

12



INTERNATIONAL TWELVE METRE CLASS

Yacht's Name	FLICA II		
National letters and Sail Number	K-14	Club	KYC
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 **16-Aug-21**

Measurer **Kay Enno Brink**

Signature

Valid until **16-Aug-23**

Supersedes **22-May-17**



Signature 
ITMA Technical Director

Stamp of Authority of the
International Twelve Metre Association

RATING CALCULATION

OVERALL LENGTH

Overhang Forward to L1
 Overhang Aft to L1
 Total Overhang (Subtract)

2.442
2.118
4.560

20.485

MEASURED LENGTH (L1 L1)

Girth at Bow
 Twice vertical Height at Bow (Subtract)
 O at Bow
 Add 1 1/2 O at Bow (min 0.540 m)
 Girth at Stern
 Twice vertical Height at Stern (Subtract)
 O at Stern
 Add 1/3 O at Stern (min 0.400 m)
 Add any penalty (Beam)
 Sum of Length and Girth Corrections

1.506
1.200
0.306
0.540
2.670
1.580
1.090
0.400
0.000

15.925

16.865

Age Date and Allowance

1937	Allowance	0.9600
------	-----------	--------

CORRECT LENGTH L

Skin d to d1 Port
 Chain d to d1 Port
 d Port
 Skin d to d1 Starboard
 Chain d to d1 Starboard
 d Starboard
 Add d

3.169
3.156
0.013
3.142
3.129
0.013
0.026

16.190

Add GIRTH 2 d

Mean Freeboard Bow O
 Mean Freeboard Midship d
 Mean Freeboard Stern O
 Sum of Freeboards

Actual	1.432
Actual	1.069
Actual	0.970

1.432
1.069
0.970
3.471

0.052

Subtract FREEBOARD, F

Add SAIL AREAS (Square root)

See Notes

1.157

13.341

TOTAL OF MEASUREMENTS

PENALTY (Draught)

0.000

28.426

RATING

11.994

Date and place of Measurement

22-May-17 Helsinki

16-Aug-21

Measurer's Name(s)

K.E. Brink

Signature

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 Helsinki

16-Aug-21

Measurer's Name(s)

Kay Enno Brink

Signature



SAIL PLAN

Max Height of Sail Plan =	24.899	J=	6.993	I =	18.750
Boom Height =	1.199	A=	23.700	B=	10.315
Rated Mainsail Area	122.233	Spi boom=	6.995	Sqrt(S)=	13.341
Rated Foretriangle Area	55.741	Propeller allowance	1.000		
TOTAL RATED SAIL AREA	177.974	Corrected sail area	177.974		

SAIL LIMITS

Mainsail max girth:	1/2 height (68%)	7.014		3/4 height (41%)	4.229
Genoa:	max. foot length (J + 4.8m)	11.793			
Spinnaker:	1/2 foot max breadth (125% J)	8.744	max. luff length=	18.510	

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

22-May-17 Helsinki

16-Aug-21

Measurer's Name(s)

Kay Enno Brink

Signature

