

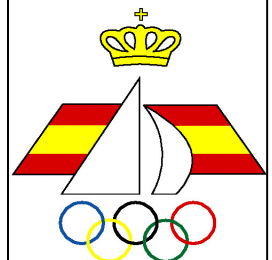


World Leader in Rating Technology

2016  
ORC Club  
Certificate

Oficina de Rating

R.F.E.V.  
Luis de salazar,9  
28002 Madrid



Certificado

Número **09501**  
Emitido el **04/02/2016**  
ORC Ref **ESP00015912**  
VPP ver. **2016 1.00**  
Válido **31/12/2016**

Peso de tripulación

Declarado **400kg**  
Defecto\* **396kg**  
Non Manual Pwr **No**

Special Scoring

	ToD	ToT
Double H.GPH	<b>765,4</b>	<b>0,7839</b>
Double H.OSN	<b>748,8</b>	<b>0,8013</b>
Non Spin GPH	<b>783,9</b>	<b>0,7654</b>
Non Spin OSN	<b>762,9</b>	<b>0,7864</b>
N/S Perf. Line	<b>120,8</b>	<b>0,711</b>

Limitaciones en velas

Headsails **1** Spinnakers **3**  
**V.de Dacron**

Configuración de spinnaker

Symmetric: **Sí** **58,63**  
Asimétrico **No**  
Flying H/S: **No**  
Spin. Pole: **Sí**

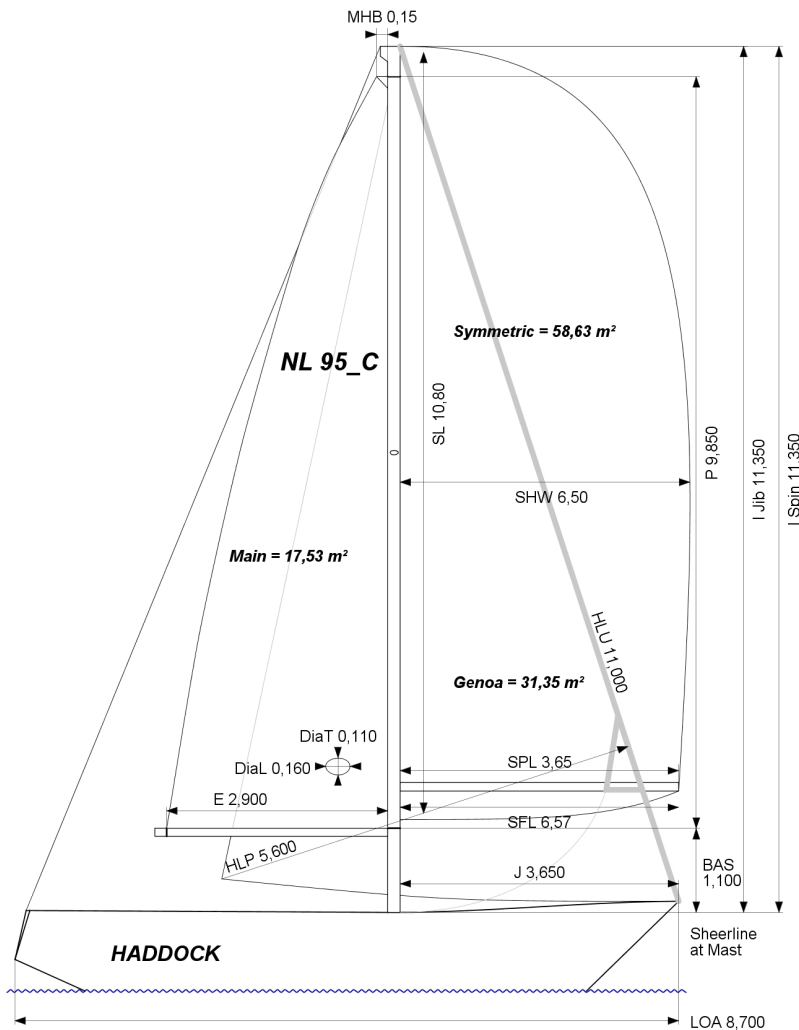
Class Division Length

CDL = **6,004**

Stability

LPS (Estimated): **119,4°**  
Stability Index: **121,1**  
OSR Category: **N/A**

Armador



BARCO		GPH	CASCO			
Nombre <b>HADDOCK</b> Nº de <b>NL 95_C</b>		<b>758,3</b>	Data File <b>NL95_C.dxt</b>	LOA <b>8,700m</b>		
			Fichero de <b>HC_07801.OFF</b>	MangaM <b>2,856m</b>		
			Desplazam. <b>3.712kg</b>	Calado <b>1,622m</b>		
			IMS Division <b>Crucero/Regat</b>	Dynamic All. <b>0,434%</b>		
			Fwd Accom. <b>Sí</b>	Construction <b>Solido</b>		
			Jarcia PBO <b>No</b>	Aramid Core <b>No</b>		
			Crew Arm Ex	Timón carbono <b>No</b>		
				Light Stanchions <b>No</b>		
			IMSL <b>6,793m</b>	VCGD <b>0,090m</b>	Sink <b>10,59kg/mm</b>	
			RL <b>5,214m</b>	VCGM <b>0,129m</b>	WS <b>16,66m²</b>	
			LSM0 <b>6,784m</b>	Displacement/Length ratio <b>11,8891</b>		
			Water Ballast <b>0</b>	Trim Tab <b>No</b>		
CLASE			CENTERBOARD			
Clase <b>ZEEBONK 267</b>			<b>N/A</b>			
Diseñador <b>V.D.STADT</b>						
Astillero <b>M.BROWER</b>						
Serie <b>01/1976</b>						
Fecha de botadura <b>02/1976</b>						
Compensación edad <b>0,488%</b>						
COMMENTS						
CASCO ESTIMADO.						
PROPULSOR						
Tipo <b>PIPA</b>						
Área <b>0,0025</b>						
OPCIONES DE CLASIFICACIÓN						
	OFFSHORE COSTERA / LARGA DISTANCIA			INSHORE Barlovento / Sotavento		
Tiempo sobre Distan.	<b>740,1</b>			<b>828,4</b>		
Tiempo sobre Tiempo	<b>0,8107</b>			<b>0,8148</b>		
Performance Line	PLT	PLD		PLT	PLD	
	<b>0,854</b>	<b>193,8</b>		<b>0,770</b>	<b>272,0</b>	
Triple número	Flojo	Medio	Fuerte	Flojo	Medio	Fuerte
	<b>0,7873</b>	<b>1,0003</b>	<b>1,1052</b>	<b>0,6117</b>	<b>0,8090</b>	<b>0,9207</b>



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## ORC Club Certificate Appendix

### BARCO

Nombre **HADDOCK**  
Nº de vela **NL 95\_C**

Nº de certificado **09501**  
Emitido el **04/02/2016**

### TIME ALLOWANCES

Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1275,7</b>	<b>1084,9</b>	<b>985,8</b>	<b>924,8</b>	<b>894,5</b>	<b>882,9</b>	<b>893,7</b>
52°	<b>830,4</b>	<b>709,1</b>	<b>642,9</b>	<b>613,0</b>	<b>601,2</b>	<b>596,5</b>	<b>596,8</b>
60°	<b>781,8</b>	<b>665,3</b>	<b>614,8</b>	<b>592,2</b>	<b>580,8</b>	<b>576,0</b>	<b>574,5</b>
75°	<b>738,9</b>	<b>632,5</b>	<b>595,1</b>	<b>575,0</b>	<b>559,7</b>	<b>548,6</b>	<b>541,8</b>
90°	<b>740,8</b>	<b>634,0</b>	<b>594,2</b>	<b>573,9</b>	<b>557,2</b>	<b>541,7</b>	<b>519,4</b>
110°	<b>771,0</b>	<b>640,1</b>	<b>588,7</b>	<b>560,7</b>	<b>541,8</b>	<b>532,0</b>	<b>516,1</b>
120°	<b>791,5</b>	<b>652,6</b>	<b>594,5</b>	<b>565,2</b>	<b>539,8</b>	<b>517,5</b>	<b>498,9</b>
135°	<b>858,2</b>	<b>705,9</b>	<b>617,4</b>	<b>581,0</b>	<b>555,7</b>	<b>531,5</b>	<b>492,0</b>
150°	<b>985,6</b>	<b>794,7</b>	<b>677,8</b>	<b>609,9</b>	<b>578,8</b>	<b>555,3</b>	<b>512,4</b>
Run VMG	<b>1138,1</b>	<b>915,1</b>	<b>778,2</b>	<b>682,9</b>	<b>618,5</b>	<b>585,0</b>	<b>539,8</b>

### Selected Courses

Windward / Leeward	<b>1206,9</b>	<b>1000,0</b>	<b>882,0</b>	<b>803,8</b>	<b>756,5</b>	<b>734,0</b>	<b>716,7</b>
Circular Random	<b>1032,2</b>	<b>838,9</b>	<b>736,4</b>	<b>677,7</b>	<b>642,8</b>	<b>621,4</b>	<b>598,8</b>
Ocean for PCS	<b>1028,0</b>	<b>824,2</b>	<b>712,5</b>	<b>646,4</b>	<b>605,4</b>	<b>578,3</b>	<b>543,4</b>
Non Spinnaker	<b>1078,1</b>	<b>871,4</b>	<b>760,6</b>	<b>696,4</b>	<b>657,6</b>	<b>633,4</b>	<b>606,6</b>

### Velocity Prediction in Knots for True Wind Speeds

Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>43,8°</b>	<b>42,5°</b>	<b>43,9°</b>	<b>43,8°</b>	<b>42,9°</b>	<b>42,6°</b>	<b>43,6°</b>
Beat VMG	<b>2,82</b>	<b>3,32</b>	<b>3,65</b>	<b>3,89</b>	<b>4,02</b>	<b>4,08</b>	<b>4,03</b>
52°	<b>4,34</b>	<b>5,08</b>	<b>5,60</b>	<b>5,87</b>	<b>5,99</b>	<b>6,04</b>	<b>6,03</b>
60°	<b>4,60</b>	<b>5,41</b>	<b>5,86</b>	<b>6,08</b>	<b>6,20</b>	<b>6,25</b>	<b>6,27</b>
75°	<b>4,87</b>	<b>5,69</b>	<b>6,05</b>	<b>6,26</b>	<b>6,43</b>	<b>6,56</b>	<b>6,65</b>
90°	<b>4,86</b>	<b>5,68</b>	<b>6,06</b>	<b>6,27</b>	<b>6,46</b>	<b>6,65</b>	<b>6,93</b>
110°	<b>4,67</b>	<b>5,62</b>	<b>6,12</b>	<b>6,42</b>	<b>6,65</b>	<b>6,77</b>	<b>6,98</b>
120°	<b>4,55</b>	<b>5,52</b>	<b>6,06</b>	<b>6,37</b>	<b>6,67</b>	<b>6,96</b>	<b>7,22</b>
135°	<b>4,20</b>	<b>5,10</b>	<b>5,83</b>	<b>6,20</b>	<b>6,48</b>	<b>6,77</b>	<b>7,32</b>
150°	<b>3,65</b>	<b>4,53</b>	<b>5,31</b>	<b>5,90</b>	<b>6,22</b>	<b>6,48</b>	<b>7,03</b>
Run VMG	<b>3,16</b>	<b>3,93</b>	<b>4,63</b>	<b>5,27</b>	<b>5,82</b>	<b>6,15</b>	<b>6,67</b>
Gybe Angles	<b>149,0°</b>	<b>153,3°</b>	<b>153,4°</b>	<b>168,1°</b>	<b>180,0°</b>	<b>180,0°</b>	<b>180,0°</b>