

Yacht	Jangle	Rig	Bermudian Sloop
Sail number	GBR3922R	Design	J 122
TCC	1.070	Series / built	2006 / 2014
TCC 2	<i>1.017 with no downwind H/S</i>	Crew limit	10 people

Performance indicators

Mainsail area	48.87 m²	Mizzen / mizzen staysail area	0.00 m² / 0.00 m²
Upwind headsail area	41.36 m²	Displacement / length	171
Flying headsail area	155.60 m²	Sail area / wetted surface	2.89 (upwind sails)
Spinnaker area	0.00 m²	Sail area / displacement	22.29 (upwind sails)

Hull & appendages

			source
Hull Length	LH	12.19 m	D
Bow overhang	BO	0.41 m	A
Stern overhang	SO	0.97 m	A
Waterline length	LWL	10.81 m	C
Stern height	Y	0.20 m	A
Beam	MB	3.64 m	D
Topside overhang	TSO	0.33 m	E
Freeboard at mast	FBI	1.19 m	E
Draught	T	2.20 m	D
Empty weight	EW	7060 kg	A
Fixed ballast weight	KW	2718 kg	E
Moveable ballast		None	
Keel type		H2H5L1N1	
Keel depth	KD	1.69 m	D
Keel chord	KC	1.10 m	D
Rudder type		Spade	
Rudder depth	RD	1.60 m	D
Rudder chord	RC	0.45 m	D
Propeller type		Folding	
Propeller blades	PRN	3	
Propeller diameter	PRD	0.44 m	E

Mizzen staysail

Staysail luff length	LLY	<i>m</i>
Staysail luff perp	LPY	<i>m</i>

Flying headsail (downwind headsail)

FH luff length	FHLU	19.85 m	A
FH leech length	FHLE	15.94 m	A
FH half width	FHHW	10.66 m	A
FH foot width	FHFL	9.74 m	A
* OR ... Area	FHA	<i>m²</i>	C

Rig

			source
Spar material		Aluminium alloy	
Forestay length	FL	17.17 m	A
Foretriangle base	J	4.58 m	A
Flying h/sail tack length	FHTL	6.32 m	A
Spinnaker pole length	SPL	<i>m</i>	
Mainsail hoist	P	15.64 m	A
Mainsail outhaul	E	5.35 m	A
Boom above sheer	BAS	1.56 m	E
Mizzen hoist	PY	<i>m</i>	
Mizzen outhaul	EY	<i>m</i>	

Main sail

Half width	MHW	3.40 m	A
Three quarter width	MTW	1.99 m	A
Upper width	MUW	1.11 m	A
Construction		Laminated	
Reefing		Slab	

Upwind headsail

Luff length	HLU	16.15 m	A
Luff perpendicular	HLP	4.98 m	A
Half width	HHW	2.59 m	A
Three quarter width	HTW	1.38 m	A
Foot height	HFH	0.10 m	E
Construction		Laminated	
Reefing		Roller	

Spinnaker (downwind headsail)

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

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 01/04/2026 at 10:26:08

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

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	37	Valid only for data on this certificate.