



12

INTERNATIONAL TWELVE METRE CLASS

Yacht's Name	FLICA II	
National letters and Sail Number	K-14	Club
Designer	Laurent Giles and Partners	
Builder	W Fife & Son	Building Year 1939
Owner	Alexander Falk	
Owner's Address	22767 Ham Schlangenbad	
Lloyds R class certificate (Number or Date)		

APPENDIX E RATING CERTIFICATE

This yacht has been measured by measurer(s) appointed by the International Twelve Metre Association and has been found to rate not more than 12.000 metres.


This certificate is dated **22-May-17**

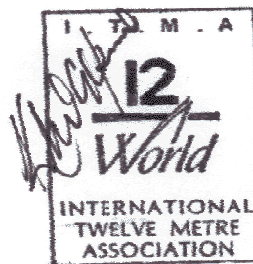
Measurer **K.E. Brink**

Signature

Valid until **22-May-19**

Supersedes **14-Aug-01**

Signature 
ITMA Technical Director



Stamp of Authority of the
International Twelve Metre Association

RATING CALCULATION

OVERALL LENGTH				20.485
Overhang Forward to L1		2.442		
Overhang Aft to L1		2.118		
Total Overhang (Subtract)		4.560		
MEASURED LENGTH (L1 L1)				15.925
Girth at Bow		1.506		
Twice vertical Height at Bow (Subtract)		1.200		
O at Bow		0.306		
Add 1 1/2 O at Bow (min 0.540 m)		0.540		
Girth at Stern		2.670		
Twice vertical Height at Stern (Subtract)		1.580		
O at Stern		1.090		
Add 1/3 O at Stern (min 0.400 m)		0.400		
Add any penalty (Beam)		0.000		
Sum of Length and Girth Corrections				16.865
Age Date and Allowance	1937	Allowance	0.9600	
CORRECT LENGTH L				16.190
Skin d to d1 Port		3.169		
Chain d to d1 Port		3.156		
d Port		0.013		
Skin d to d1 Starboard		3.142		
Chain d to d1 Starboard		3.129		
d Starboard		0.013		
Add d		0.026		
Add GIRTH 2 d				0.052
Mean Freeboard Bow O	Actual	1.432	1.432	
Mean Freeboard Midship d	Actual	1.069	1.069	
Mean Freeboard Stern O	Actual	0.970	0.970	
Sum of Freeboards			3.471	
Subtract FREEBOARD, F			See Notes	1.157
Add SAIL AREAS (Square root)				13.275
TOTAL OF MEASUREMENTS				28.360
<i>PENALTY (Draught)</i>			0.000	
RATING				11.966

Date and place of Measurement	22-May-17		
Measurer's Name(s)	K.E. Brink	Signature	
Certificate revalidated	Certificate valid until May 22, 2019		

PENALTIES

Overhang Forward to L	2.912	
Overhang Aft to L	2.936	
Subtract from overall length	5.848	
Difference of imersion from salt to fresh water		

WATERLINE LENGTH

Minimum Displacement for Zero Penalty [m3]	29.144	
Minimum Weight for Zero Penalty [ton] (Water of sg 1.025)	29.873	14.637

WEIGHT [ton] Additional weight

Equivalent LWL (for Displ. < min.)		
Difference	0.000	
DISPLACEMENT PENALTY (add to L)	Appendix E	0.000

DRAUGHT (actual)

Max. Draught for Zero Penalty	2.814	
Difference (if positive)	2.842	
DRAUGHT PENALTY (add to Rating)	Appendix E	0.000

BEAM (Min)

Max Beam at 1/3 of Midship Freeboard	3.600	
Difference (if positive)	3.636	
BEAM PENALTY (add to L)	See Notes	0.000
Tumblehome Max. (2 x 2% of Extr. Beam)	0.145	
Extreme Beam	3.635	
Beam at deck	3.540	
Difference (if positive)	0.095	
TUMBLEHOME PENALTY (add to Rating)		0.000

Date and place of Measurement **22-May-17**Measurer's Name(s) **K.E. Brink** SignatureCertificate revalidated Certificate valid until **22-May-19**

SAIL PLAN

Max Height of Sail Plan =	24.955	J=	6.993	I =	18.750
Boom Height =	1.379	A=	23.576	B=	10.200
Rated Mainsail Area	120.238	Spi boom=	7.025	√S=	13.275
Rated Foretriangle Area	55.980	Propeller allowance	1.000		
TOTAL RATED SAIL AREA	176.218	Corrected sail area	176.218		

SAIL LIMITS

Mainsail max girth:	1/2 height (68%)	6.936	3/4 height (41%)	4.182
Genoa:	max. foot length (J + 4.8m)	11.793		
Spinnaker:	1/2 foot max breadth (125% J)	8.781	max. luff length=	18.518

Spar Measurement

MAST (material)	Wood	Mast Weight		CG pos.	
	Deck	Half-Height	Jib-Halyard	Head	
Mast dimensions [mm]	240 x 296				
Sections area [cm ²]	558				

Engine/Propeller Installation

Engine and propeller weight		Propeller diameter =	
Minimum boat speed with engine		Propeller position =	
Engine model and power	Nil		

Flotation

Internal Ballast	Nil

Measurer's Notes

- 1 Measured according to 1934 Rule
- 2 Age allowance takes account of Bermudan rig
- 3 May 2017: Yacht measured by optical scanning. Displacement from scanned data indicates yacht should have a displacement penalty. For consistency with previous certificates and following discussion with ITMA Class Officers it was decided the application of a displacement penalty for a yacht of this vintage was not appropriate. Notwithstanding of this relaxation of the Rule, no optimization or manipulation of this displacement penalty dispensation is permitted.

Date and place of Measurement	May 22, 2017	
Measurer's Name(s)	K.E. Brink	Signature
Certificate revalidated	Certificate valid until	May 22, 2019