> Displacement <b>4 605kg</b> Draft <b>2,226m</b> Plan Review IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0,000%</b> Hull Construction <b>Cored</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>X-35 OD</b> Designer <b>N. Jeppesen</b> Builder <b>X Yachts</b> Series <b>09-2005</b> Age <b>04-2008</b> Age Allowance <b>0,487%</b> Offset File <b>x35ELB.off - 2019-07-10 08:16:28</b> Measurement by <b>V. Stankus - 06-06-2017</b>		IMSLS <b>9,493m</b> VCGD <b>-0,010m</b> Sink <b>17,75kg/mm</b> RL <b>9,093m</b> VCGM <b>-0,027m</b> WS <b>23,31m<sup>2</sup></b> LSMO <b>9,318m</b> Displacement/Length ratio <b>5,6920</b>



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LT-03163, Vilnius  
Lithuania  
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<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>591,0</b>			<b>659,3</b>		
Time on Time	<b>1,0153</b>			<b>1,0238</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>685,3</b>	<b>539,4</b>	<b>483,9</b>	<b>886,5</b>	<b>660,5</b>	<b>580,6</b>
Time on Time	<b>0,9849</b>	<b>1,2515</b>	<b>1,3948</b>	<b>0,7614</b>	<b>1,0220</b>	<b>1,1625</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>994,5</b>	<b>824,1</b>	<b>731,6</b>	<b>700,3</b>	<b>689,2</b>	<b>683,4</b>	<b>673,2</b>
52°	<b>656,1</b>	<b>555,6</b>	<b>513,5</b>	<b>499,7</b>	<b>494,7</b>	<b>492,5</b>	<b>485,0</b>
60°	<b>622,4</b>	<b>536,3</b>	<b>502,2</b>	<b>487,5</b>	<b>481,6</b>	<b>478,6</b>	<b>470,8</b>
75°	<b>593,9</b>	<b>516,5</b>	<b>489,6</b>	<b>475,0</b>	<b>461,8</b>	<b>455,0</b>	<b>449,6</b>
90°	<b>574,2</b>	<b>505,6</b>	<b>477,0</b>	<b>456,5</b>	<b>443,8</b>	<b>434,3</b>	<b>419,4</b>
110°	<b>597,1</b>	<b>514,7</b>	<b>481,6</b>	<b>454,8</b>	<b>429,2</b>	<b>407,4</b>	<b>378,3</b>
120°	<b>632,7</b>	<b>528,0</b>	<b>487,0</b>	<b>457,9</b>	<b>430,1</b>	<b>406,7</b>	<b>367,8</b>
135°	<b>702,2</b>	<b>571,1</b>	<b>508,7</b>	<b>478,0</b>	<b>450,3</b>	<b>423,1</b>	<b>368,1</b>
150°	<b>832,6</b>	<b>663,6</b>	<b>562,5</b>	<b>508,1</b>	<b>479,4</b>	<b>453,6</b>	<b>403,9</b>
Run VMG	<b>961,4</b>	<b>766,2</b>	<b>648,7</b>	<b>575,3</b>	<b>523,3</b>	<b>490,5</b>	<b>441,2</b>

**Certificate**  
Number **LT2235**  
ORC Ref **03590000KKU**  
Issued On **2020-06-13**  
VPP Ver. **2020 1.02**  
Valid until **31-12-2020**

**Crew Weight**  
Default **622kg**  
Maximum **665kg**  
Minimum\* **499kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr

**Special Scoring**

	ToD	ToT
Non Spin GPH	<b>639,5</b>	<b>0,9382</b>
Non Spin OSN	<b>621,5</b>	<b>0,9654</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>978,0</b>	<b>795,1</b>	<b>690,1</b>	<b>637,8</b>	<b>606,3</b>	<b>586,9</b>	<b>557,2</b>
Circular Random	<b>825,6</b>	<b>670,5</b>	<b>588,4</b>	<b>541,4</b>	<b>512,4</b>	<b>492,7</b>	<b>464,8</b>
Coastal / Long Distance	<b>976,3</b>	<b>747,8</b>	<b>625,4</b>	<b>560,0</b>	<b>524,7</b>	<b>496,0</b>	<b>445,4</b>
Non Spinnaker	<b>886,2</b>	<b>713,0</b>	<b>620,0</b>	<b>566,1</b>	<b>532,9</b>	<b>511,1</b>	<b>482,1</b>

**Sails Limitations**

Headsails	Spinnakers
<b>5</b>	<b>4</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>42,4°</b>	<b>40,9°</b>	<b>39,4°</b>	<b>37,9°</b>	<b>37,9°</b>	<b>37,5°</b>	<b>37,5°</b>
Beat VMG	<b>3,62</b>	<b>4,37</b>	<b>4,92</b>	<b>5,14</b>	<b>5,22</b>	<b>5,27</b>	<b>5,35</b>
52°	<b>5,49</b>	<b>6,48</b>	<b>7,01</b>	<b>7,20</b>	<b>7,28</b>	<b>7,31</b>	<b>7,42</b>
60°	<b>5,78</b>	<b>6,71</b>	<b>7,17</b>	<b>7,38</b>	<b>7,47</b>	<b>7,52</b>	<b>7,65</b>
75°	<b>6,06</b>	<b>6,97</b>	<b>7,35</b>	<b>7,58</b>	<b>7,80</b>	<b>7,91</b>	<b>8,01</b>
90°	<b>6,27</b>	<b>7,12</b>	<b>7,55</b>	<b>7,89</b>	<b>8,11</b>	<b>8,29</b>	<b>8,58</b>
110°	<b>6,03</b>	<b>6,99</b>	<b>7,48</b>	<b>7,92</b>	<b>8,39</b>	<b>8,84</b>	<b>9,52</b>
120°	<b>5,69</b>	<b>6,82</b>	<b>7,39</b>	<b>7,86</b>	<b>8,37</b>	<b>8,85</b>	<b>9,79</b>
135°	<b>5,13</b>	<b>6,30</b>	<b>7,08</b>	<b>7,53</b>	<b>8,00</b>	<b>8,51</b>	<b>9,78</b>
150°	<b>4,32</b>	<b>5,43</b>	<b>6,40</b>	<b>7,09</b>	<b>7,51</b>	<b>7,94</b>	<b>8,91</b>
Run VMG	<b>3,74</b>	<b>4,70</b>	<b>5,55</b>	<b>6,26</b>	<b>6,88</b>	<b>7,34</b>	<b>8,16</b>
Gybe Angles	<b>144,5°</b>	<b>148,5°</b>	<b>151,0°</b>	<b>158,5°</b>	<b>180,0°</b>	<b>180,0°</b>	<b>180,0°</b>

**Class Division Length**  
CDL = **9,285**

**Storm Sails Areas**

Heavy Weather Jib	<b>28,66</b>
Storm Jib (JL=9,48)	<b>10,62</b>
Storm Trysail	<b>11,79</b>

**Owner**  
Jurgis Janulionis  
Vilnius  
Lithuania

I certify that I understand my responsibilities under ORC Rules and Regulations  
Signature

<b>BOAT</b>	
Name <b>TEGU</b>	Sail Nr <b>LTU 2235</b>
File <b>Tegu LTU2235 int</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Boom Inclining</b>	LCFD	
Flotation date <b>24-05-2019</b>	SG <b>1,0010</b>	
FFM <b>1,309</b>	FF <b>1,317</b>	SFFP <b>0,075</b>
FAM <b>0,970</b>	FA <b>0,976</b>	SAFP <b>10,275</b>
W1 <b>63,0</b>	PD1 <b>126,0</b>	WD <b>4,670</b>
W2 <b>63,0</b>	PD2 <b>139,0</b>	GSA <b>314,2</b>
W3 <b>63,0</b>	PD3 <b>126,0</b>	RSA <b>20106,</b>
W4 <b>63,0</b>	PD4 <b>139,0</b>	PLM <b>3010,0</b>
LCF from stem on CL / on sheer		<b>5,982 / 6,177</b>
Maximum beam station from stem		<b>7,300</b>
RM Measured		<b>115,4kg·m</b>
RM Default		<b>122,1kg·m</b>
Limit of positive stability / Stab.Index		<b>119,9° / 121,0</b>
Freeboard at mast at 4,185		<b>1,101</b>



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<b>RIG</b>			
Forestay Tension <b>Aft</b>	Runners/Checkstays <b>0</b>		Spreaders <b>2</b>
Inner Stay <b>None Fitted</b>	Main Furler <b>No</b>		Jib Furler <b>No</b>
Carbon Mast <b>No</b>	Articulated Bowsprit <b>No</b>		Fiber Rigging <b>No</b>
Non-Circular Rigging <b>No</b>			
P <b>13,800</b>	E <b>4,880</b>	MDT1 <b>0,125</b>	MW <b>0,184</b>
IG <b>14,500</b>	J <b>4,185</b>	MDL1 <b>0,185</b>	GO <b>0,204</b>
ISP <b>14,530</b>	SFJ	MDT2 <b>0,122</b>	BD <b>0,220</b>
BAS <b>1,745</b>	SPL <b>4,180</b>	MDL2 <b>0,140</b>	MWT <b>156,00</b>
FSD <b>0,034</b>	TPS <b>4,185</b>	TL <b>1,230</b>	MCG <b>4,600</b>

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

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0,420</b>	
Type <b>Folding 2 blades</b>	PBW <b>0,128</b>	
Twin Screw <b>No</b>	PIPA <b>0,0033</b>	
ST1 <b>0,042</b>	ST3 <b>0,182</b>	ST5 <b>0,255</b>
ST2 <b>0,178</b>	ST4 <b>0,112</b>	EDL <b>2,390</b>

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<b>COMMENTS</b>	
13,30, 4,55 14,25, 4,90	

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

<b>CENTERBOARD</b>	
N/A	

<b>SAILS (Maximum Areas)</b>						
<b>Mainsail</b>	<b>MHB</b>	<b>MUW</b>	<b>MTW</b>	<b>MHW</b>	<b>MQW</b>	<b>Area</b>
	0,37	1,15	1,83	3,00	3,85	39,09
						39,78
	Formula P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)					
<b>Symmetric</b>	<b>SLU</b>	<b>SLE</b>	<b>SL</b>	<b>SHW</b>	<b>SFL</b>	<b>Area</b>
	14,19	14,19	14,19	7,71	7,39	90,41
	Formula SL · (SFL + 4·SHW) / 6					
<b>Asymmetric on centerline</b>	<b>SLU</b>	<b>SLE</b>	<b>SL</b>	<b>SHW</b>	<b>SFL</b>	<b>Area (r)</b>
	14,39	13,59	13,99	5,24	6,90	64,96
	Formula 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>Flying</b>	<b>Meas.Date</b>	<b>Material</b>	<b>Comment</b>
0,10	0,65	1,20	2,28	3,34	4,40	14,60	33,01	Y	No	03-01-2019	Unknw	
0,10	0,65	1,18	2,24	3,28	4,27	14,48	32,06	Y	No	24-05-2019	Carbon	patikslinta
0,10	0,65	1,20	2,28	3,32	4,31	14,27	31,99	Y	No	06-06-2017	Unknw	juoda, Audi
0,10	0,64	1,19	2,28	3,32	4,32	14,27	31,98	Y	No	06-06-2017	Unknw	juoda
0,09	0,49	0,89	1,79	2,83	3,87	14,20	26,68	Y	No	06-06-2017	Unknw	juoda

<b>MEASUREMENT INVENTORY</b>				
Measurer <b>V.Stankus LTU 6</b>				
Date <b>24-05-2019</b>				
Comment				
<b>Internal Ballast total = 0,0</b>				
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>
1	Engine	Yanmar		3YM20C
<b>Id</b>	<b>Item</b>	<b>Weight Description</b>		

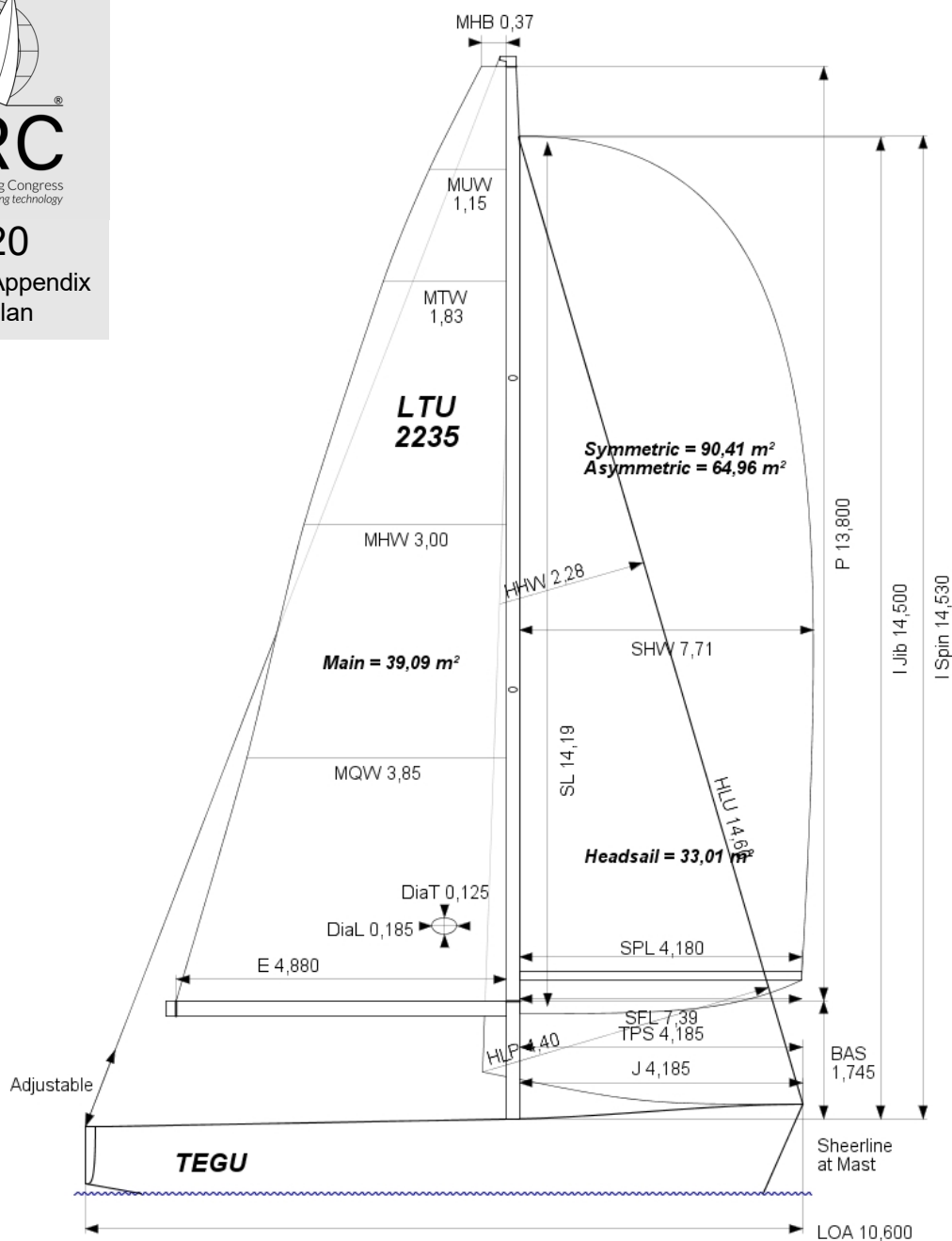
<b>MEASUREMENT INVENTORY</b>							
<b>Id</b>	<b>Item</b>	<b>Tank Use</b>	<b>Tank Type</b>	<b>Capcty</b>	<b>Dist.</b>	<b>VCG</b>	<b>Condtn Description</b>
2	Tank	Water	PVC	120,0	5,50		0,0
1	Tank	Fuel	st.stl	60,0	6,15		5,0
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>			
1	Battery	42,0	5,00	2 batteries			



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Certificate Appendix  
Sail Plan



### SAILS INVENTORY

#### MAINSAIL (2)

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
2	0,37	1,15	1,83	3,00	3,85	39,09	V. Stankus	06-06-2017	WB	Unknown	pilkas
4	0,40	1,11	1,77	2,95	3,95	39,07	LTU#6	24-05-2019	NS	Unknown	

#### HEADSAILS (5)

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Flying	Measurer	Meas.Date	Manufacture	Material	Comment
4	0,10	0,65	1,20	2,28	3,34	4,40	14,60	105%	33,01	Y	No	J.Menaka	03-01-2019	NS	Unknown	Unknow
2*	0,10	0,65	1,18	2,24	3,28	4,27	14,48	102%	32,06	Y	No	LTU#6	24-05-2019	WB	Carbon	patikslinta
2	0,10	0,65	1,20	2,28	3,32	4,31	14,27	103%	31,99	Y	No	V.	06-06-2017	WB	Unknown	juoda, Audi
1	0,10	0,64	1,19	2,28	3,32	4,32	14,27	103%	31,98	Y	No	V.	06-06-2017	WB	Unknown	juoda
3	0,09	0,49	0,89	1,79	2,83	3,87	14,20	92%	26,68	Y	No	V.	06-06-2017	WB	Unknown	juoda

#### SYMMETRIC SPINNAKERS (3)

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
4	14,19	14,19	14,19	7,71	7,39	90,42	A.Shanthi	20-12-2019	NS	Unknown	
2	14,17	14,17	14,17	7,72	7,39	90,39	V. Stankus	06-06-2017	WB	Unknown	baltas
1	14,15	14,15	14,15	7,70	7,36	90,00	V. Stankus	06-06-2017	WB	Unknown	melynas

#### ASYMMETRIC SPINNAKERS (1)

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
A5	14,39	13,59	13,99	5,24	6,90	64,97	asy76	NS		NS	Unknown	