

<b>BOAT</b> Name <b>SUNDANCE</b> Sail Nr <b>ECU-466</b>	<b>GPH</b> <b>612,0</b>	<b>HULL</b> Length Overall <b>14,173m</b> Maximum Beam <b>4,324m</b> Displacement <b>12.422kg</b> Draft <b>2,135m</b> IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0,370%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>HUNTER 466</b> Designer <b>HUNTER</b> Builder <b>HUNTER</b> Series <b>01/2001</b> Age <b>01/2001</b> Age Allowance <b>0,487%</b> Offset File <b>SUNDANCE.OFF - 04/10/2002 04:42:56</b> Measurement by <b>P. GUTIERREZ - 29/09/2017</b>		IMSL <b>13,305m</b> VCGD <b>0,279m</b> Sink <b>33,58kg/mm</b> RL <b>8,582m</b> VCGM <b>0,325m</b> WS <b>45,49m<sup>2</sup></b> LSMO <b>13,434m</b> Displacement/Length ratio <b>5,1236</b>



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**2017**  
ORC International  
Certificate

**Rating Office**  
Federación Ecuatoriana  
de Vela  
Patricio D. Gutiérrez - RO  
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	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
	Low	Medium	High	Low	Medium	High
Time On Distance	<b>592,4</b>			<b>670,7</b>		
Time On Time	<b>1,0128</b>			<b>1,0064</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>732,1</b>	<b>534,5</b>	<b>460,6</b>	<b>964,4</b>	<b>679,6</b>	<b>562,5</b>
Time on Time	<b>0,9220</b>	<b>1,2629</b>	<b>1,4656</b>	<b>0,6999</b>	<b>0,9932</b>	<b>1,2000</b>

Wind Velocity	TIME ALLOWANCES						
	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1124,4</b>	<b>906,8</b>	<b>793,5</b>	<b>720,8</b>	<b>681,6</b>	<b>661,4</b>	<b>646,0</b>
52°	<b>711,7</b>	<b>583,3</b>	<b>512,5</b>	<b>469,8</b>	<b>452,9</b>	<b>445,2</b>	<b>439,1</b>
60°	<b>656,5</b>	<b>544,4</b>	<b>480,4</b>	<b>448,8</b>	<b>435,1</b>	<b>429,2</b>	<b>424,2</b>
75°	<b>611,1</b>	<b>510,8</b>	<b>457,3</b>	<b>433,6</b>	<b>419,9</b>	<b>410,2</b>	<b>401,6</b>
90°	<b>608,1</b>	<b>508,2</b>	<b>454,1</b>	<b>430,4</b>	<b>415,8</b>	<b>402,9</b>	<b>380,6</b>
110°	<b>649,4</b>	<b>524,9</b>	<b>456,4</b>	<b>426,8</b>	<b>407,8</b>	<b>392,8</b>	<b>374,3</b>
120°	<b>669,0</b>	<b>539,6</b>	<b>465,4</b>	<b>431,5</b>	<b>411,8</b>	<b>392,7</b>	<b>359,5</b>
135°	<b>744,3</b>	<b>590,6</b>	<b>502,7</b>	<b>451,0</b>	<b>425,8</b>	<b>407,8</b>	<b>370,0</b>
150°	<b>891,4</b>	<b>690,2</b>	<b>574,3</b>	<b>500,1</b>	<b>453,1</b>	<b>428,5</b>	<b>394,4</b>
Run VMG	<b>1029,3</b>	<b>797,0</b>	<b>663,2</b>	<b>575,9</b>	<b>516,2</b>	<b>472,3</b>	<b>421,7</b>

**Certificate**  
Number **FVEC16**  
ORC Ref **ECU00005601**  
Issued On **04/10/2017**  
VPP Ver. **2017 1.00**  
Valid until **31/03/2018**

**Crew Weight**  
Declared **1.049kg**  
Default\* **1.049kg**  
Non Manual Pwr **No**

**Special Scoring**

	ToD	ToT
Non Spin GPH	<b>637,3</b>	<b>0,9415</b>
Non Spin OSN	<b>617,3</b>	<b>0,9720</b>

Selected Courses	Windward / Leeward							
	Circular Random	<b>870,5</b>	<b>691,0</b>	<b>592,0</b>	<b>532,9</b>	<b>495,9</b>	<b>471,8</b>	<b>442,4</b>
	Ocean for PCS	<b>1080,1</b>	<b>818,5</b>	<b>669,0</b>	<b>576,5</b>	<b>516,3</b>	<b>474,7</b>	<b>419,0</b>
	Non Spinnaker	<b>915,2</b>	<b>723,1</b>	<b>616,1</b>	<b>551,5</b>	<b>510,6</b>	<b>483,8</b>	<b>451,9</b>

**Sails Limitations**

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

Dacron Sails

Wind Velocity	Velocity Prediction in Knots for True Wind Speeds						
	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>46,2°</b>	<b>44,6°</b>	<b>44,0°</b>	<b>44,1°</b>	<b>43,2°</b>	<b>42,3°</b>	<b>41,7°</b>
Beat VMG	<b>3,20</b>	<b>3,97</b>	<b>4,54</b>	<b>4,99</b>	<b>5,28</b>	<b>5,44</b>	<b>5,57</b>
52°	<b>5,06</b>	<b>6,17</b>	<b>7,02</b>	<b>7,66</b>	<b>7,95</b>	<b>8,09</b>	<b>8,20</b>
60°	<b>5,48</b>	<b>6,61</b>	<b>7,49</b>	<b>8,02</b>	<b>8,27</b>	<b>8,39</b>	<b>8,49</b>
75°	<b>5,89</b>	<b>7,05</b>	<b>7,87</b>	<b>8,30</b>	<b>8,57</b>	<b>8,78</b>	<b>8,96</b>
90°	<b>5,92</b>	<b>7,08</b>	<b>7,93</b>	<b>8,36</b>	<b>8,66</b>	<b>8,94</b>	<b>9,46</b>
110°	<b>5,54</b>	<b>6,86</b>	<b>7,89</b>	<b>8,44</b>	<b>8,83</b>	<b>9,17</b>	<b>9,62</b>
120°	<b>5,38</b>	<b>6,67</b>	<b>7,73</b>	<b>8,34</b>	<b>8,74</b>	<b>9,17</b>	<b>10,02</b>
135°	<b>4,84</b>	<b>6,10</b>	<b>7,16</b>	<b>7,98</b>	<b>8,45</b>	<b>8,83</b>	<b>9,73</b>
150°	<b>4,04</b>	<b>5,22</b>	<b>6,27</b>	<b>7,20</b>	<b>7,95</b>	<b>8,40</b>	<b>9,13</b>
Run VMG	<b>3,50</b>	<b>4,52</b>	<b>5,43</b>	<b>6,25</b>	<b>6,97</b>	<b>7,62</b>	<b>8,54</b>
Gybe Angles	<b>144,9°</b>	<b>148,3°</b>	<b>149,9°</b>	<b>152,4°</b>	<b>157,2°</b>	<b>173,3°</b>	<b>180,0°</b>

**Class Division Length**  
CDL = **10,944**

**Storm Sails Areas**

Heavy Weather Jib	<b>40,49</b>
Storm Jib (JL=11,26)	<b>15,00</b>
Storm Trysail	<b>14,72</b>

**Owner**  
FRANCISCO DALMAU


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

Signature

<b>BOAT</b>	
Name <b>SUNDANCE</b>	Sail Nr <b>ECU-466</b>
File <b>ECU466</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>29/09/2017</b>	SG	<b>1,0253</b>
FFM <b>1,616</b>	FF <b>1,616</b>	SFFP <b>0,640</b>
FAM <b>1,274</b>	FA <b>1,276</b>	SAFP <b>12,899</b>
W1 <b>140,0</b>	PD1 <b>452,2</b>	WD <b>11,900</b>
W2 <b>140,0</b>	PD2 <b>450,3</b>	GSA <b>1,0</b>
W3 <b>140,0</b>	PD3 <b>452,9</b>	RSA <b>1,0</b>
W4 <b>140,0</b>	PD4 <b>450,8</b>	PLM <b>9000,0</b>
LCF from stem on CL / on sheer		<b>8,161 / 8,443</b>
Maximum beam station from stem		<b>9,059</b>
RM Measured		<b>290,6kg·m</b>
RM Default		<b>310,4kg·m</b>
Limit of positive stability / Stab.Index		<b>104,1° / 111,1</b>
Freeboard at mast at 5,180		<b>1,398</b>

<b>RIG</b>			
Forestay Tension <b>Fixed</b>	Spreaders <b>2</b>		
Inner Stay <b>None Fitted</b>	Runners <b>0</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>15,364</b>	E <b>5,475</b>	MDT1 <b>0,139</b>	MW <b>0,200</b>
IG <b>17,175</b>	J <b>5,180</b>	MDL1 <b>0,206</b>	GO <b>0,243</b>
ISP <b>17,098</b>	SFJ <b>0,000</b>	MDT2 <b>0,139</b>	BD <b>0,169</b>
BAS <b>1,575</b>	SPL <b>5,200</b>	MDL2 <b>0,202</b>	MWT
FSP <b>0,072</b>	TPS	TL <b>0,000</b>	MCG




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**IMS Measurement Certificate**

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

<b>PROPELLER</b>		
Installation <b>Shaft exposed</b>	PRD	<b>0,382</b>
Type <b>Feathering 3 blades</b>	PBW	<b>0,153</b>
Twin Screw <b>No</b>	PIPA	<b>0,0106</b>
PSA <b>16,100</b>	PHL <b>0,142</b>	ST3 <b>0,102</b> ESL <b>3,478</b>
PSD <b>0,032</b>	ST1 <b>0,020</b>	ST4 <b>0,053</b>
PHD <b>0,077</b>	ST2 <b>0,092</b>	ST5 <b>0,213</b>

<b>COMMENTS</b>	

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

<b>CENTERBOARD</b>	
N/A	

<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0,190	1,44	2,40	3,87	4,74	53,45	55,07	P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric	SLU	SLE	SL	SHW	SFL	133,45		SL · (SFL + 4·SHW) / 6	
	17,12	17,12	17,12	9,41	9,13				
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	0,95	1,83	3,68	5,57	7,64	16,83	63,02	N		26/09/2017	Kevlar	AMARILLO
0,10	0,73	1,43	2,83	4,35	5,94	16,78	48,83	Y		26/09/2017	Kevlar	AMARILLO

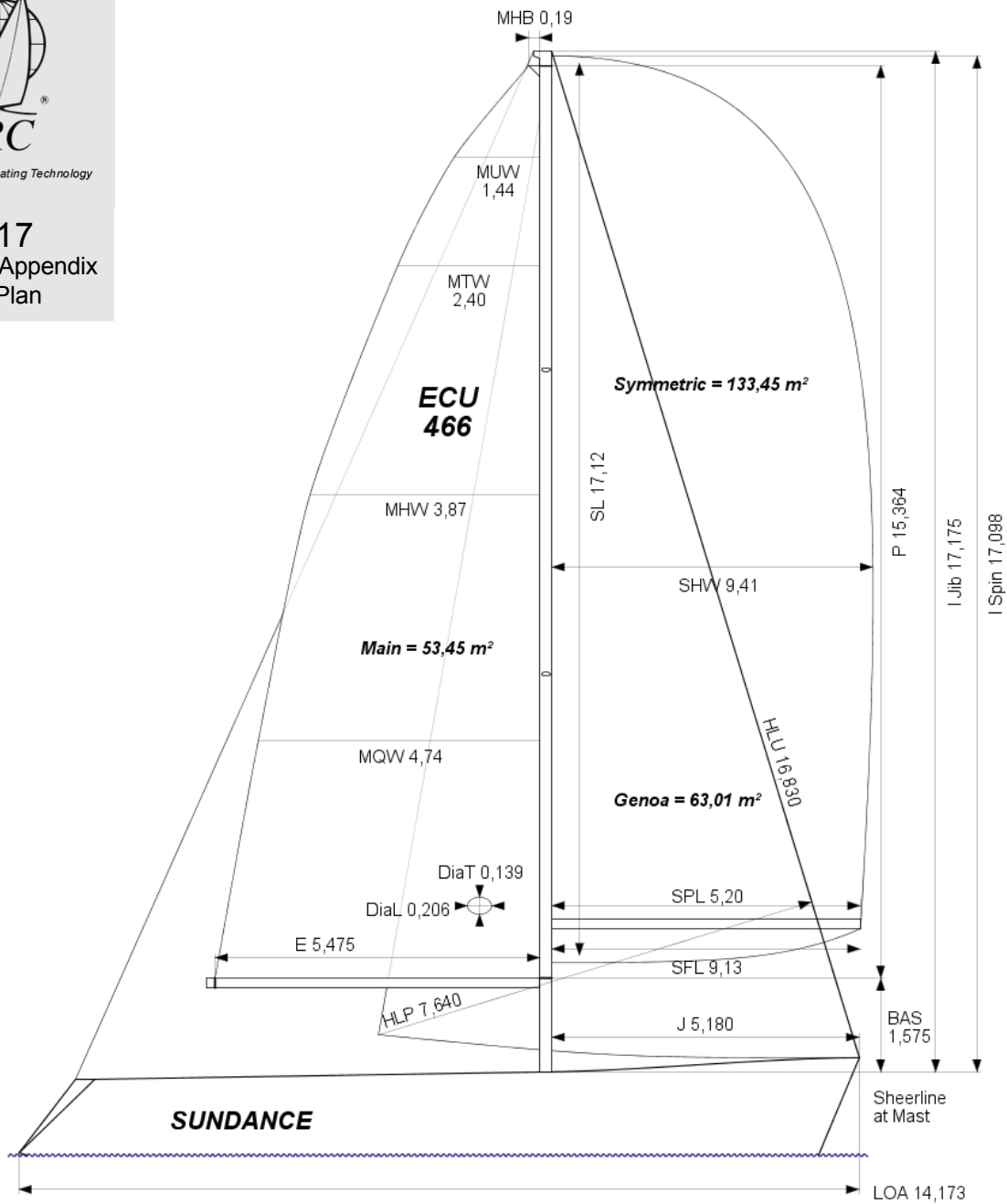
<b>MEASUREMENT INVENTORY</b>				
Measurer <b>PATRICIO GUTIERREZ P G</b>				
Date <b>29/09/2017</b>				
Comment				
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>
<i>Id</i>	<i>Item</i>	<i>Maker</i>	<i>Model</i>	
C4	Engine	YANMAR	55 KW	
<i>Id</i>	<i>Item</i>	<i>Weight Description</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</i>	<i>Condtn</i>	<i>Description</i>
4B	Tank	AGUA	PLASTICO	80,0	7,14	-0,20	0-0	A ESTRIBOR
4A	Tank	AGUA	PLASTICO	500,0	2,73	0,29	0-0	A PROA
4E	Tank	PETROL	PLASTICO	380,0	9,41	0,60	36-0	EN POPA A BAVOR
4C	Tank	AGUA	PLASTICO	160,0	7,74	-0,20	0-0	02 TANQUES-01
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>				
C6	Battery	40,0	6,16	-0,10 02 BAT. 12 V - 75 AMP				
C5	Battery	15,0	7,76	-0,10 01 BAT. 12 V - 75 AMP				
5F	Misc	10,0	6,55	24,00 01 CALENTADOR DE AGUA				
5K	Misc	50,0	8,50	0,48 GENERADOR ELECTRICO				
5M	Misc	8,8	12,75	0,70 02 BALON DE GAS A POPA				
5A	Misc	4,0	5,33	1,05 TELELVISOR 14" DVD				



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Sail Plan



**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
M2	0,190	1,44	2,40	3,87	4,74	53,45	P GUTIERREZ	26/09/2017	NORTH	Kevlar	AMARILLO

**HEADSAILS (2)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
G-1	0,10	0,95	1,83	3,68	5,57	7,64	16,83	147%	63,02	N		P	26/09/2017	NORTH	Kevlar	AMARILLO
G-3	0,10	0,73	1,43	2,83	4,35	5,94	16,78	115%	48,83	Y		P	26/09/2017	NORTH	Kevlar	AMARILLO

**SYMMETRIC SPINNAKERS (2)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
S-1	17,12	17,12	17,12	9,41	9,13	133,45	P GUTIERREZ	26/09/2017	NORTH	Nylon	BL/ROJO
S-2	16,73	16,73	16,73	8,22	8,63	115,74	P GUTIERREZ	26/09/2017	ELVSTROM	Nylon	BL/ROJO

**ASYMMETRIC SPINNAKERS (0)**

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