**ALL FIELDS MUST BE COMPLETED**

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

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **1ºcertificate** | **2º Modification** | **Other concepts** | | |
| **14 € meters of LOA**   |  | | --- | |  | | **10 € 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.**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **Crew weight (kg)** | | | | |  | | | | |  | | | | | **Age date** | | | | | | | | | | | | | | | |  | | | |  | | | | |  | | | |  | | | | | | **Series date** | | | | | | | | | | |  | |  | | | | |  | | | | | |
|  | | | |
| **Accommodation** | | | | Cruiser/Racer | | | | | | | | | | |  | | | |  | | | | | | | | | | | | | Performance | | | | | | | | | | |  | | | | Forward accommodation | | | | | | | | | | | | | | |  | | | |
|  | | | |
| **Hull construction:** | | | | Light | | | | | | | | |  | |  | | | | | | | | | cored | | | |  | | |  | | | | | | | | | | | | | Sólid | | | | | | |  | | | |  | | | | Carbon | | | | | |  | | | |
|  | | | |
| **Carbon:** | | | | Carbón 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 | | | | | | | | | | | | | | | | | | |  | | | |

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|  |  | Comments: |
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| --- | --- | --- | --- | --- | --- | --- |
| In |  | date |  | month |  | year |