

Yacht	Duma	Rig	Bermudian Sloop
Sail number	BRA2411	Design	Farr 11S
TCC	1.176	Series / built	2006 / 2010
TCC 2	1.096 with no downwind H/S	Crew limit	9 people

Performance indicators

Mainsail area	58.81 m²	Mizzen / mizzen staysail area	0.00 m² / 0.00 m²
Upwind headsail area	27.87 m²	Displacement / length	91
Flying headsail area	151.10 m²	Sail area / wetted surface	2.81 (upwind sails)
Spinnaker area	0.00 m²	Sail area / displacement	35.35 (upwind sails)

Hull & appendages

			source
Hull Length	LH	11.13 m	A
Bow overhang	BO	0.50 m	A
Stern overhang	SO	0.02 m	A
Waterline length	LWL	10.61 m	C
Stern height	Y	0.01 m	A
Beam	MB	3.44 m	D
Topside overhang	TSO	0.45 m	D
Freeboard at mast	FBI	0.96 m	D
Draught	T	2.76 m	A
Empty weight	EW	3060 kg	A
Fixed ballast weight	KW	1200 kg	E
Moveable ballast		Canting keel	
Keel type		R2R1R1N1	
Keel depth	KD	2.53 m	A
Keel chord	KC	0.38 m	A
Rudder type		Twin spade	
Rudder depth	RD	1.14 m	A
Rudder chord	RC	0.27 m	A
Propeller type		None	
Propeller blades	PRN		
Propeller diameter	PRD	m	

Mizzen staysail

Staysail luff length	LLY	m
Staysail luff perp	LPY	m

Flying headsail (downwind headsail)

FH luff length	FHLU	18.63 m	A
FH leech length	FHLE	16.00 m	A
FH half width	FHHW	10.49 m	A
FH foot width	FHFL	10.61 m	A
* OR ... Area	FHA	m²	C

Rig

			source
Spar material		Carbon fibre	
Forestay length	FL	13.70 m	A
Foretriangle base	J	3.49 m	A
Flying h/sail tack length	FHTL	6.31 m	A
Spinnaker pole length	SPL	m	A
Mainsail hoist	P	15.10 m	A
Mainsail outhaul	E	5.70 m	A
Boom above sheer	BAS	1.51 m	E
Mizzen hoist	PY	m	
Mizzen outhaul	EY	m	

Main sail

Half width	MHW	4.24 m	A
Three quarter width	MTW	3.17 m	A
Upper width	MUW	2.28 m	A
Construction		Laminated	
Reefing		Slab	

Upwind headsail

Luff length	HLU	13.21 m	A
Luff perpendicular	HLP	3.77 m	A
Half width	HHW	2.24 m	A
Three quarter width	HTW	1.31 m	A
Foot height	HFH	0.10 m	E
Construction		Laminated	
Reefing		Change Sail	

Spinnaker (downwind headsail)

* Luff length	SLU	m
* Leech length	SLE	m
* Half width	SHW	m
* Foot width	SFL	m
* OR ... Area	SPA	m²

Measurement source: A=Authenticated; O=Owner measured; S=Sister vessel; P=Published; C=Calculated

System data source: D=Database derived; E=Estimated

TCC calculated on 20/02/2024 at 15:21:23

IMPORTANT: see notes on page 2 for appropriate use and validity

Certificate notes

1. Correct use of the published ratings

Multiply the elapsed time by the TCC to obtain corrected time.

The TCC is calculated for the declared sail plan, which may or may not include a downwind headsail. For boats without a downwind headsail the words "(no downwind H/S)" appear after the TCC.

Boats with a full sailplan also have a "TCC 2" which excludes all downwind headsails. Strictly this is for use only when racing in a class specifically for boats without downwind headsails..

If boats with and without downwind headsails race together, the boats without downwind sails will have an advantage on upwind legs, and a disadvantage off the wind.

2. Data quality

The fairest ratings will result from accurate measurement; ratings calculated using a significant amount of estimated and published data are far more likely to be out of line with expectations than those using measured and sister ship data. Owners must notify the rating office of any changes or errors in the rating data.

3. Applicability

This certificate is issued for the sole purpose of correcting elapsed times recorded in yacht races. It is not to be used for any other purpose.

4. Validity

Unless stated to the contrary, or superseded, this certificate is valid until the end of the calendar year in which it was issued. The validity can be checked by referring to the certificates published at: www.vprs.org/ratings.html

5. Additional information

Canting keel (angle 45 degrees) and dagger boards

Fully retractable propeller

6. Stability

An SSS base value provides a guide to the stability of a boat but does not guarantee safety or freedom of risk from capsize or sinking. The safety of a boat is the sole responsibility of the skipper who must ensure that the boat is fully found, thoroughly seaworthy, and operated by a crew sufficient in number and experience who are physically fit to face bad weather. The SSS base value does not constitute any warranty as to the seaworthiness of any boat or the safety of any gear and shall not limit the absolute responsibility of the skipper of the boat.

Guard rails fitted	Yes	
Dayboat	No	
SSS base value	14	Valid only for data on this certificate.