

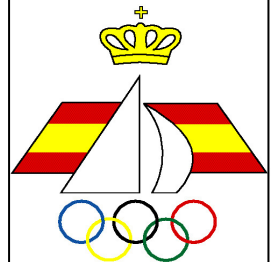


World Leader in Rating Technology

## 2011 ORC Club Certificate

### Rating Office

REAL FEDERACION  
ESPAÑOLA DE VELA  
C/ Luis de Salazar, 9  
28002 Madrid



### Certificate

Number **963102**  
Issued On **10/05/2011**  
ORC Ref **ESP00001247**  
VPP Ver. **2011 1.02**  
Valid until **31/12/2011**

### Crew Weight

Declared **807 kg**  
Default\* **807 kg**  
Non Manual Power **No**

### Special Scoring

	ToD	ToT
Double Handed	<b>639,9</b>	<b>0,9377</b>
Non Spinnaker	<b>678,6</b>	<b>0,8842</b>
N/S Perf. Line	<b>24,7</b>	<b>0,664</b>

### Sails Limitations

Genoas **1** Spinnakers **3**  
Jibs **0**

### Spinnaker configuration

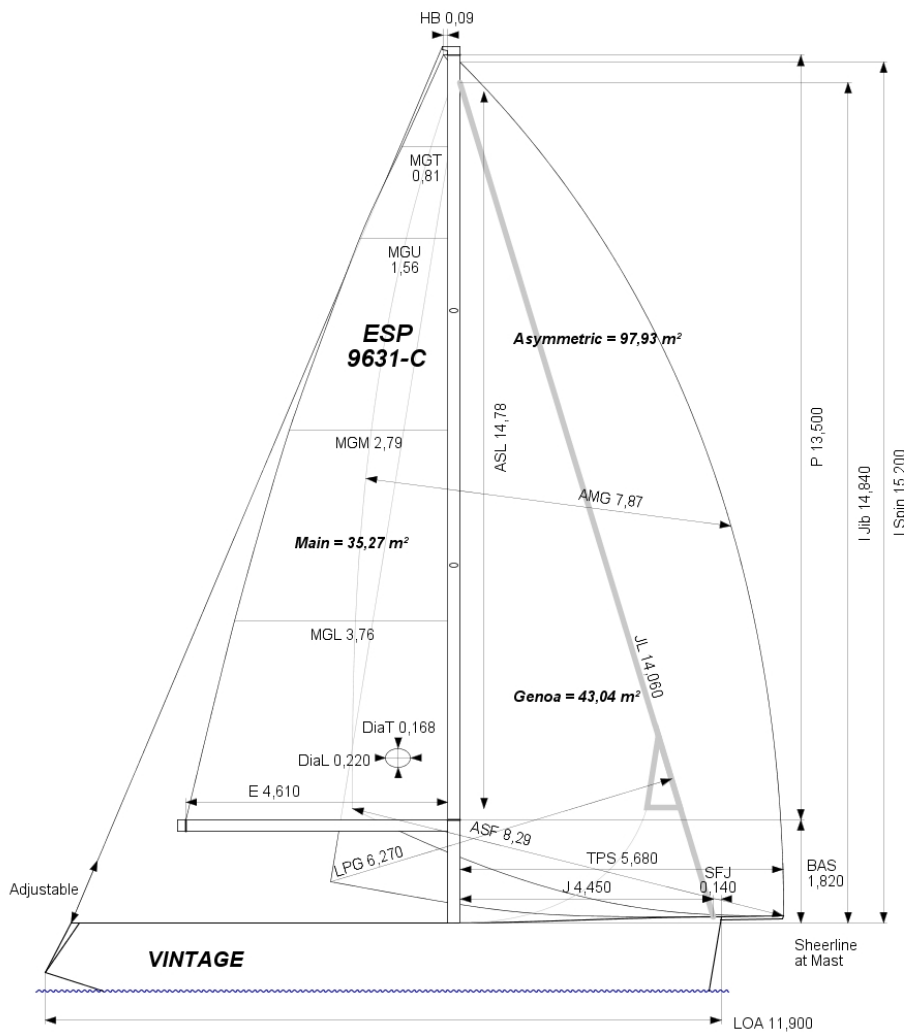
Symmetric: **No**  
Asymmetric: **Yes 97,93**  
Code Zero: **No**  
Spin. Pole: **No**

### Stability

LPS (Estimated): **123,7°**  
Stability Index: **126,4**  
OSR Category: **0**

### Owner

Signature



BOAT	GPH	HULL
Name <b>VINTAGE</b> Sail Nr <b>ESP-9631-C</b>	<b>641,5</b>	Data File <b>E9631_C.dxt</b> LOA <b>11,900 m</b> Offset File <b>DUF405CL.OFF</b> MB <b>3,980 m</b> Displacement <b>8.080 kg</b> Draft <b>2,043 m</b>
<b>CLASS</b> Class <b>DUFOUR 405 (2.03)</b> Designer <b>FELCI</b> Builder <b>DUFOUR</b> Series <b>03/2009</b> Age Date <b>03/2009</b> Age Allowance <b>0,130%</b>		IMS Division <b>Cruiser/Racer</b> Dynamic All. <b>1,013%</b> Fwd Accom. <b>Yes</b> Construction <b>Solid</b> Fiber Rigging <b>No</b> Aramid Core <b>No</b> Crew Arm Ex Carbon Rudder <b>No</b> Anchor Wgt Anchor LCG
<b>COMMENTS</b>		IMS L <b>10,873</b> Wetted Area <b>30,66 m²</b> VCGM <b>-0,122</b>
<b>PROPELLER</b> Installation <b>Strut</b> PRD <b>0,440</b> Type <b>Feathering 3 blades</b>		<b>CENTERBOARD</b> N/A
<b>SCORING OPTIONS</b>		
	<b>OFFSHORE</b> COASTAL / LONG DISTANCE	<b>INSHORE</b> WINDWARD / LEEWARD
Time On Distance	<b>641,5</b>	<b>705,7</b>
Time On Time	<b>0,9353</b>	<b>0,9565</b>
Performance Line	PLT <b>0,747</b> PLD <b>54,0</b>	PLT <b>0,694</b> PLD <b>119,3</b>
Triple Number	Low <b>0,8893</b> Medium <b>1,1983</b> High <b>1,3952</b>	Low <b>0,6723</b> Medium <b>0,9439</b> High <b>1,1426</b>



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# 2011

## ORC Club Certificate Appendix

<b>BOAT</b>	
Name <b>VINTAGE</b>	Certificate Number <b>963102</b>
Sail Nr <b>ESP-9631-C</b>	Issued On <b>10/05/2011</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1177,8</b>	<b>956,9</b>	<b>829,4</b>	<b>752,9</b>	<b>712,1</b>	<b>687,1</b>	<b>660,4</b>
52°	<b>747,7</b>	<b>615,0</b>	<b>543,6</b>	<b>505,2</b>	<b>480,8</b>	<b>468,4</b>	<b>456,1</b>
60°	<b>693,3</b>	<b>571,9</b>	<b>517,6</b>	<b>484,5</b>	<b>462,7</b>	<b>448,2</b>	<b>436,4</b>
75°	<b>649,8</b>	<b>543,2</b>	<b>494,3</b>	<b>464,6</b>	<b>448,9</b>	<b>432,1</b>	<b>409,9</b>
90°	<b>632,8</b>	<b>525,8</b>	<b>478,7</b>	<b>450,0</b>	<b>432,2</b>	<b>421,9</b>	<b>403,4</b>
110°	<b>644,5</b>	<b>526,7</b>	<b>473,4</b>	<b>444,7</b>	<b>423,4</b>	<b>404,8</b>	<b>376,2</b>
120°	<b>658,0</b>	<b>536,6</b>	<b>486,9</b>	<b>457,2</b>	<b>433,9</b>	<b>413,8</b>	<b>377,5</b>
135°	<b>756,5</b>	<b>607,6</b>	<b>526,1</b>	<b>483,1</b>	<b>456,2</b>	<b>435,2</b>	<b>400,5</b>
150°	<b>909,7</b>	<b>719,9</b>	<b>607,1</b>	<b>536,0</b>	<b>493,3</b>	<b>464,9</b>	<b>425,0</b>
Run VMG	<b>1050,4</b>	<b>831,3</b>	<b>701,0</b>	<b>613,0</b>	<b>551,1</b>	<b>507,4</b>	<b>453,8</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>1134,6</b>	<b>906,6</b>	<b>775,3</b>	<b>692,3</b>	<b>639,3</b>	<b>604,1</b>	<b>562,9</b>
Circular Random	<b>905,2</b>	<b>722,2</b>	<b>621,4</b>	<b>560,7</b>	<b>521,9</b>	<b>495,7</b>	<b>461,8</b>
Ocean for PCS	<b>967,4</b>	<b>755,3</b>	<b>634,8</b>	<b>559,6</b>	<b>509,5</b>	<b>474,1</b>	<b>425,8</b>
Non Spinnaker	<b>974,2</b>	<b>770,2</b>	<b>656,3</b>	<b>586,9</b>	<b>542,1</b>	<b>511,7</b>	<b>473,5</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>45,7°</b>	<b>44,0°</b>	<b>44,3°</b>	<b>41,7°</b>	<b>40,6°</b>	<b>39,8°</b>	<b>39,1°</b>
Beat VMG	<b>3,06</b>	<b>3,76</b>	<b>4,34</b>	<b>4,78</b>	<b>5,06</b>	<b>5,24</b>	<b>5,45</b>
52°	<b>4,81</b>	<b>5,85</b>	<b>6,62</b>	<b>7,13</b>	<b>7,49</b>	<b>7,69</b>	<b>7,89</b>
60°	<b>5,19</b>	<b>6,30</b>	<b>6,96</b>	<b>7,43</b>	<b>7,78</b>	<b>8,03</b>	<b>8,25</b>
75°	<b>5,54</b>	<b>6,63</b>	<b>7,28</b>	<b>7,75</b>	<b>8,02</b>	<b>8,33</b>	<b>8,78</b>
90°	<b>5,69</b>	<b>6,85</b>	<b>7,52</b>	<b>8,00</b>	<b>8,33</b>	<b>8,53</b>	<b>8,92</b>
110°	<b>5,59</b>	<b>6,83</b>	<b>7,60</b>	<b>8,10</b>	<b>8,50</b>	<b>8,89</b>	<b>9,57</b>
120°	<b>5,47</b>	<b>6,71</b>	<b>7,39</b>	<b>7,87</b>	<b>8,30</b>	<b>8,70</b>	<b>9,54</b>
135°	<b>4,76</b>	<b>5,92</b>	<b>6,84</b>	<b>7,45</b>	<b>7,89</b>	<b>8,27</b>	<b>8,99</b>
150°	<b>3,96</b>	<b>5,00</b>	<b>5,93</b>	<b>6,72</b>	<b>7,30</b>	<b>7,74</b>	<b>8,47</b>
Run VMG	<b>3,43</b>	<b>4,33</b>	<b>5,14</b>	<b>5,87</b>	<b>6,53</b>	<b>7,09</b>	<b>7,93</b>
Gybe Angles	<b>141,2°</b>	<b>143,8°</b>	<b>145,1°</b>	<b>157,0°</b>	<b>170,0°</b>	<b>176,1°</b>	<b>178,8°</b>