

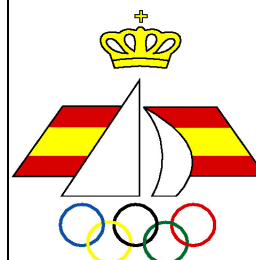


World Leader in Rating Technology

2017  
ORC Club  
Certificate

Oficina de emisión

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Certificado

Numero 717701  
emitido 21/04/2017  
ORC Ref ESP00022359  
VPP Ver. 2017 1.00  
Valid hasta 31/12/2017

Peso de tripulación

Declarado 553kg  
Defecto 553kg  
Winches electrico No

Special Scoring

	ToD	ToT
Red.GPH	661,0	0,9077
Red.OSN	645,0	0,9302
Sin Spin GPH	677,3	0,8859
Sin Spin OSN	657,7	0,9123

Limites de velas

Velas proa 1 Spinaker 3

Dacron Sails

Configuración de Spinaker  
Simetrico No  
Asimetrico Si 57,62  
Volante H/S: No  
Tangón No

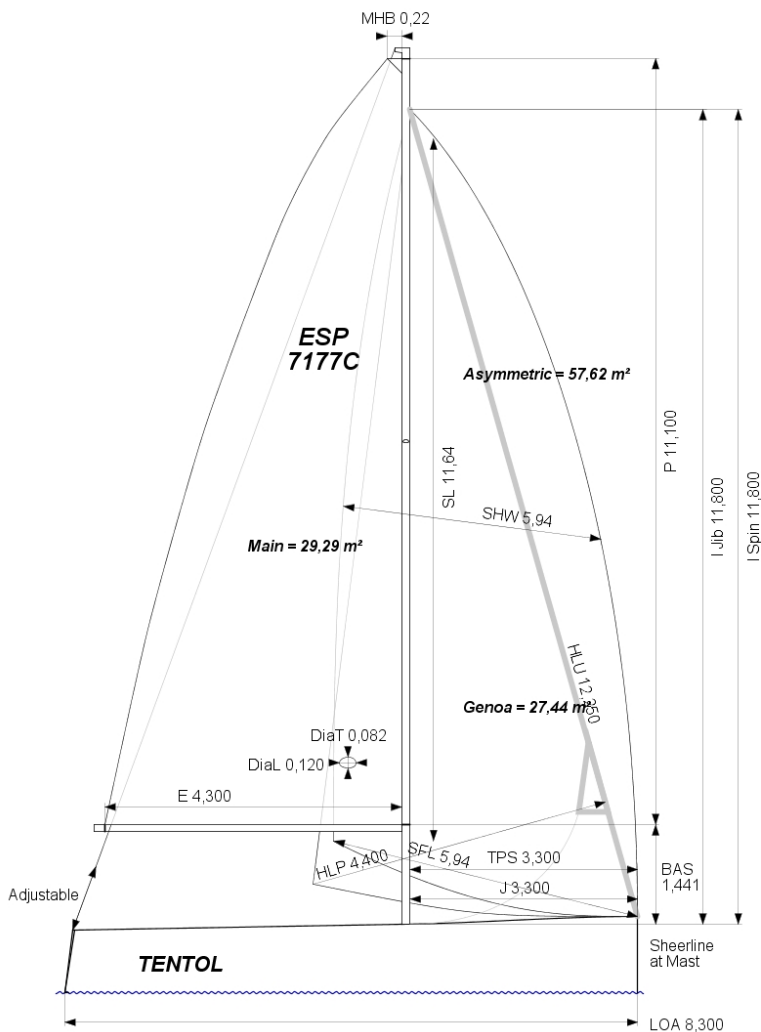
Class division Length

CDL = 8,257

Stability (Estimated)

Limit Positive Stab.: 124,6°  
Indice de estabilidad 119,9

Armador



<b>BARCO</b> Nombre <b>TENTOL</b> N. Vela <b>ESP-7177_C</b>		<b>GPH</b> <b>656,3</b>	<b>casco</b> Fichero dxt <b>E7177_C</b> LOA <b>8,300m</b> Fichero Casco <b>F27_7.Off</b> Manga <b>3,006m</b> Desplazamient <b>2.613kg</b> Calado <b>2,146m</b>	
<b>MODELO</b> Modelo <b>FIRST 27.7</b> Diseñador <b>Groupe FINOT</b> Constructor <b>BENETEAU SA</b> Fecha de la Serie <b>01/2002</b> fecha de Botadura <b>06/2003</b> Bonificación <b>0,487%</b>		Division IMS <b>Crucero/regat</b> Dynamy c All. <b>0,020%</b> Acom. Proa <b>Si</b> Construcción <b>Fibra</b> Aparejo Fibra <b>No</b> Nido de Abeja <b>No</b> Crew Arm Ex Timón Carbono <b>No</b> Pulpitos ligeros <b>No</b>		
<b>Comentario</b> MEDIDAS ESTIMADAS.		IMSL <b>8,363m</b> VCGD <b>-0,162m</b> Sink <b>13,46kg/mm</b> RL <b>8,150m</b> VCGM <b>-0,182m</b> WS <b>18,43m<sup>2</sup></b> LSM0 <b>8,582m</b> Displacement/Length ratio <b>4,1340</b>		
<b>Helice</b> Instalación <b>Z Sumergida</b> PRD <b>0,400</b> Tipo <b>Plegable 2 palas</b> PIPA <b>0,0029</b>		<b>Centerboard</b>  N/A		

Opciones de clasificaciones	COSTERA/LARGA DISTANCIA			Barlovento/Sotavento		
	Tiempo x Distancia	<b>638,9</b>			<b>715,5</b>	
Tiempo x Tiempo	<b>0,9391</b>			<b>0,9434</b>		
Triple Number	Bajo	Medio	Alto	Bajo	Medio	Alto
Time on Distance	<b>749,5</b>	<b>582,9</b>	<b>515,5</b>	<b>971,1</b>	<b>718,3</b>	<b>624,4</b>
Time on Time	<b>0,9006</b>	<b>1,1580</b>	<b>1,3094</b>	<b>0,6951</b>	<b>0,9397</b>	<b>1,0811</b>



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# 2017

## ORC Club Certificate Appendix

<b>BARCO</b>	
Nombre	<b>TENTOL</b>
N. Vela	<b>ESP-7177_C</b>
Número certificado	<b>717701</b>
emitido	<b>21/04/2017</b>

<b>VPP S/M</b>							
Velocidad del viento	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1079,6</b>	<b>892,8</b>	<b>784,0</b>	<b>739,7</b>	<b>720,8</b>	<b>710,4</b>	<b>699,0</b>
52°	<b>708,7</b>	<b>595,5</b>	<b>549,1</b>	<b>532,3</b>	<b>524,6</b>	<b>520,0</b>	<b>512,0</b>
60°	<b>668,0</b>	<b>571,7</b>	<b>535,9</b>	<b>517,2</b>	<b>508,0</b>	<b>502,3</b>	<b>493,8</b>
75°	<b>634,1</b>	<b>556,0</b>	<b>524,7</b>	<b>498,7</b>	<b>479,3</b>	<b>469,7</b>	<b>460,9</b>
90°	<b>634,5</b>	<b>554,6</b>	<b>521,3</b>	<b>495,6</b>	<b>469,1</b>	<b>446,1</b>	<b>424,7</b>
110°	<b>669,7</b>	<b>561,8</b>	<b>522,3</b>	<b>488,7</b>	<b>453,8</b>	<b>429,9</b>	<b>398,9</b>
120°	<b>696,7</b>	<b>577,1</b>	<b>531,2</b>	<b>499,2</b>	<b>465,0</b>	<b>431,1</b>	<b>373,7</b>
135°	<b>781,4</b>	<b>632,6</b>	<b>556,9</b>	<b>522,6</b>	<b>491,7</b>	<b>459,7</b>	<b>394,9</b>
150°	<b>924,1</b>	<b>731,5</b>	<b>621,5</b>	<b>563,5</b>	<b>533,1</b>	<b>509,7</b>	<b>454,4</b>
Run VMG	<b>1067,1</b>	<b>844,7</b>	<b>717,6</b>	<b>650,3</b>	<b>591,2</b>	<b>548,4</b>	<b>497,6</b>

<b>Recorridos</b>							
Barlovento/Sotavento	<b>1073,3</b>	<b>868,8</b>	<b>750,8</b>	<b>695,0</b>	<b>656,0</b>	<b>629,4</b>	<b>598,3</b>
Circular random	<b>901,4</b>	<b>729,2</b>	<b>637,1</b>	<b>583,4</b>	<b>549,4</b>	<b>525,9</b>	<b>493,2</b>
Ocean for PCS	<b>1108,1</b>	<b>856,3</b>	<b>714,8</b>	<b>628,1</b>	<b>570,6</b>	<b>528,8</b>	<b>466,9</b>
Sin Spinaker	<b>941,9</b>	<b>756,9</b>	<b>656,7</b>	<b>597,8</b>	<b>560,6</b>	<b>535,4</b>	<b>500,9</b>

<b>Predicción de Velocidad en Nudos para Viento Real</b>							
Velocidad del viento	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>42,6°</b>	<b>41,5°</b>	<b>39,7°</b>	<b>37,4°</b>	<b>36,3°</b>	<b>36,0°</b>	<b>35,6°</b>
Beat VMG	<b>3,33</b>	<b>4,03</b>	<b>4,59</b>	<b>4,87</b>	<b>4,99</b>	<b>5,07</b>	<b>5,15</b>
52°	<b>5,08</b>	<b>6,05</b>	<b>6,56</b>	<b>6,76</b>	<b>6,86</b>	<b>6,92</b>	<b>7,03</b>
60°	<b>5,39</b>	<b>6,30</b>	<b>6,72</b>	<b>6,96</b>	<b>7,09</b>	<b>7,17</b>	<b>7,29</b>
75°	<b>5,68</b>	<b>6,47</b>	<b>6,86</b>	<b>7,22</b>	<b>7,51</b>	<b>7,66</b>	<b>7,81</b>
90°	<b>5,67</b>	<b>6,49</b>	<b>6,91</b>	<b>7,26</b>	<b>7,67</b>	<b>8,07</b>	<b>8,48</b>
110°	<b>5,38</b>	<b>6,41</b>	<b>6,89</b>	<b>7,37</b>	<b>7,93</b>	<b>8,37</b>	<b>9,02</b>
120°	<b>5,17</b>	<b>6,24</b>	<b>6,78</b>	<b>7,21</b>	<b>7,74</b>	<b>8,35</b>	<b>9,63</b>
135°	<b>4,61</b>	<b>5,69</b>	<b>6,46</b>	<b>6,89</b>	<b>7,32</b>	<b>7,83</b>	<b>9,12</b>
150°	<b>3,90</b>	<b>4,92</b>	<b>5,79</b>	<b>6,39</b>	<b>6,75</b>	<b>7,06</b>	<b>7,92</b>
Run VMG	<b>3,37</b>	<b>4,26</b>	<b>5,02</b>	<b>5,54</b>	<b>6,09</b>	<b>6,56</b>	<b>7,23</b>
Gybe Angle	<b>145,5°</b>	<b>147,5°</b>	<b>147,7°</b>	<b>150,3°</b>	<b>175,5°</b>	<b>177,9°</b>	<b>174,5°</b>