

<b>BOAT</b>
Name <b>FANFARRON</b> Sail Nr <b>ECU-727</b>

<b>GPH</b>
<b>576.3</b>

<b>HULL</b>
Length Overall <b>13.840 m</b>
Maximum Beam <b>4.550 m</b>
Displacement <b>9,394 kg</b>
Draft <b>2.558 m</b>
IMS Reg. Division <b>Cruiser/Racer</b>
Dynamic Allowance <b>0.000%</b>
Fwd Accommodation <b>No</b>
Hull Construction <b>Cored</b>
Carbon Rudder <b>No</b>
Crew Arm Extension
IMS L <b>11.443</b> VCGD <b>0.003</b> VCGM <b>0.063</b>
Sink <b>26.76 kg/mm</b> Wetted Area <b>35.81 m<sup>2</sup></b>



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**2014**  
ORC International  
Certificate

<b>GENERAL</b>
Class <b>VOLKER 45</b>
Designer <b>N. VOLKER</b>
Builder
Series <b>01/1993</b>
Age <b>01/1993</b>
Age Allowance <b>0.488%</b>
Offset File <b>FANFA.OFF - 26/05/2009 06:38:10 p.m.</b>
Measurement by <b>G LIZA - 29/06/2014</b>

<b>SCORING OPTIONS</b>	<b>OFFSHORE</b>			<b>INSHORE</b>		
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time On Distance	<b>561.3</b>			<b>626.9</b>		
Time On Time	<b>1.0690</b>			<b>1.0767</b>		
Performance Line	PLT <b>0.895</b>	PLD <b>92.4</b>		PLT <b>0.831</b>	PLD <b>150.8</b>	
Triple Number	Low <b>1.0091</b>	Medium <b>1.3262</b>	High <b>1.5121</b>	Low <b>0.7705</b>	Medium <b>1.0642</b>	High <b>1.2667</b>

**Rating Office**  
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de Yachting - FEY



<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>964.3</b>	<b>800.0</b>	<b>703.4</b>	<b>653.4</b>	<b>626.6</b>	<b>610.0</b>	<b>599.8</b>
52°	<b>625.6</b>	<b>523.5</b>	<b>471.7</b>	<b>452.0</b>	<b>442.8</b>	<b>437.1</b>	<b>431.3</b>
60°	<b>587.7</b>	<b>495.5</b>	<b>456.6</b>	<b>439.3</b>	<b>429.6</b>	<b>423.4</b>	<b>417.0</b>
75°	<b>556.7</b>	<b>476.8</b>	<b>446.1</b>	<b>427.9</b>	<b>413.4</b>	<b>402.7</b>	<b>393.3</b>
90°	<b>560.9</b>	<b>479.6</b>	<b>445.3</b>	<b>428.7</b>	<b>412.5</b>	<b>397.8</b>	<b>377.3</b>
110°	<b>597.1</b>	<b>492.3</b>	<b>446.5</b>	<b>421.7</b>	<b>400.5</b>	<b>384.5</b>	<b>370.6</b>
120°	<b>619.1</b>	<b>503.9</b>	<b>455.4</b>	<b>432.2</b>	<b>410.1</b>	<b>389.4</b>	<b>360.1</b>
135°	<b>702.3</b>	<b>568.9</b>	<b>489.8</b>	<b>451.7</b>	<b>429.0</b>	<b>408.1</b>	<b>370.5</b>
150°	<b>841.3</b>	<b>665.5</b>	<b>560.7</b>	<b>491.0</b>	<b>453.8</b>	<b>431.4</b>	<b>392.0</b>
Run VMG	<b>971.4</b>	<b>768.5</b>	<b>647.2</b>	<b>562.8</b>	<b>502.2</b>	<b>462.0</b>	<b>417.7</b>

<b>Certificate</b>
Number <b>FVEC07</b>
ORC Ref <b>ecu00001024</b>
Issued On <b>01/07/2014</b>
VPP Ver. <b>2014 1.01</b>
Valid until <b>31/05/2015</b>

<b>Crew Weight</b>
Declared <b>840 kg</b>
Default* <b>809 kg</b>
Non Manual Pwr <b>No</b>

<b>Special Scoring</b>
ToD ToT
Double H.GPH <b>578.4 1.0373</b>
Double H.OSN <b>564.2 1.0635</b>
Non Spin GPH <b>600.3 0.9995</b>
Non Spin OSN <b>584.0 1.0274</b>
N/S Perf. Line <b>67.0 0.818</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>967.8</b>	<b>784.2</b>	<b>675.3</b>	<b>608.1</b>	<b>564.4</b>	<b>536.0</b>	<b>508.7</b>
Circular Random	<b>800.7</b>	<b>644.0</b>	<b>558.9</b>	<b>508.6</b>	<b>477.0</b>	<b>456.1</b>	<b>430.4</b>
Ocean for PCS	<b>854.2</b>	<b>673.0</b>	<b>571.4</b>	<b>508.8</b>	<b>467.6</b>	<b>438.4</b>	<b>397.7</b>
Non Spinnaker	<b>843.1</b>	<b>674.4</b>	<b>581.7</b>	<b>526.3</b>	<b>491.1</b>	<b>467.6</b>	<b>438.1</b>

<b>Sails Limitations</b>		
Genoas <b>4</b>	Jibs <b>3</b>	Spinnakers <b>4</b>
Spinnaker configuration <b>Asymmetric-Pole</b>		

<b>Velocity Prediction in Knots for True Wind Speeds</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>43.9°</b>	<b>42.8°</b>	<b>42.4°</b>	<b>40.5°</b>	<b>39.1°</b>	<b>37.9°</b>	<b>37.5°</b>
Beat VMG	<b>3.73</b>	<b>4.50</b>	<b>5.12</b>	<b>5.51</b>	<b>5.75</b>	<b>5.90</b>	<b>6.00</b>
52°	<b>5.75</b>	<b>6.88</b>	<b>7.63</b>	<b>7.97</b>	<b>8.13</b>	<b>8.24</b>	<b>8.35</b>
60°	<b>6.13</b>	<b>7.26</b>	<b>7.88</b>	<b>8.20</b>	<b>8.38</b>	<b>8.50</b>	<b>8.63</b>
75°	<b>6.47</b>	<b>7.55</b>	<b>8.07</b>	<b>8.41</b>	<b>8.71</b>	<b>8.94</b>	<b>9.15</b>
90°	<b>6.42</b>	<b>7.51</b>	<b>8.09</b>	<b>8.40</b>	<b>8.73</b>	<b>9.05</b>	<b>9.54</b>
110°	<b>6.03</b>	<b>7.31</b>	<b>8.06</b>	<b>8.54</b>	<b>8.99</b>	<b>9.36</b>	<b>9.71</b>
120°	<b>5.81</b>	<b>7.14</b>	<b>7.91</b>	<b>8.33</b>	<b>8.78</b>	<b>9.25</b>	<b>10.00</b>
135°	<b>5.13</b>	<b>6.33</b>	<b>7.35</b>	<b>7.97</b>	<b>8.39</b>	<b>8.82</b>	<b>9.72</b>
150°	<b>4.28</b>	<b>5.41</b>	<b>6.42</b>	<b>7.33</b>	<b>7.93</b>	<b>8.35</b>	<b>9.18</b>
Run VMG	<b>3.71</b>	<b>4.68</b>	<b>5.56</b>	<b>6.40</b>	<b>7.17</b>	<b>7.79</b>	<b>8.62</b>
Gybe Angles	<b>143.4°</b>	<b>148.4°</b>	<b>151.3°</b>	<b>156.3°</b>	<b>171.2°</b>	<b>177.0°</b>	<b>178.6°</b>

<b>Storm Sails Areas</b>
Heavy Weather Jib <b>45.24</b>
Storm Jib (JL=11.90) <b>16.75</b>
Storm Try sail <b>15.17</b>

**Owner**  
**JUAN PABLO JARAMILLO**  
**GUAYAQUIL, ECUADOR**

I certify that I understand my responsibilities under ORC Rules and Regulations

Signature

<b>BOAT</b>	
Name <b>FANFARRON</b>	Sail Nr <b>ECU-727</b>
File <b>ECU727.dxt</b>	Data in <b>meters/kilograms</b>

<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>3</b>
Inner Stay <b>None Fitted</b>	Runners <b>2</b>
Carbon Mast <b>No</b>	Jumper Struts <b>None</b>
Taper Hollows <b>No</b>	Jib Furler <b>No</b>
Fiber Rigging <b>No</b>	Main Furler <b>No</b>
Lenticular Rigging <b>No</b>	Without Backstay <b>No</b>
Articulated Bowsprit <b>No</b>	
P <b>15.995</b>	E <b>5.420</b> MDT1 <b>0.128</b> MW <b>0.180</b>
IG <b>18.165</b>	J <b>5.335</b> MDL1 <b>0.244</b> GO <b>0.221</b>
ISP <b>18.055</b>	SFJ <b>0.000</b> MDT2 <b>0.128</b> BD <b>0.223</b>
BAS <b>1.845</b>	SPL <b>5.315</b> MDL2 <b>0.181</b> MWT
FSP <b>0.072</b>	TPS TL <b>2.840</b> MCG

<b>MIZZEN RIG AND SAILS</b>	
N/A	

<b>COMMENTS</b>	
medio estab. y flotacion	

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>29/06/2014</b>		SG <b>1.0253</b>	
FFM <b>1.388</b>	FF <b>1.388</b>	SFFP <b>0.858</b>	
FAM <b>1.071</b>	FA <b>1.071</b>	SAFP <b>12.195</b>	
W1 <b>130.00</b>	PD1 <b>477.6</b>	WD <b>11.790</b>	
W2 <b>130.00</b>	PD2 <b>469.3</b>	GSA <b>1000.0</b>	
W3 <b>130.00</b>	PD3 <b>477.6</b>	RSA <b>1000.0</b>	
W4 <b>130.00</b>	PD4 <b>469.3</b>	PLM <b>9000.0</b>	
LCF from stem on CL / on sheer		<b>7.266 / 7.594</b>	
Maximum beam station from stem		<b>7.493</b>	
RM Measured / Default		<b>255.0 / 263.1</b>	
Limit of positive stability / Stab.Index		<b>112.0° / 113.8</b>	
Freeboard at mast at 5.335		<b>1.157</b>	


<b>PROPELLER</b>			
Installation <b>Strut</b>	PRD <b>0.434</b>		
Type <b>Folding</b>	PBW <b>0.110</b>		
Twin Screw <b>No</b>	PIPA <b>0.0028</b>		
ST1 <b>0.047</b>	ST3 <b>0.180</b>	ST5 <b>0.255</b>	
ST2 <b>0.180</b>	ST4 <b>0.093</b>	EDL <b>0.770</b>	

<b>MOVEABLE BALLAST</b>	
N/A	

<b>CENTERBOARD</b>	
N/A	


<b>SAILS (Maximum Areas)</b>						
Mainsail	HB	MGT	MGU	MGM	MGL	
	0.210	1.16	2.07	3.58	4.63	
						<b>Area Area (r) Formula</b>
						52.40 53.47 $P/8 \cdot (E + 2 \cdot MGL + 2 \cdot MGM + 1.5 \cdot MGU + MGT + 0.5 \cdot HB)$
Symmetric	SL	SMG	SF			
	17.82	9.46	9.36	140.18 $SL \cdot (SF + 4 \cdot SMG) / 6$		
Asymmetric	SLU	SLE	ASL	AMG	ASF	
	19.25	16.15	17.70	8.74	8.91	129.42 $ASL \cdot (ASF + 4 \cdot AMG) / 6$

<b>HEADSAILS</b>												
Area = 0.1125·JL·(1.445·LPG+2·JGL+2·JGM+1.5·JGU+JGT+0.5·JH)												
JH	JGT	JGU	JGM	JGL	LPG	JL	Area	Btn	Fly	Meas.Date	Material	Comment
0.10	0.95	1.85	3.74	5.70	7.82	17.98	68.68			14/05/2010	Unknow	



**2014**  
IMS Measurement  
Certificate

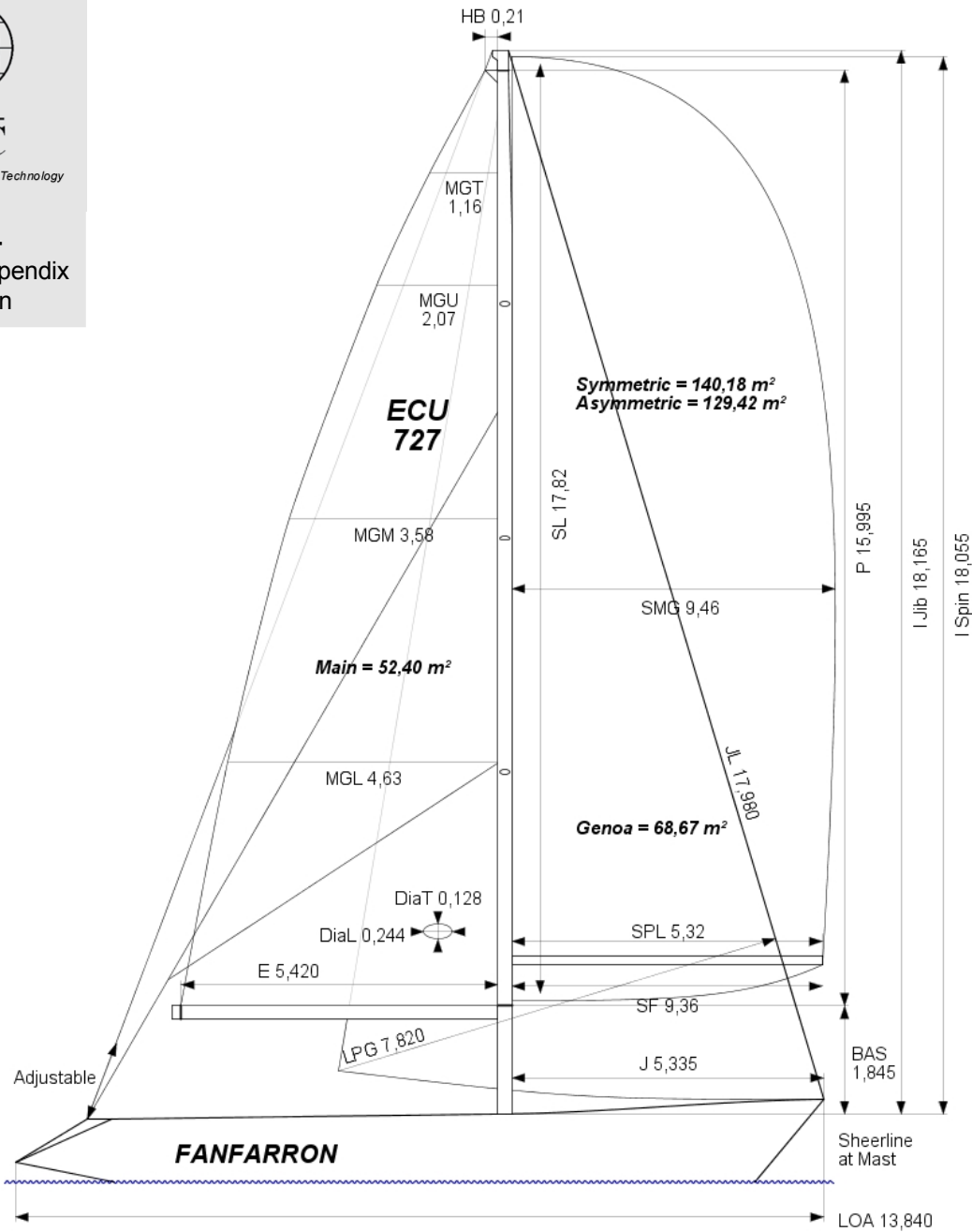
**Certificate**  
Number **FVEC07**  
ORC Ref **ecu00001024**  
Issued On **01/07/2014**  
VPP Ver. **2014 1.01**  
Valid until **31/05/2015**





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Sail Plan



**SAILS INVENTORY**

**MAINSAIL**

Id	HB	MGT	MGU	MGM	MGL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
M	0.210	1.16	2.07	3.58	4.63	52.40	FCARLIER	14/05/2010		Unknown	

**HEADSAILS**

Id	JH	JGT	JGU	JGM	JGL	LPG	JL	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
G	0.10	0.95	1.85	3.74	5.70	7.82	17.98	147%	68.68			FCARLIE	14/05/2010		Unknown	

**SYMMETRIC SPINNAKERS**

Id	SL	SMG	SF	Area	Measurer	Meas.Date	Manufacture	Material	Comment
S	17.82	9.46	9.36	140.18	FCARLIER	14/05/2010			

**ASYMMETRIC SPINNAKERS**

Id	SLU	SLE	ASL	AMG	ASF	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
A1	19.25	16.15	17.70	8.74	8.91	129.42	asym	PG	26/09/2011	HOOD	Nylon	