**ALL FIELDS MUST BE COMPLETED**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Boat`s Name: | |  | | | Class: |  | | | | Sail Number: | | |  | |
| Owner`s Name |  | | | | | | | NIF/Passport: | |  | | | | |
| Adress |  | | | | | | City: |  | | | | C.P. | |  |
| Mobile: |  | | E-mail: |  | | | | | Club: | |  | | | |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **1er certificate** | **Modificatión** |  | **Other Concept** | | |
| **10 € meters of Loa**   |  | | --- | |  | | **7 € meters of Loa**   |  | | --- | |  | |  | **Urgency Suplement** | | **30**€ |
|  | Información VPP | Polars | 40€ |
|  | Estability | 40€ |

**Urgency Supplement \*: A request to issue a certificate within 48 hours. The possibility should be consulted.**

**Method of Payment:**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| * Bank transfer to the bank account:  |  |  |  |  | | --- | --- | --- | --- | | **2038 1823 65 6000336296** | CAJAMADRID | RFEV | (Attach proof of payment with the application) |  * Credit Card: Visa: \_\_\_\_ Master Card: \_\_\_\_  |  |  |  |  |  |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | | Card Number: |  | / |  | / |  | / |  | Exp. Date (mm/aa) |  | / |  | Signature: | |

**BOAT DESCRIPTION: Complete only if it is the first boat certificate or modification.**

**The following information is essential for rating calculation; the owner must ensure the accuracy of the data, in case of doubt can contact to the issuing rating office, measurer and/or construction shipyard.**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Crew Weight (kg) | | | | |  | | | | | |  | | | | | Age date | | | | | | | | | | | | | | | | | |  | | | |  | | | |  | | | |  | | | | Serie date | | | | | | | | | | | |  | |  | | | | |  | | | | | | | |
|  | | | |
| Accommodation: | | | | Cruiser/Racer | | | | | | | | | | | |  | | | | | |  | | | | | | | | | | | | Performance | | | | | | | | | | |  | | | Forward accommodation | | | | | | | | | | | | | | | | | | |  | | | | |
|  | | | |
| Hull Constrution: | | | | Light | | | | | | | | | | |  |  | | | | | | | | | | | cored | | | |  | | |  | | | | | | | | | | | | Sólid | | | | | |  | | | |  | | | | | Carbon | | | |  | | | | |
|  | | | |
| Carbon: | | | | Carbon mast | | | | | | | | | | | | |  | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | | | | | | | |  | | | |  | | | | Carbon Rudder | | | | | | | | | | | |  | | | |
| Rig | Number of pair of spreaders | | | | | | | | | | | | | | | | | |  | | | | | | Nº runners | | | | | | | | | | |  | | ¿Violín? | | | | | |  | | | | Taper hollows | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |
| Baby stay | | | | | | | | | | | | | ¿ Y/N | | | | |  | | | | | | Fix | | |  | | Adjustable | | | | | | | | | | | | | | | | |  | | |
| Back stay | | | | | | | | | | | | Y/N | | | | | |  | | | | | | Application Point | | | | | | | | | | | | | | | Stern | | |  | | | | | Bow | | | | | | |  | | | Stern/bow | | | | |  | | Fix | | | | | | |  | | |
| Without Backstay | | | | | |  | | | | |  | | | | | | | | | | | | | | | | | | | | PBO Rig | | | | | | | | | | | | | | |  | | |  | | | | | | |  | | | | | | | | | | |  | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | |
| **Non manual power (Mark all the apply)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **yes** | | | | | | | | | **no** | | | | | | | | | | | | | | | | | | | | **rig** | | | | | | | | | | | | | | | | | | | | | | **sheets** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Genoa roller, Furler in association with one genoa on board only……………………………………………………………** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | |
| **Aramid hull cored** | | | | | | | | | |  | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | |  | | | | | |  | | | | | |
| **Spi: Symetric** | | |  | | | | | **Asymetric** | | | | | | | | | | | |  | | | | | | **Non spi** | | | | | | |  | | | | | | **Spinnaker Pole** | | | | | | | | | |  | | | | **Bow Sprit or Center Line** | | | | | | | | | | | | | | | | | | | |  | | | | |
| **Dacron Sail. Todas las velas serán de tejido de poliéster o nylon** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | |
| Mainsail Roller………………………………………………………………………………………………………….. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | |
| **Propeller** | | Nº of blades | | | |  | | Fix | | | | | | | | | |  | | | | | Feathering | | | | | | | | | | | | | |  | | | | Folding | | | | | | | | | | | | |  | | | | | No Propeller | | | | | | | | | | | | | |  | | | | |
| Strut drive | | | |  | | Shaft | | | | | | | | | |  | | | | | In aperture | | | | | | | | | | | | | |  | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|  |  | Comments: |
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