


**ORC**  
Offshore Racing Congress  
World leader in rating technology

**2020**  
**ORC Club**  
**Certificate**

**Rating Office**  
A.Goštauto g. 40 A  
LT-03163, Vilnius  
Lithuania  
+370 650 28392



**Certificate**

Number **LT2362**  
Issued On **2020-06-12**  
ORC Ref **03590000KKO**  
VPP Ver. **2020 1.02**  
Valid until **31-12-2020**

**Crew Weight**

Default	720kg
Maximum	<b>740kg</b>
Minimum*	<b>555kg</b>

\*when applied by the NoR and SI  
Non Manual Pwr **No**

**Special Scoring**

ToD	ToT
Non Spin GPH <b>636,8</b>	<b>0,9422</b>
Non Spin OSN <b>618,1</b>	<b>0,9707</b>

**Sails Limitations**

Headsails **5** Spinnakers **4**

**Spinnaker configuration**  
Symmetric: **Yes 106,77**  
Asymmetric: **No**  
Flying H/S: **No**  
Spin. Pole: **Yes**

**Class Division Length**

CDL = **9,735**

**Stability (Estimated)**

Limit Positive Stab.: **110,3°**  
Stability Index: **111,6**

**Owner**

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

Signature

<b>BOAT</b>		<b>GPH</b>		<b>HULL</b>		
Name <b>NEXT</b> Sail Nr <b>LTU2362</b>		<b>602,5</b>		Data File <b>Next LTU2362</b>	LOA <b>11,436m</b>	
<b>CLASS</b>				Offset File <b>NM38SNSK-1a</b>	MB <b>3,566m</b>	
Class <b>NM38S</b>				Displacement <b>5 745kg</b>	Draft <b>2,020m</b>	
Designer <b>COSSUTTI</b>				IMS Division <b>Cruiser/Racer</b>	Dynamic All. <b>0,149%</b>	
Builder <b>NAUTILUS MARINE</b>				Plan Review	Construction <b>Cored</b>	
Series <b>09-2010</b>				Fiber Rigging <b>No</b>	Aramid Core <b>No</b>	
Age Date <b>05-2011</b>				Crew Arm Ex	Carbon Rudder <b>Yes</b>	
Age Allowance <b>0,325%</b>					Light Stanchions <b>Yes</b>	
<b>COMMENTS</b>				IMSL <b>10,572m</b>	VCGD <b>0,116m</b>	Sink <b>22,17kg/mm</b>
Boat weight and RM declared				RL <b>8,920m</b>	VCGM <b>0,223m</b>	WS <b>27,65m²</b>
<b>PROPELLER</b>				LSM0 <b>10,320m</b>	Displacement/Length ratio <b>5,2270</b>	
Installation <b>Strut</b>		PRD <b>0,405</b>			Water Ballast <b>0</b> Trim Tab <b>No</b>	
Type <b>Folding 2 blades</b>		PBW <b>0,108</b>			BLR Index <b>0,0000</b>	
		PIPA <b>0,0029</b>			<b>CENTERBOARD</b>	
						<b>N/A</b>
<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>585,6</b>			<b>657,9</b>		
Time on Time	<b>1,0245</b>			<b>1,0260</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>695,0</b>	<b>532,2</b>	<b>474,0</b>	<b>903,4</b>	<b>659,6</b>	<b>574,5</b>
Time on Time	<b>0,9712</b>	<b>1,2684</b>	<b>1,4242</b>	<b>0,7472</b>	<b>1,0233</b>	<b>1,1750</b>

<b>BOAT</b>	
Name <b>NEXT</b>	Sail Nr <b>LTU2362</b>
File <b>Next LTU2362</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>	
Inclining Test <b>Enter RM directly</b>	
Flotation date <b>04-07-2018</b>	SG <b>1,0000</b>
	RMCE <b>152,3</b>
FFM <b>1,407</b>	FF <b>1,414</b> SFFP <b>0,550</b>
FAM <b>1,139</b>	FA <b>1,146</b> SAFFP <b>11,190</b>
LCF from stem on CL / on sheer	<b>6,300 / 6,535</b>
Maximum beam station from stem	<b>7,900</b>
RM Measured	<b>152,3kg·m</b>
RM Default	<b>157,4kg·m</b>
Limit of positive stability / Stab.Index	<b>110,3° / 111,6</b>
Freeboard at mast at 4,425	<b>1,306</b>



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**2020**  
Measurements  
Datasheet


<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>2</b>
Inner Stay <b>None Fitted</b>	Runners/Checkstays <b>0</b>
Carbon Mast <b>Yes</b>	Jib Furler <b>No</b>
Fiber Rigging <b>No</b>	Main Furler <b>No</b>
Non-Circular Rigging <b>No</b>	
Articulated Bowsprit <b>No</b>	
P <b>13,900</b>	E <b>5,250</b> MDT1 <b>0,124</b> MW <b>0,178</b>
IG <b>14,121</b>	J <b>4,425</b> MDL1 <b>0,184</b> GO <b>0,190</b>
ISP <b>14,750</b>	SFJ <b>0,000</b> MDT2 <b>0,124</b> BD <b>0,230</b>
BAS <b>1,600</b>	SPL <b>4,550</b> MDL2 <b>0,168</b> MWT <b>171,80</b>
FSD <b>0,044</b>	TPS TL <b>1,280</b> MCG <b>5,705</b>

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

<b>PROPELLER</b>	
Installation <b>Strut</b>	PRD <b>0,405</b>
Type <b>Folding 2 blades</b>	PBW <b>0,108</b>
Twin Screw <b>No</b>	PIPA <b>0,0029</b>
ST1 <b>0,051</b>	ST3 <b>0,200</b> ST5 <b>0,335</b>
ST2 <b>0,170</b>	ST4 <b>0,088</b> EDL <b>2,110</b>

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<b>COMMENTS</b>	
Boat weight and RM declared	

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

<b>CENTERBOARD</b>	
N/A	

<b>SAILS INVENTORY</b>																
<b>MAINSAIL (1)</b>																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
I	0,27	1,22	2,11	3,51	4,46	44,68		22-07-2015		Unknown	P13,90;E5,25					
<b>HEADSAILS (6)</b>																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Flying	Measurer	Meas.Date	Manufacture	Material	Comment
B	0,13	0,73	1,35	2,48	3,57	4,58	14,00	104%	33,92	Y	No		09-06-2018	OneSails	Unknow	Jib Top
A	0,13	0,82	1,51	2,55	3,49	4,44	13,91	100%	33,87	Y	No		09-06-2018	Onesails	Unknow	Jib XL
C	0,11	0,83	1,51	2,55	3,48	4,42	13,92	100%	33,82	Y	No		09-06-2018	OneSails	Unknow	Jib L
G	0,12	0,79	1,42	2,45	3,47	4,42	14,03	100%	33,47		No		02-05-2018	OneSails	Unknow	Jib M
H	0,13	0,65	1,16	2,18	3,23	4,29	14,04	97%	30,76		No		09-05-2018	OneSails	Unknow	Jib H
V	0,07	0,45	0,95	1,68	2,56	3,50	12,77	79%	22,19		No		25-05-2015	North	Unknow	Staysail
<b>SYMMETRIC SPINNAKERS (2)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
B	15,30	15,30	15,30	8,35	8,47	106,77		09-06-2018	OneSails	Unknown	S1					
C	14,89	14,89	14,89	8,62	8,41	106,44		09-06-2018	OneSails	Unknown	S2					
<b>ASYMMETRIC SPINNAKERS (0)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				

<b>MEASUREMENT INVENTORY</b>				
Measurer				
Date <b>04-07-2018</b>				
Comment				
<b>Internal Ballast total = 93,0</b>				
Id	Item	Weight	Distance	VCG Description
1	Engine			Lombardini 30HP
Id	Item	Weight	Distance	VCG Description

<b>MEASUREMENT INVENTORY</b>								
Id	Item	Tank Use	Tank Type	Capcty	Dist.	VCG	Condtn	Description
1	Tank	Diesel	St.steel	60,0	9,04			11,0
2	Tank	Water	St.steel	80,0	8,24			0,0
Id	Item	Weight	Distance	VCG Description				
1	Ballast	93,0	8,70	3 lead bal. 31kg, 32kg, 30kg				
1	Battery	16,0	7,94					
2	Battery	42,0	8,24	2 service batteries				
1	Misc		6,00	Stove (without oven)				
2	Misc		11,00	Heater Webasto				

# 2020

## ORC Club Certificate Appendix

<b>BOAT</b>			
Name	<b>NEXT</b>	Certificate Number	<b>LT2362</b>
Sail Nr	<b>LTU2362</b>	Issued On	<b>2020-06-12</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1048,7</b>	<b>858,9</b>	<b>752,9</b>	<b>707,0</b>	<b>692,1</b>	<b>687,6</b>	<b>678,4</b>
52°	<b>676,8</b>	<b>565,6</b>	<b>507,5</b>	<b>485,6</b>	<b>478,8</b>	<b>475,9</b>	<b>470,0</b>
60°	<b>633,2</b>	<b>536,3</b>	<b>490,6</b>	<b>471,5</b>	<b>464,1</b>	<b>460,7</b>	<b>455,8</b>
75°	<b>600,2</b>	<b>515,1</b>	<b>478,6</b>	<b>458,8</b>	<b>444,8</b>	<b>437,2</b>	<b>431,5</b>
90°	<b>606,8</b>	<b>514,2</b>	<b>473,2</b>	<b>456,0</b>	<b>437,5</b>	<b>420,4</b>	<b>401,3</b>
110°	<b>607,6</b>	<b>503,7</b>	<b>462,5</b>	<b>436,8</b>	<b>418,0</b>	<b>405,8</b>	<b>383,4</b>
120°	<b>623,7</b>	<b>513,1</b>	<b>467,3</b>	<b>439,0</b>	<b>411,7</b>	<b>389,1</b>	<b>362,9</b>
135°	<b>689,4</b>	<b>557,4</b>	<b>488,9</b>	<b>457,0</b>	<b>430,1</b>	<b>403,3</b>	<b>350,7</b>
150°	<b>822,1</b>	<b>655,2</b>	<b>550,4</b>	<b>488,7</b>	<b>459,0</b>	<b>434,1</b>	<b>385,4</b>
Run VMG	<b>949,3</b>	<b>756,6</b>	<b>635,6</b>	<b>557,7</b>	<b>508,7</b>	<b>472,7</b>	<b>424,7</b>
<b>Selected Courses</b>							
Windward / Leeward	<b>999,0</b>	<b>807,8</b>	<b>694,2</b>	<b>632,3</b>	<b>600,4</b>	<b>580,1</b>	<b>551,5</b>
Circular Random	<b>833,1</b>	<b>671,1</b>	<b>584,2</b>	<b>534,0</b>	<b>503,2</b>	<b>483,0</b>	<b>456,3</b>
Coastal / Long Distance	<b>994,0</b>	<b>757,1</b>	<b>624,6</b>	<b>551,2</b>	<b>513,4</b>	<b>482,9</b>	<b>433,8</b>
Non Spinnaker	<b>894,8</b>	<b>714,5</b>	<b>616,5</b>	<b>559,0</b>	<b>523,5</b>	<b>500,2</b>	<b>470,0</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>43,5°</b>	<b>42,4°</b>	<b>41,6°</b>	<b>40,5°</b>	<b>39,8°</b>	<b>39,8°</b>	<b>40,9°</b>
Beat VMG	<b>3,43</b>	<b>4,19</b>	<b>4,78</b>	<b>5,09</b>	<b>5,20</b>	<b>5,24</b>	<b>5,31</b>
52°	<b>5,32</b>	<b>6,37</b>	<b>7,09</b>	<b>7,41</b>	<b>7,52</b>	<b>7,56</b>	<b>7,66</b>
60°	<b>5,69</b>	<b>6,71</b>	<b>7,34</b>	<b>7,64</b>	<b>7,76</b>	<b>7,81</b>	<b>7,90</b>
75°	<b>6,00</b>	<b>6,99</b>	<b>7,52</b>	<b>7,85</b>	<b>8,09</b>	<b>8,23</b>	<b>8,34</b>
90°	<b>5,93</b>	<b>7,00</b>	<b>7,61</b>	<b>7,89</b>	<b>8,23</b>	<b>8,56</b>	<b>8,97</b>
110°	<b>5,93</b>	<b>7,15</b>	<b>7,78</b>	<b>8,24</b>	<b>8,61</b>	<b>8,87</b>	<b>9,39</b>
120°	<b>5,77</b>	<b>7,02</b>	<b>7,70</b>	<b>8,20</b>	<b>8,74</b>	<b>9,25</b>	<b>9,92</b>
135°	<b>5,22</b>	<b>6,46</b>	<b>7,36</b>	<b>7,88</b>	<b>8,37</b>	<b>8,93</b>	<b>10,26</b>
150°	<b>4,38</b>	<b>5,49</b>	<b>6,54</b>	<b>7,37</b>	<b>7,84</b>	<b>8,29</b>	<b>9,34</b>
Run VMG	<b>3,79</b>	<b>4,76</b>	<b>5,66</b>	<b>6,46</b>	<b>7,08</b>	<b>7,62</b>	<b>8,48</b>
Gybe Angles	<b>140,5°</b>	<b>148,0°</b>	<b>149,0°</b>	<b>156,0°</b>	<b>170,0°</b>	<b>180,0°</b>	<b>180,0°</b>