

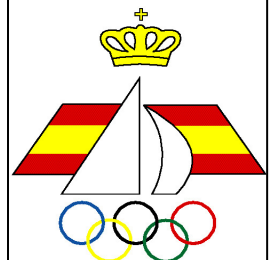


World Leader in Rating Technology

2016  
ORC Club  
Certificate

Oficina de Rating

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



Certificado

Número 101701  
Emitido el 04/02/2016  
ORC Ref ESP00015876  
VPP ver. 2016 1.00  
Válido 31/12/2016

Peso de tripulación

Declarado 200kg  
Defecto\* 529kg  
Non Manual Pwr No

Special Scoring

	ToD	ToT
Double H.GPH	764,9	0,7844
Double H.OSN	739,9	0,8109
Non Spin GPH	765,0	0,7843
Non Spin OSN	740,0	0,8108
N/S Perf. Line	38,3	0,617

Limitaciones en velas

Headsails 1 Spinnakers 0  
V.de Dacron

Configuración de spinnaker

Symmetric: No  
Asimétrico No  
Flying H/S: No  
Spin. Pole: No

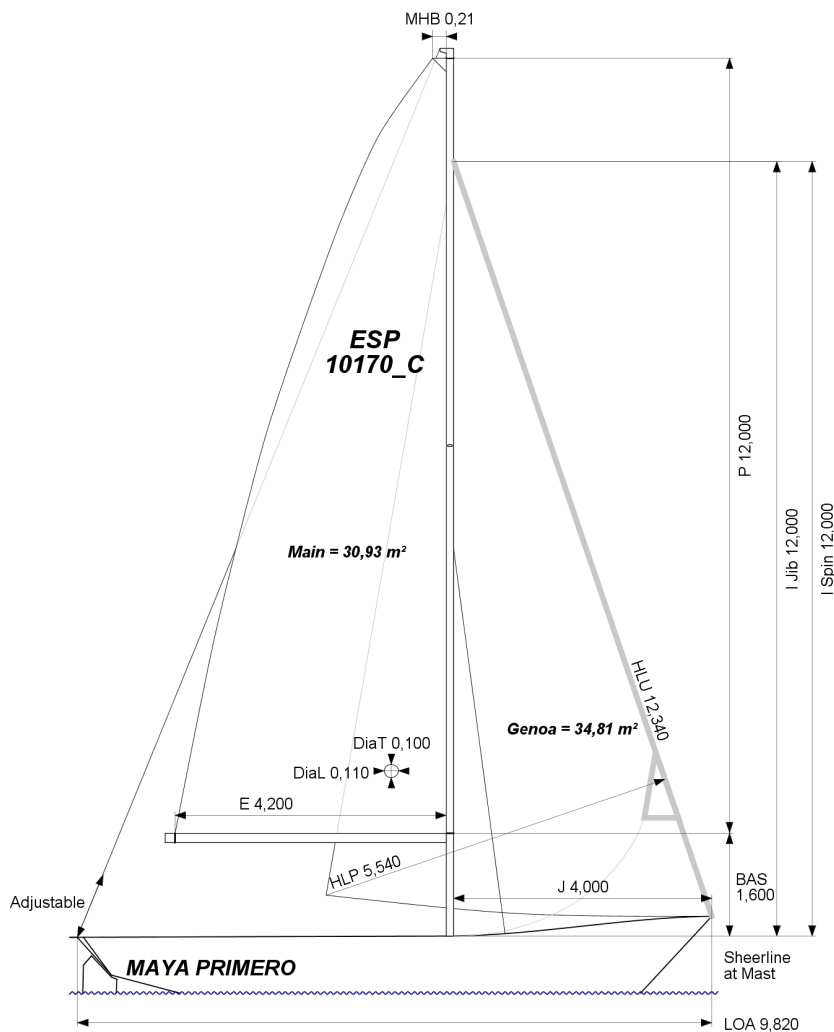
Class Division Length

CDL = 7,066

Stability

LPS (Estimated): 124,9°  
Stability Index: 131,2  
OSR Category: N/A

Armador



BARCO	GPH	CASCO
Nombre <b>MAYA PRIMERO</b> Nº de <b>ESP-10170_C</b>	<b>765,0</b>	Data File <b>E10170_C.dxt</b> LOA <b>9,820m</b> Fichero de <b>e173.off</b> MangaM <b>3,064m</b> Desplazam. <b>6.880kg</b> Calado <b>1,676m</b>
<b>CLASE</b> Clase <b>BOLING</b> Diseñador <b>PROTOTIPO</b> Astillero Serie <b>01/1966</b> Fecha de botadura <b>01/1966</b> Compensación edad <b>0,488%</b>		IMS Division <b>Crucero/Regat</b> Dynamic All. <b>0,713%</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>
<b>COMMENTS</b> CASCO Y MEDIDAS ESTIMADAS. SIN SPINANKER.		IMSL <b>8,446m</b> VCGD <b>-0,158m</b> Sink <b>17,68kg/mm</b> RL <b>5,684m</b> VCGM <b>-0,214m</b> WS <b>25,68m²</b> LSM0 <b>8,314m</b> Displacement/Length ratio <b>11,9718</b>
<b>PROPULSOR</b> Instalación <b>Shaft exposed</b> PRD <b>0,400</b> Tipo <b>Fija 3 palas</b> Área <b>0,0199</b>		Water Ballast <b>0</b> Trim Tab <b>No</b>
<b>OPCIONES DE CLASIFICACIÓN</b>		<b>CENTERBOARD</b> N/A
	<b>OFFSHORE</b> COSTERA / LARGA DISTANCIA	<b>INSHORE</b> Barlovento / Sotavento
Tiempo sobre Distan.	<b>740,0</b>	<b>828,6</b>
Tiempo sobre Tiempo	<b>0,8108</b>	<b>0,8146</b>
Performance Line	PLT <b>0,617</b> PLD <b>38,3</b>	PLT <b>0,555</b> PLD <b>87,8</b>
Triple número	Flojo <b>0,7380</b> Medio <b>1,0075</b> Fuerte <b>1,1823</b>	Flojo <b>0,5622</b> Medio <b>0,8012</b> Fuerte <b>0,9839</b>



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## ORC Club Certificate Appendix

### BARCO

Nombre **MAYA PRIMERO** N° de certificado **101701**  
 N° de vela **ESP-10170\_C** 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>1344,8</b>	<b>1107,7</b>	<b>978,5</b>	<b>885,7</b>	<b>827,5</b>	<b>796,0</b>	<b>769,8</b>
52°	<b>851,2</b>	<b>712,3</b>	<b>627,1</b>	<b>572,7</b>	<b>547,2</b>	<b>536,1</b>	<b>527,3</b>
60°	<b>787,5</b>	<b>664,1</b>	<b>585,6</b>	<b>547,8</b>	<b>528,7</b>	<b>517,9</b>	<b>509,4</b>
75°	<b>735,9</b>	<b>621,0</b>	<b>557,8</b>	<b>530,6</b>	<b>513,8</b>	<b>500,2</b>	<b>482,9</b>
90°	<b>735,5</b>	<b>621,2</b>	<b>558,4</b>	<b>531,3</b>	<b>514,2</b>	<b>498,1</b>	<b>472,8</b>
110°	<b>811,7</b>	<b>671,8</b>	<b>585,5</b>	<b>543,7</b>	<b>521,6</b>	<b>504,3</b>	<b>471,6</b>
120°	<b>866,5</b>	<b>710,6</b>	<b>614,5</b>	<b>557,5</b>	<b>530,1</b>	<b>511,9</b>	<b>479,2</b>
135°	<b>996,9</b>	<b>790,2</b>	<b>678,4</b>	<b>599,6</b>	<b>553,6</b>	<b>529,3</b>	<b>496,2</b>
150°	<b>1174,0</b>	<b>903,1</b>	<b>756,2</b>	<b>663,3</b>	<b>594,3</b>	<b>552,6</b>	<b>512,4</b>
Run VMG	<b>1336,1</b>	<b>1014,1</b>	<b>833,9</b>	<b>723,0</b>	<b>643,6</b>	<b>584,8</b>	<b>527,7</b>

### Selected Courses

Windward / Leeward	<b>1340,5</b>	<b>1060,9</b>	<b>906,2</b>	<b>804,4</b>	<b>735,5</b>	<b>690,4</b>	<b>648,7</b>
Circular Random	<b>1087,2</b>	<b>864,5</b>	<b>740,7</b>	<b>665,5</b>	<b>617,5</b>	<b>585,9</b>	<b>548,6</b>
Ocean for PCS	<b>1160,4</b>	<b>889,3</b>	<b>736,2</b>	<b>643,6</b>	<b>585,8</b>	<b>548,7</b>	<b>504,8</b>
Non Spinnaker	<b>1087,2</b>	<b>864,5</b>	<b>740,7</b>	<b>665,5</b>	<b>617,5</b>	<b>585,9</b>	<b>548,6</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>46,4°</b>	<b>44,8°</b>	<b>44,6°</b>	<b>45,5°</b>	<b>44,2°</b>	<b>42,9°</b>	<b>41,8°</b>
Beat VMG	<b>2,68</b>	<b>3,25</b>	<b>3,68</b>	<b>4,06</b>	<b>4,35</b>	<b>4,52</b>	<b>4,68</b>
52°	<b>4,23</b>	<b>5,05</b>	<b>5,74</b>	<b>6,29</b>	<b>6,58</b>	<b>6,71</b>	<b>6,83</b>
60°	<b>4,57</b>	<b>5,42</b>	<b>6,15</b>	<b>6,57</b>	<b>6,81</b>	<b>6,95</b>	<b>7,07</b>
75°	<b>4,89</b>	<b>5,80</b>	<b>6,45</b>	<b>6,78</b>	<b>7,01</b>	<b>7,20</b>	<b>7,46</b>
90°	<b>4,89</b>	<b>5,80</b>	<b>6,45</b>	<b>6,78</b>	<b>7,00</b>	<b>7,23</b>	<b>7,61</b>
110°	<b>4,44</b>	<b>5,36</b>	<b>6,15</b>	<b>6,62</b>	<b>6,90</b>	<b>7,14</b>	<b>7,63</b>
120°	<b>4,15</b>	<b>5,07</b>	<b>5,86</b>	<b>6,46</b>	<b>6,79</b>	<b>7,03</b>	<b>7,51</b>
135°	<b>3,61</b>	<b>4,56</b>	<b>5,31</b>	<b>6,00</b>	<b>6,50</b>	<b>6,80</b>	<b>7,26</b>
150°	<b>3,07</b>	<b>3,99</b>	<b>4,76</b>	<b>5,43</b>	<b>6,06</b>	<b>6,51</b>	<b>7,03</b>
Run VMG	<b>2,69</b>	<b>3,55</b>	<b>4,32</b>	<b>4,98</b>	<b>5,59</b>	<b>6,16</b>	<b>6,82</b>
Gybe Angles	<b>167,3°</b>	<b>168,2°</b>	<b>169,6°</b>	<b>170,7°</b>	<b>170,8°</b>	<b>172,4°</b>	<b>176,0°</b>