

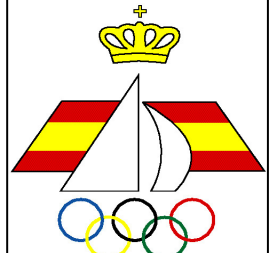


World Leader in Rating Technology

## 2018 ORC Club Certificate

### Oficina de emisión

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### Certificado

Numero **105111**  
emitido **21/02/2018**  
ORC Ref **ESP00027895**  
VPP Ver. **2018 1.00**  
Valid hasta **31/12/2018**

### Peso de tripulación

Default 693kg  
Maximum **320kg**  
Minimum\* **235kg**  
*\*when applied by the NoR and SI*  
Winches electrico **No**

### Special Scoring

	ToD	ToT
Red.GPH	<b>711,0</b>	<b>0,8439</b>
Red.OSN	<b>684,4</b>	<b>0,8766</b>
Sin Spin GPH	<b>711,6</b>	<b>0,8432</b>
SIn Spin OSN	<b>684,7</b>	<b>0,8763</b>

### Limites de velas

Velas proa **5** Spinaker **0**  
**Dacron Sails**

### Configuración de Spinaker

Simetrico **No**  
Asimetrico **No**  
Volante H/S: **No**  
Tangón **No**

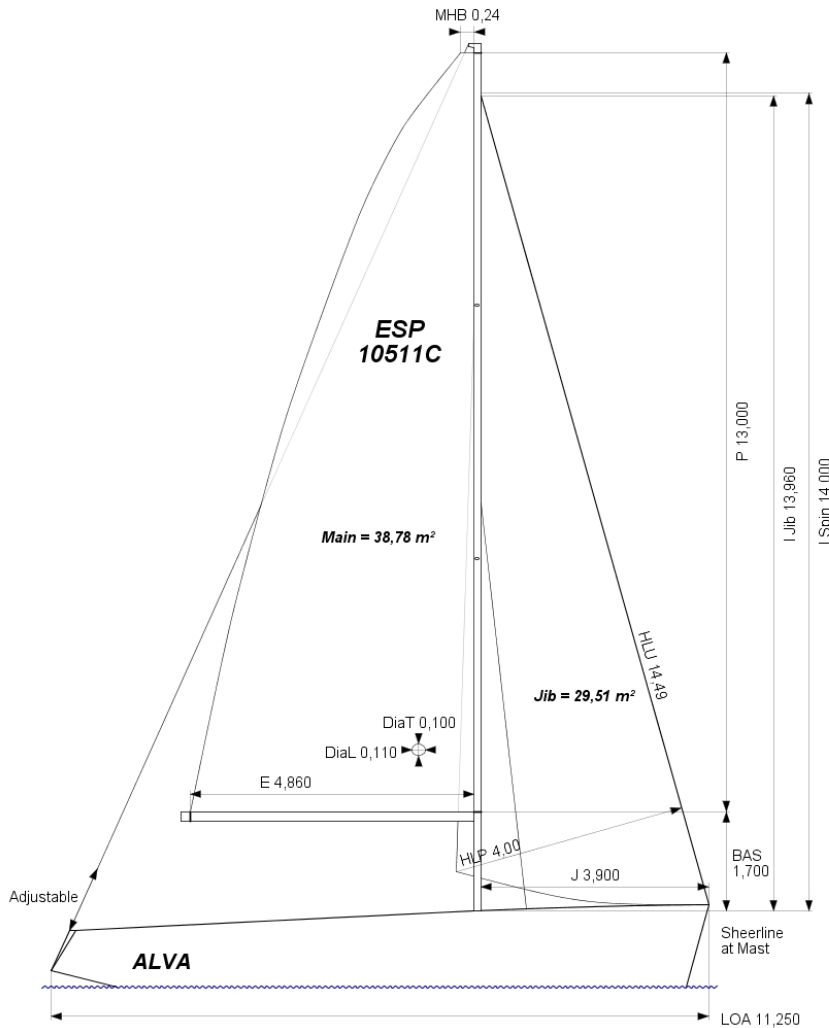
### Class division Length

**CDL = 8,535**

### Stability (Estimated)

Limit Positive Stab.: **121,6°**  
Indice de estabilidad **123,5**

### Armador



BARCO		GPH	casco			
Nombre <b>ALVA</b> N. Vela <b>ESP-10511_C</b>		<b>711,6</b>	Fichero dxt <b>E10511_C</b>	LOA <b>11,250m</b>		
MODELO			Fichero Casco <b>ELAN384.off</b>	Manga <b>3,909m</b>		
Modelo <b>ELAN IMPRESS 374</b>			Desplazamient <b>7.474kg</b>	Calado <b>1,800m</b>		
Diseñador <b>Rob Humphreys</b>			Division IMS <b>Crucero/regat</b>	Dynamyc All. <b>0,396%</b>		
Constructor <b>ELAN YACHTS</b>			Acom. Proa <b>Si</b>	Construcción <b>Sandwich</b>		
Fecha de la Serie <b>01/2005</b>			Aparejo Fibra <b>No</b>	Nido de Abeja <b>No</b>		
fecha de Botadura <b>02/2005</b>			Crew Arm Ex	Timón Carbono <b>No</b>		
Bonificación <b>0,422%</b>				Pulpitos ligeros <b>No</b>		
Comentario			IMSL <b>10,055m</b>	VCGD <b>-0,035m</b>		
CASCO ESTIMADO. MEDIDAS ESTIMADAS SIN SPINAKEER.			RL <b>7,014m</b>	VCGM <b>-0,010m</b>		
			LSM0 <b>10,046m</b>	Displacement/Length ratio <b>7,3718</b>		
			Tanque <b>0</b>	Trim Tab <b>No</b>		
			BLR Index <b>0,0000</b>			
Helice			Centerboard			
Instalación <b>Z Sumergida</b>	PRD <b>0,300</b>		N/A			
Tipo <b>Fija 3 palas</b>	PIPA <b>0,0109</b>					
Opciones de clasificaciones						
	COSTERA/LARGA DISTANCIA			Barlovento/Sotavento		
Time on Distance	<b>684,7</b>			<b>766,0</b>		
Time on Time	<b>0,8763</b>			<b>0,8812</b>		
Triple Number	Bajo	Medio	Alto	Bajo	Medio	Alto
Time on Distance	<b>859,2</b>	<b>620,1</b>	<b>530,6</b>	<b>1118,8</b>	<b>775,4</b>	<b>640,0</b>
Time on Time	<b>0,7856</b>	<b>1,0886</b>	<b>1,2721</b>	<b>0,6033</b>	<b>0,8705</b>	<b>1,0547</b>



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## ORC Club Certificate Appendix

<b>BARCO</b>			
Nombre	<b>ALVA</b>	Número certificado	<b>105111</b>
N. Vela	<b>ESP-10511_C</b>	emitido	<b>21/02/2018</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>1228,2</b>	<b>999,9</b>	<b>876,7</b>	<b>797,3</b>	<b>755,3</b>	<b>740,9</b>	<b>741,3</b>
52°	<b>788,6</b>	<b>654,5</b>	<b>575,3</b>	<b>528,7</b>	<b>507,2</b>	<b>499,3</b>	<b>496,1</b>
60°	<b>738,9</b>	<b>618,4</b>	<b>544,7</b>	<b>508,1</b>	<b>490,7</b>	<b>482,1</b>	<b>477,7</b>
75°	<b>702,5</b>	<b>589,9</b>	<b>523,6</b>	<b>493,5</b>	<b>477,1</b>	<b>465,6</b>	<b>452,5</b>
90°	<b>708,7</b>	<b>593,4</b>	<b>524,0</b>	<b>491,9</b>	<b>473,8</b>	<b>459,0</b>	<b>433,9</b>
110°	<b>779,3</b>	<b>635,4</b>	<b>549,8</b>	<b>503,6</b>	<b>480,0</b>	<b>462,9</b>	<b>431,5</b>
120°	<b>833,4</b>	<b>673,1</b>	<b>579,6</b>	<b>519,5</b>	<b>489,2</b>	<b>470,4</b>	<b>438,5</b>
135°	<b>962,7</b>	<b>753,7</b>	<b>640,3</b>	<b>563,8</b>	<b>514,3</b>	<b>487,6</b>	<b>454,3</b>
150°	<b>1128,2</b>	<b>861,8</b>	<b>715,1</b>	<b>623,2</b>	<b>556,3</b>	<b>512,2</b>	<b>469,7</b>
Run VMG	<b>1280,0</b>	<b>967,5</b>	<b>789,8</b>	<b>679,0</b>	<b>601,8</b>	<b>543,5</b>	<b>482,8</b>
<b>Recorridos</b>							
Barlovento/Sotavento	<b>1254,1</b>	<b>983,7</b>	<b>833,2</b>	<b>738,1</b>	<b>678,5</b>	<b>642,2</b>	<b>612,0</b>
Circular random	<b>1018,6</b>	<b>806,2</b>	<b>688,1</b>	<b>617,0</b>	<b>572,5</b>	<b>544,3</b>	<b>513,3</b>
Coastal / Long Distance	<b>1256,7</b>	<b>924,3</b>	<b>747,3</b>	<b>637,8</b>	<b>578,2</b>	<b>538,7</b>	<b>485,2</b>
Sin Spinaker	<b>1018,6</b>	<b>806,2</b>	<b>688,1</b>	<b>617,0</b>	<b>572,5</b>	<b>544,3</b>	<b>513,3</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>45,0°</b>	<b>43,3°</b>	<b>42,6°</b>	<b>42,6°</b>	<b>42,4°</b>	<b>42,0°</b>	<b>42,3°</b>
Beat VMG	<b>2,93</b>	<b>3,60</b>	<b>4,11</b>	<b>4,52</b>	<b>4,77</b>	<b>4,86</b>	<b>4,86</b>
52°	<b>4,57</b>	<b>5,50</b>	<b>6,26</b>	<b>6,81</b>	<b>7,10</b>	<b>7,21</b>	<b>7,26</b>
60°	<b>4,87</b>	<b>5,82</b>	<b>6,61</b>	<b>7,09</b>	<b>7,34</b>	<b>7,47</b>	<b>7,54</b>
75°	<b>5,12</b>	<b>6,10</b>	<b>6,88</b>	<b>7,29</b>	<b>7,55</b>	<b>7,73</b>	<b>7,96</b>
90°	<b>5,08</b>	<b>6,07</b>	<b>6,87</b>	<b>7,32</b>	<b>7,60</b>	<b>7,84</b>	<b>8,30</b>
110°	<b>4,62</b>	<b>5,67</b>	<b>6,55</b>	<b>7,15</b>	<b>7,50</b>	<b>7,78</b>	<b>8,34</b>
120°	<b>4,32</b>	<b>5,35</b>	<b>6,21</b>	<b>6,93</b>	<b>7,36</b>	<b>7,65</b>	<b>8,21</b>
135°	<b>3,74</b>	<b>4,78</b>	<b>5,62</b>	<b>6,39</b>	<b>7,00</b>	<b>7,38</b>	<b>7,92</b>
150°	<b>3,19</b>	<b>4,18</b>	<b>5,03</b>	<b>5,78</b>	<b>6,47</b>	<b>7,03</b>	<b>7,66</b>
Run VMG	<b>2,81</b>	<b>3,72</b>	<b>4,56</b>	<b>5,30</b>	<b>5,98</b>	<b>6,62</b>	<b>7,46</b>
Gybe Angle	<b>170,8°</b>	<b>172,0°</b>	<b>173,7°</b>	<b>175,2°</b>	<b>175,8°</b>	<b>176,7°</b>	<b>178,9°</b>