

<b>BOAT</b> Name <b>DESPACITO</b> Sail Nr <b>ECU-23</b>	<b>GPH</b> <b>587,0</b>	<b>HULL</b> Length Overall <b>10,910m</b> Maximum Beam <b>3,588m</b> Displacement <b>3.668kg</b> Draft <b>2,241m</b> IMS Reg. Division <b>Performance</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
<b>GENERAL</b> Class <b>MUMM36</b> Designer <b>B. FARR</b> Builder <b>A. DEL SUR</b> Series <b>09/1993</b> Age <b>09/1993</b> Age Allowance <b>0,487%</b> Offset File <b>MUMM36.BOF - 14/06/1994 01:17:26</b> Measurement by <b>P. GUTIERREZ - 27/09/2017</b>		IMSL <b>9,802m</b> VCGD <b>-0,095m</b> Sink <b>16,70kg/mm</b> RL <b>9,765m</b> VCGM <b>-0,098m</b> WS <b>21,72m<sup>2</sup></b> LSM0 <b>9,518m</b> Displacement/Length ratio <b>4,2539</b>



World Leader in Rating Technology

**2017**  
ORC International  
Certificate

**Rating Office**  
Federación Ecuatoriana  
de Vela  
Patricio D. Gutiérrez - RO  
gutierrez@yca.org.ar



SCORING OPTIONS	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Time On Distance	<b>572,0</b>			<b>642,2</b>	
Time On Time	<b>1,0490</b>			<b>1,0511</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>669,9</b>	<b>521,8</b>	<b>459,1</b>	<b>872,5</b>	<b>645,3</b>	<b>559,5</b>
Time on Time	<b>1,0076</b>	<b>1,2937</b>	<b>1,4702</b>	<b>0,7736</b>	<b>1,0460</b>	<b>1,2065</b>

TIME ALLOWANCES	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>952,4</b>	<b>787,0</b>	<b>707,9</b>	<b>675,7</b>	<b>658,6</b>	<b>651,2</b>	<b>641,4</b>
52°	<b>620,6</b>	<b>524,3</b>	<b>493,4</b>	<b>481,6</b>	<b>474,6</b>	<b>469,6</b>	<b>461,6</b>
60°	<b>583,0</b>	<b>505,8</b>	<b>479,2</b>	<b>465,8</b>	<b>456,9</b>	<b>450,9</b>	<b>442,4</b>
75°	<b>551,9</b>	<b>493,0</b>	<b>464,6</b>	<b>441,3</b>	<b>427,6</b>	<b>419,2</b>	<b>410,6</b>
90°	<b>552,5</b>	<b>491,7</b>	<b>462,9</b>	<b>434,3</b>	<b>409,8</b>	<b>392,3</b>	<b>377,6</b>
110°	<b>607,4</b>	<b>506,5</b>	<b>468,1</b>	<b>432,7</b>	<b>406,5</b>	<b>388,8</b>	<b>358,6</b>
120°	<b>630,3</b>	<b>518,6</b>	<b>476,6</b>	<b>442,8</b>	<b>408,2</b>	<b>375,3</b>	<b>342,3</b>
135°	<b>707,8</b>	<b>568,9</b>	<b>501,2</b>	<b>468,6</b>	<b>436,8</b>	<b>405,2</b>	<b>340,0</b>
150°	<b>847,0</b>	<b>669,4</b>	<b>561,2</b>	<b>501,0</b>	<b>470,2</b>	<b>440,8</b>	<b>382,5</b>
Run VMG	<b>978,0</b>	<b>773,0</b>	<b>648,0</b>	<b>569,2</b>	<b>516,3</b>	<b>481,5</b>	<b>426,4</b>

**Certificate**  
Number **FVEC02**  
ORC Ref **ECU00005594**  
Issued On **04/10/2017**  
VPP Ver. **2017 1.00**  
Valid until **31/03/2018**

**Crew Weight**  
Declared **650kg**  
Default\* **642kg**  
Non Manual Pwr **No**

**Special Scoring**  
ToD ToT  
Non Spin GPH **606,4 0,9894**  
Non Spin OSN **591,8 1,0138**

Selected Courses	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Windward / Leeward	<b>965,2</b>	<b>780,0</b>	<b>678,0</b>	<b>622,5</b>	<b>587,4</b>	<b>566,4</b>	<b>533,9</b>
Circular Random	<b>806,4</b>	<b>652,5</b>	<b>570,0</b>	<b>521,4</b>	<b>490,4</b>	<b>468,7</b>	<b>438,0</b>
Ocean for PCS	<b>997,6</b>	<b>769,6</b>	<b>641,2</b>	<b>562,1</b>	<b>509,6</b>	<b>471,7</b>	<b>417,3</b>
Non Spinnaker	<b>839,4</b>	<b>676,4</b>	<b>588,4</b>	<b>536,3</b>	<b>503,1</b>	<b>480,1</b>	<b>447,9</b>

Sails Limitations	Headsails	Spinnakers
	<b>6</b>	<b>4</b>

Velocity Prediction in Knots for True Wind Speeds	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>43,2°</b>	<b>42,4°</b>	<b>39,7°</b>	<b>38,2°</b>	<b>37,2°</b>	<b>36,7°</b>	<b>36,5°</b>
Beat VMG	<b>3,78</b>	<b>4,57</b>	<b>5,09</b>	<b>5,33</b>	<b>5,47</b>	<b>5,53</b>	<b>5,61</b>
52°	<b>5,80</b>	<b>6,87</b>	<b>7,30</b>	<b>7,47</b>	<b>7,59</b>	<b>7,67</b>	<b>7,80</b>
60°	<b>6,18</b>	<b>7,12</b>	<b>7,51</b>	<b>7,73</b>	<b>7,88</b>	<b>7,98</b>	<b>8,14</b>
75°	<b>6,52</b>	<b>7,30</b>	<b>7,75</b>	<b>8,16</b>	<b>8,42</b>	<b>8,59</b>	<b>8,77</b>
90°	<b>6,52</b>	<b>7,32</b>	<b>7,78</b>	<b>8,29</b>	<b>8,79</b>	<b>9,18</b>	<b>9,53</b>
110°	<b>5,93</b>	<b>7,11</b>	<b>7,69</b>	<b>8,32</b>	<b>8,86</b>	<b>9,26</b>	<b>10,04</b>
120°	<b>5,71</b>	<b>6,94</b>	<b>7,55</b>	<b>8,13</b>	<b>8,82</b>	<b>9,59</b>	<b>10,52</b>
135°	<b>5,09</b>	<b>6,33</b>	<b>7,18</b>	<b>7,68</b>	<b>8,24</b>	<b>8,88</b>	<b>10,59</b>
150°	<b>4,25</b>	<b>5,38</b>	<b>6,41</b>	<b>7,19</b>	<b>7,66</b>	<b>8,17</b>	<b>9,41</b>
Run VMG	<b>3,68</b>	<b>4,66</b>	<b>5,56</b>	<b>6,32</b>	<b>6,97</b>	<b>7,48</b>	<b>8,44</b>
Gybe Angles	<b>140,9°</b>	<b>147,7°</b>	<b>149,9°</b>	<b>157,2°</b>	<b>180,0°</b>	<b>180,0°</b>	<b>180,0°</b>

**Class Division Length**  
CDL = **9,784**

**Storm Sails Areas**  
Heavy Weather Jib **23,58**  
Storm Jib (JL=8,59) **8,73**  
Storm Trysail **12,04**

**Owner**  
Ernesto Escobar Manrique

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

Signature

<b>BOAT</b>	
Name <b>DESPACITO</b>	Sail Nr <b>ECU-23</b>
File <b>ECU23</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>27/09/2017</b>		SG <b>1,0253</b>
FFM <b>1,160</b>	FF <b>1,160</b>	SFFP <b>0,414</b>
FAM <b>0,937</b>	FA <b>0,940</b>	SAFP <b>10,334</b>
W1 <b>65,0</b>	PD1 <b>580,8</b>	WD <b>11,470</b>
W2 <b>65,0</b>	PD2 <b>583,4</b>	GSA <b>1,0</b>
W3 <b>65,0</b>	PD3 <b>583,1</b>	RSA <b>1,0</b>
W4 <b>65,0</b>	PD4 <b>580,6</b>	PLM <b>9000,0</b>
LCF from stem on CL / on sheer		<b>6,027 / 6,271</b>
Maximum beam station from stem		<b>6,703</b>
RM Measured		<b>100,9kg·m</b>
RM Default		<b>102,8kg·m</b>
Limit of positive stability / Stab.Index		<b>118,8° / 113,9</b>
Freeboard at mast at 4,022		<b>1,019</b>

<b>RIG</b>			
Forestay Tension <b>Aft</b>	Spreaders <b>2</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>13,625</b>	E <b>5,048</b>	MDT1 <b>0,102</b>	MW <b>0,150</b>
IG <b>13,191</b>	J <b>3,846</b>	MDL1 <b>0,150</b>	GO <b>0,157</b>
ISP <b>13,281</b>	SFJ <b>0,176</b>	MDT2 <b>0,071</b>	BD <b>0,150</b>
BAS <b>1,806</b>	SPL <b>3,820</b>	MDL2 <b>0,076</b>	MWT <b>116,00</b>
FSP <b>0,066</b>	TPS	TL <b>1,775</b>	MCG <b>4,275</b>



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**IMS Measurement Certificate**

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

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0,386</b>	
Type <b>Feathering 2 blades</b>	PBW <b>0,147</b>	
Twin Screw <b>No</b>	PIPA <b>0,0034</b>	
ST1 <b>0,044</b>	ST3 <b>0,180</b>	ST5 <b>0,283</b>
ST2 <b>0,217</b>	ST4 <b>0,112</b>	EDL <b>0,845</b>

<b>COMMENTS</b>	
cambi de armador	

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

<b>CENTERBOARD</b>		
N/A		

**Certificate**

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<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0,170	1,07	1,91	3,25	4,28	41,09	42,04	P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric	SLU	SLE	SL	SHW	SFL				
	13,26	13,26	13,26	7,02	6,80	77,08		SL · (SFL + 4·SHW) / 6	
Asymmetric	Not Available								

<b>HEADSAILS</b>												
Area = 0.1125·HLU · (1.445·HLP + 2·HQW + 2·HHW + 1.5·HTW + HUW + 0.5·HHB)												
HHB	HUW	HTW	HHW	HQW	HLP	HLU	Area	Btn	Fly	Meas.Date	Material	Comment
0,10	0,75	1,45	2,87	4,33	5,84	13,11	38,07			26/02/2014	Kevlar	NUEVA
0,09	0,72	1,40	2,80	4,25	5,74	12,97	36,86			03/10/2017	Kevlar	NEGRO
0,09	0,58	1,13	2,34	3,74	5,20	13,15	32,54			03/06/2012	Kevlar	

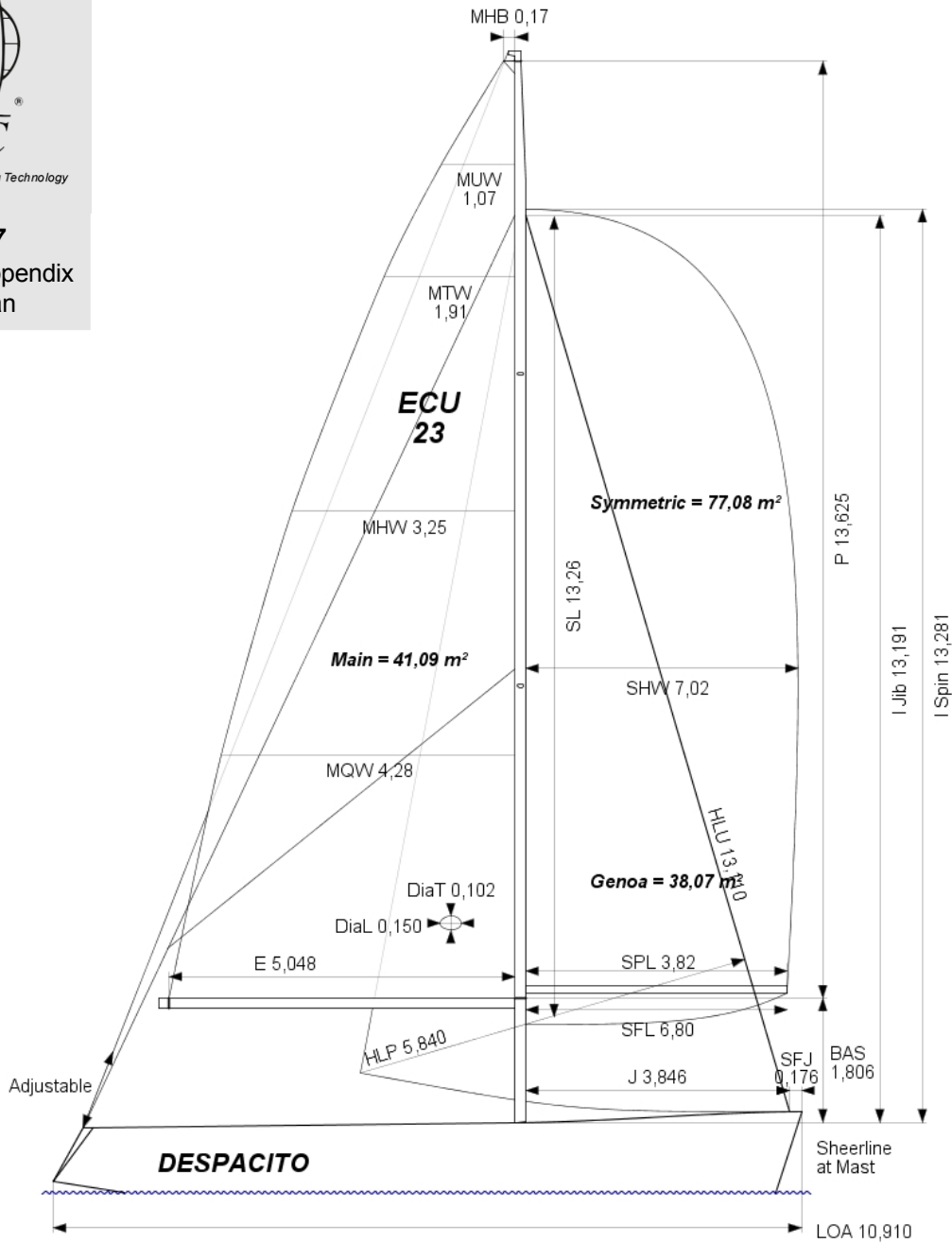
<b>MEASUREMENT INVENTORY</b>				
Measurer <b>PATRICIO GUTIERREZ P G</b>				
Date <b>27/09/2017</b>				
Comment				
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>
<i>Id</i>	<i>Item</i>	<i>Maker</i>	<i>Model</i>	
3A	Engine	YANMAR	25HP	
<i>Id</i>	<i>Item</i>	<i>Weight Description</i>		

<b>MEASUREMENT INVENTORY</b>						
<i>Id</i>	<i>Item</i>	<i>Tank Use</i>	<i>Tank Type</i>	<i>Capcty</i>	<i>Dist.</i>	<i>VCG Condtm Description</i>
B4	Tank	WATER	QDRE	60,0	6,55	48,0 DEL LADO DE
C4	Tank	GAS OIL	ALUMINUM	40,0	7,35	48,0 A POPA EN CRUJIA
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>		
C2	Battery	30,0	9,80	2 X 75 AMP 12V.		
2A	Battery	15,0	6,95	1 x 75 Amp 12 V.		



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Certificate Appendix  
Sail Plan



**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
M1N	0,170	1,07	1,91	3,25	4,28	41,09	R PESCHIERA	07/10/2014	NORTH	Carbon	NUEVA

**HEADSAILS (3)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
G3	0,10	0,75	1,45	2,87	4,33	5,84	13,11	152%	38,07			G LIZA	26/02/2014	NORTH	Kevlar	NUEVA
JT	0,09	0,72	1,40	2,80	4,25	5,74	12,97	149%	36,86			P	03/10/2017	ELVSTROM	Kevlar	NEGRO
G2	0,09	0,58	1,13	2,34	3,74	5,20	13,15	135%	32,54			f carlier	03/06/2012	SOBSTAD	Kevlar	

**SYMMETRIC SPINNAKERS (2)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
S1	13,26	13,26	13,26	7,02	6,80	77,08	G LIZA	26/02/2014	NORTH	Nylon	NUEVO
S2	13,10	13,10	13,10	6,81	7,72	76,33	G LIZA	26/02/2014	ELVSTROM	Nylon	REMEDICION

**ASYMMETRIC SPINNAKERS (0)**

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
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