

BOAT	GPH	HULL
Name BICHO Sail Nr ARG-1466	725,9	Length Overall 9,310m Maximum Beam 3,174m Displacement 4.597kg Draft 1,589m IMS Reg. Division Cruiser/Racer Dynamic Allowance 0,382% Fwd Accommodation Yes Hull Construction Solid Carbon Rudder No Crew Arm Extension
GENERAL		IMSL 7,551m VCGD 0,117m Sink 14,09kg/mm RL 5,843m VCGM 0,118m WS 19,27m² LSM0 7,601m Displacement/Length ratio 10,4680
Class F&C 31 Designer GERMAN FRERS Builder AST. F&C Series 03/1975 Age 03/1975 Age Allowance 0,487% Offset File TILL.OFF - 20/11/1995 11:39:52 a.m. Measurement by P. GUTIERREZ - 11/02/2014		



SCORING OPTIONS						
	COASTAL / LONG DISTANCE			WINDWARD / LEEWARD		
Time On Distance	707,5			791,3		
Time On Time	0,8480			0,8531		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	828,8	644,6	574,6	1069,1	798,9	688,3
Time on Time	0,8144	1,0471	1,1748	0,6314	0,8449	0,9807

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	1233,7	1047,1	940,6	873,6	840,9	823,0	810,1
52°	802,2	683,9	613,6	582,3	569,6	562,8	557,6
60°	756,9	643,3	588,8	564,5	551,3	544,5	539,0
75°	718,6	613,9	572,2	550,3	533,8	520,8	509,5
90°	717,5	612,2	566,7	545,1	529,8	513,3	488,4
110°	738,3	611,8	561,3	534,2	510,7	496,1	481,0
120°	759,3	625,9	567,5	539,2	515,2	492,7	465,9
135°	826,8	681,7	592,4	555,5	531,1	508,1	469,5
150°	959,0	770,5	656,4	586,1	554,2	531,5	490,2
Run VMG	1107,4	888,0	755,2	661,8	597,0	561,6	517,6

Selected Courses							
Windward / Leeward	1170,6	967,5	847,9	767,7	718,9	692,3	663,8
Circular Random	994,9	806,2	704,8	645,7	609,3	585,8	557,6
Ocean for PCS	1215,0	944,7	791,3	696,5	634,5	591,1	531,6
Non Spinnaker	1041,4	839,4	729,8	665,2	625,0	598,8	566,7

Velocity Prediction in Knots for True Wind Speeds							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	44,1°	43,0°	44,4°	43,7°	42,6°	41,9°	41,5°
Beat VMG	2,92	3,44	3,83	4,12	4,28	4,37	4,44
52°	4,49	5,26	5,87	6,18	6,32	6,40	6,46
60°	4,76	5,60	6,11	6,38	6,53	6,61	6,68
75°	5,01	5,86	6,29	6,54	6,74	6,91	7,07
90°	5,02	5,88	6,35	6,60	6,79	7,01	7,37
110°	4,88	5,88	6,41	6,74	7,05	7,26	7,48
120°	4,74	5,75	6,34	6,68	6,99	7,31	7,73
135°	4,35	5,28	6,08	6,48	6,78	7,09	7,67
150°	3,75	4,67	5,48	6,14	6,50	6,77	7,34
Run VMG	3,25	4,05	4,77	5,44	6,03	6,41	6,96
Gybe Angles	148,3°	152,7°	152,7°	161,1°	180,0°	180,0°	180,0°

Certificate	
Number 146601	ORC Ref ARG00004819
Issued On 01/06/2017	VPP Ver. 2017 1.00
Valid until 31/12/2017	

Crew Weight	
Declared	434kg
Default*	466kg
Non Manual Pwr	No

Special Scoring	
ToD	ToT
Non Spin GPH 752,3	0,7976
Non Spin OSN 731,3	0,8205

Sails Limitations	
Headsails	Spinnakers
5	3

Class Division Length	
CDL =	6,697

Storm Sails Areas	
Heavy Weather Jib	20,15
Storm Jib (JL=7,94)	7,46
Storm Trysail	7,13

Owner	
PAOLA SOLLEVED	ESTANISLAO DIAZ 454.
SAN ISIDRO	PCIA. BUENOS AIRES

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

BOAT Name BICHO Sail Nr ARG-1466 File ARG1466i Data in meters/kilograms		INCLINING TEST AND FREEBOARDS Inclining Test Current Inclining Flotation date 11/02/2014 SG 1,0000 FFM 1,116 FF 1,130 SFFP 0,500 FAM 0,782 FA 0,790 SAFFP 8,700 W1 52,0 PD1 549,0 WD 10,280 W2 52,0 PD2 550,0 GSA 1,0 W3 52,0 PD3 551,0 RSA 1,0 W4 52,0 PD4 549,0 PLM 9000,0 LCF from stem on CL / on sheer 5,144 / 5,344 Maximum beam station from stem 5,300 RM Measured 76,6kg·m RM Default 72,6kg·m Limit of positive stability / Stab.Index 104,8° / 106,5 Freeboard at mast at 3,820 0,908	
RIG Forestay Tension Aft Spreaders 1 Inner Stay Adjustable Runners 0 Carbon Mast No Jumper Struts None Taper Hollows No Jib Furler No Fiber Rigging No Main Furler No Lenticular Rigging No Without Backstay No Articulated Bowsprit No P 10,360 E 3,930 MDT1 0,105 MW 0,130 IG 12,120 J 3,820 MDL1 0,160 GO 0,160 ISP 12,050 SFJ 0,000 MDT2 0,105 BD 0,120 BAS 1,430 SPL 3,830 MDL2 0,130 MWT FSP 0,060 TPS TL 0,900 MCG 		PROPELLER Installation Shaft exposed PRD 0,410 Type Folding 2 blades PBW 0,098 Twin Screw No PIPA 0,0074 PSA 37,000 PHL 0,150 ST3 0,110 ESL 0,590 PSD 0,025 ST1 0,024 ST4 0,046 PHD 0,064 ST2 0,088 ST5 0,170	
MIZZEN RIG AND SAILS N/A		MOVEABLE BALLAST N/A	
COMMENTS CASCO: TILL		CENTERBOARD N/A	

SAILS (Maximum Areas)									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0,155	0,78	1,42	2,48	3,29	23,90	24,42	P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric	SLU	SLE	SL	SHW	SFL				
	12,10	12,10	12,10	6,89	6,72	69,13		SL · (SFL + 4·SHW) / 6	
Asymmetric Not Available									



HEADSAILS												
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
0,08	0,70	1,36	2,74	4,17	5,71	11,90	33,27			11/02/2014	Kevlar	NUEVO
		1,20	2,43	3,74	5,15	11,78	29,64				Unknow	
0,08	0,49	0,92	1,83	2,79	3,75	11,85	22,09			19/09/2012	Kevlar	NUEVO

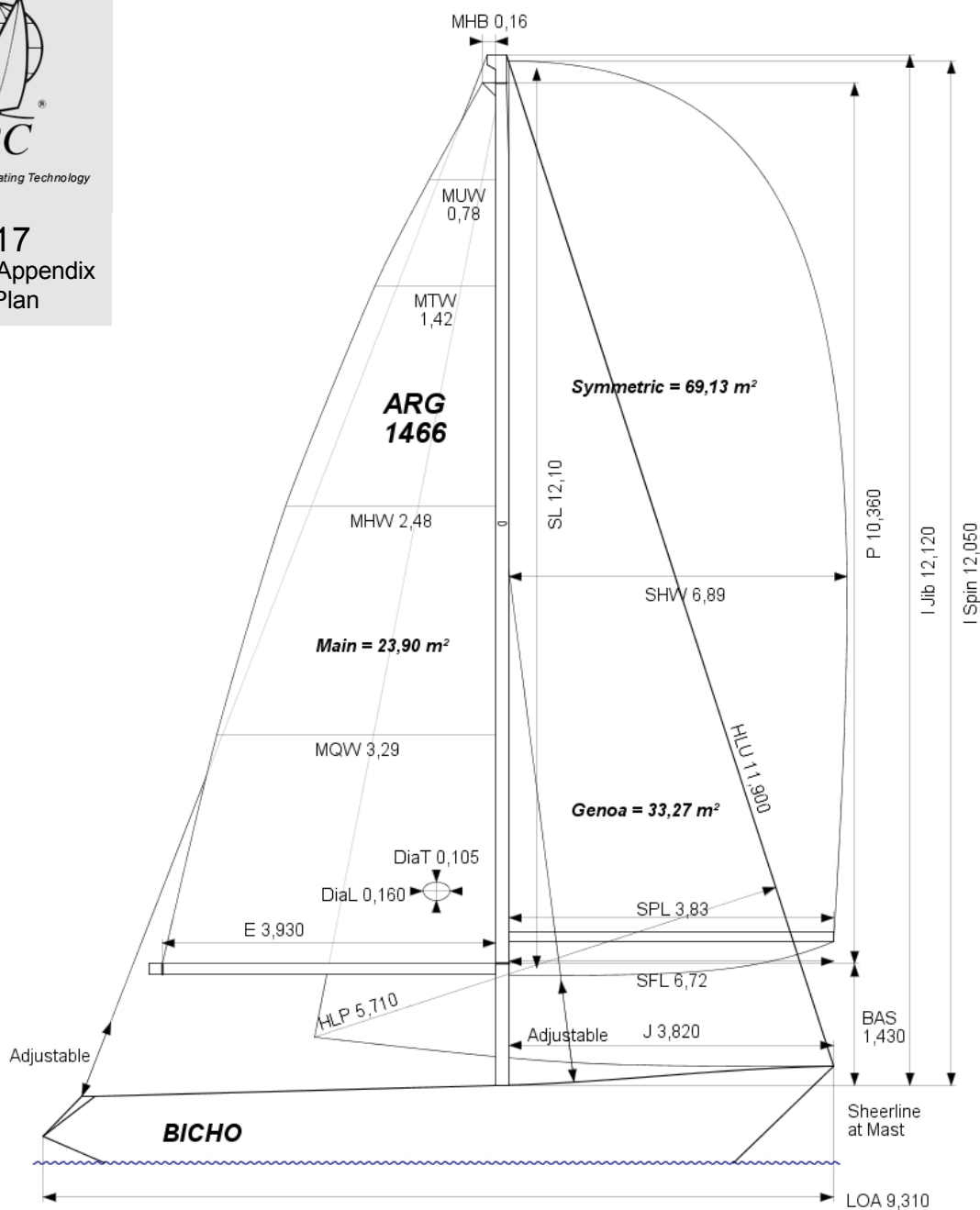
MEASUREMENT INVENTORY				
Measurer P. GUTIERREZ PG Date 11/02/2014 Comment				
Id	Item	Weight	Distance	VCG Description
Id	Item	Maker	Model	
C4	Engine	YANMAR	29 HP	
Id	Item	Weight Description		

MEASUREMENT INVENTORY						
Id	Item	Tank Use	Tank Type	Capcty	Dist.	VCG Condtn Description
E5	Tank	INOX	GAS OIL	50,0	4,42	0,00 35,0
B5	Tank	INOX	AGUA	120,0	5,02	0,00 0,0
Id	Item	Weight	Distance	VCG Description		
E4	Battery	18,0	5,22	0,00 12 V X 100 AMP		
E4	Battery	16,0	5,22	0,00 12 V X 55 AMP		



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2017 Certificate Appendix Sail Plan



SAILS INVENTORY

MAINSAIL (1)

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
M2	0,155	0,78	1,42	2,48	3,29	23,90	PG	11/02/2014	NORTH	Kevlar	

HEADSAILS (3)

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
G1 MD	0,08	0,70	1,36	2,74	4,17	5,71	11,90	149%	33,27			PG	11/02/2014	NORTH	Kevlar	NUEVO
G2			1,20	2,43	3,74	5,15	11,78	135%	29,64						Unknow	
G3 N	0,08	0,49	0,92	1,83	2,79	3,75	11,85	98%	22,09			EC	19/09/2012	NORTH	Kevlar	NUEVO

SYMMETRIC SPINNAKERS (1)

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
S2	12,10	12,10	12,10	6,89	6,72	69,13		19/05/2017	NORTH	Nylon	

ASYMMETRIC SPINNAKERS (0)

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