

|                                                                                                                                                                                                                                                                                   |              |                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>BOAT</b>                                                                                                                                                                                                                                                                       | <b>GPH</b>   | <b>HULL</b>                                                                                                                                                                                                                                                                                                       |
| Name <b>CRISTABELLA</b><br>Sail Nr <b>URU 226</b>                                                                                                                                                                                                                                 | <b>521,0</b> | Length Overall <b>14,085m</b><br>Maximum Beam <b>3,700m</b><br>Displacement <b>8.067kg</b><br>Draft <b>2,862m</b><br>IMS Reg. Division <b>Performance</b><br>Dynamic Allowance <b>0,000%</b><br>Fwd Accommodation <b>Yes</b><br>Hull Construction <b>Carbon</b><br>Carbon Rudder <b>Yes</b><br>Crew Arm Extension |
| <b>GENERAL</b>                                                                                                                                                                                                                                                                    |              | IMSL <b>12,613m</b> VCGD <b>-0,361m</b> Sink <b>28,00kg/mm</b><br>RL <b>12,083m</b> VCGM <b>-0,417m</b> WS <b>38,13m<sup>2</sup></b><br>LSM0 <b>12,239m</b> Displacement/Length ratio <b>4,4002</b>                                                                                                               |
| Class <b>JV 48</b><br>Designer <b>JUDEL/VROLIJK</b><br>Builder <b>NEVILLE HUTTON</b><br>Series <b>03/2004</b><br>Age <b>03/2004</b><br>Age Allowance <b>0,390%</b><br>Offset File <b>loyal3.off - 09/01/2013 07:09:22 p.m.</b><br>Measurement by <b>P. GUTIERREZ - 14/01/2016</b> |              |                                                                                                                                                                                                                                                                                                                   |



World Leader in Rating Technology

**2016**  
ORC International  
Certificate

**Rating Office**  
**PATRICIO D. GUTIERREZ**  
**C. GRIERSON Y**  
**COSTANERASUR**  
**Y.C.A**



| <b>SCORING OPTIONS</b> |                                            |               |               |                                      |               |               |
|------------------------|--------------------------------------------|---------------|---------------|--------------------------------------|---------------|---------------|
|                        | <b>OFFSHORE</b><br>COASTAL / LONG DISTANCE |               |               | <b>INSHORE</b><br>WINDWARD / LEEWARD |               |               |
| Time On Distance       | <b>507,6</b>                               |               |               | <b>573,3</b>                         |               |               |
| Time On Time           | <b>1,1821</b>                              |               |               | <b>1,1774</b>                        |               |               |
| Performance Line       | PLT                                        | PLD           |               | PLT                                  | PLD           |               |
|                        | <b>1,181</b>                               | <b>158,5</b>  |               | <b>1,006</b>                         | <b>208,5</b>  |               |
| Triple Number          | Low                                        | Medium        | High          | Low                                  | Medium        | High          |
|                        | <b>1,1219</b>                              | <b>1,4644</b> | <b>1,6765</b> | <b>0,8542</b>                        | <b>1,1683</b> | <b>1,3615</b> |

| <b>TIME ALLOWANCES</b> |              |              |              |              |              |              |              |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Wind Velocity          | 6 kt         | 8 kt         | 10 kt        | 12 kt        | 14 kt        | 16 kt        | 20 kt        |
| Beat VMG               | <b>886,8</b> | <b>720,0</b> | <b>641,1</b> | <b>607,5</b> | <b>589,0</b> | <b>573,7</b> | <b>566,8</b> |
| 52°                    | <b>572,9</b> | <b>469,9</b> | <b>433,9</b> | <b>422,3</b> | <b>415,8</b> | <b>409,5</b> | <b>401,9</b> |
| 60°                    | <b>534,1</b> | <b>446,2</b> | <b>418,8</b> | <b>407,8</b> | <b>400,9</b> | <b>395,6</b> | <b>383,6</b> |
| 75°                    | <b>499,9</b> | <b>431,6</b> | <b>404,0</b> | <b>385,4</b> | <b>375,2</b> | <b>368,7</b> | <b>356,5</b> |
| 90°                    | <b>500,0</b> | <b>432,7</b> | <b>404,8</b> | <b>378,0</b> | <b>356,5</b> | <b>344,8</b> | <b>333,6</b> |
| 110°                   | <b>529,3</b> | <b>437,8</b> | <b>402,4</b> | <b>373,3</b> | <b>357,7</b> | <b>342,0</b> | <b>303,9</b> |
| 120°                   | <b>552,8</b> | <b>449,3</b> | <b>411,3</b> | <b>380,0</b> | <b>349,4</b> | <b>329,7</b> | <b>300,0</b> |
| 135°                   | <b>627,3</b> | <b>499,0</b> | <b>434,8</b> | <b>405,6</b> | <b>376,8</b> | <b>348,3</b> | <b>286,4</b> |
| 150°                   | <b>751,6</b> | <b>594,1</b> | <b>497,4</b> | <b>440,3</b> | <b>410,4</b> | <b>384,1</b> | <b>329,7</b> |
| Run VMG                | <b>867,9</b> | <b>686,0</b> | <b>574,3</b> | <b>504,7</b> | <b>460,9</b> | <b>426,8</b> | <b>376,9</b> |

| <b>Selected Courses</b> |              |              |              |              |              |              |              |
|-------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Windward / Leeward      | <b>877,4</b> | <b>703,0</b> | <b>607,7</b> | <b>556,1</b> | <b>525,0</b> | <b>500,2</b> | <b>471,8</b> |
| Circular Random         | <b>723,3</b> | <b>581,6</b> | <b>505,3</b> | <b>460,4</b> | <b>431,5</b> | <b>411,2</b> | <b>382,5</b> |
| Ocean for PCS           | <b>710,7</b> | <b>566,1</b> | <b>488,0</b> | <b>441,6</b> | <b>411,0</b> | <b>388,3</b> | <b>352,9</b> |
| Non Spinnaker           | <b>767,0</b> | <b>613,0</b> | <b>529,0</b> | <b>478,8</b> | <b>446,6</b> | <b>424,5</b> | <b>395,0</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>43,9°</b>  | <b>43,7°</b>  | <b>40,9°</b>  | <b>39,9°</b>  | <b>38,7°</b>  | <b>38,0°</b>  | <b>38,0°</b>  |
| Beat VMG                                                 | <b>4,06</b>   | <b>5,00</b>   | <b>5,62</b>   | <b>5,93</b>   | <b>6,11</b>   | <b>6,28</b>   | <b>6,35</b>   |
| 52°                                                      | <b>6,28</b>   | <b>7,66</b>   | <b>8,30</b>   | <b>8,53</b>   | <b>8,66</b>   | <b>8,79</b>   | <b>8,96</b>   |
| 60°                                                      | <b>6,74</b>   | <b>8,07</b>   | <b>8,60</b>   | <b>8,83</b>   | <b>8,98</b>   | <b>9,10</b>   | <b>9,39</b>   |
| 75°                                                      | <b>7,20</b>   | <b>8,34</b>   | <b>8,91</b>   | <b>9,34</b>   | <b>9,60</b>   | <b>9,76</b>   | <b>10,10</b>  |
| 90°                                                      | <b>7,20</b>   | <b>8,32</b>   | <b>8,89</b>   | <b>9,52</b>   | <b>10,10</b>  | <b>10,44</b>  | <b>10,79</b>  |
| 110°                                                     | <b>6,80</b>   | <b>8,22</b>   | <b>8,95</b>   | <b>9,64</b>   | <b>10,06</b>  | <b>10,53</b>  | <b>11,84</b>  |
| 120°                                                     | <b>6,51</b>   | <b>8,01</b>   | <b>8,75</b>   | <b>9,47</b>   | <b>10,30</b>  | <b>10,92</b>  | <b>12,00</b>  |
| 135°                                                     | <b>5,74</b>   | <b>7,21</b>   | <b>8,28</b>   | <b>8,88</b>   | <b>9,55</b>   | <b>10,34</b>  | <b>12,57</b>  |
| 150°                                                     | <b>4,79</b>   | <b>6,06</b>   | <b>7,24</b>   | <b>8,18</b>   | <b>8,77</b>   | <b>9,37</b>   | <b>10,92</b>  |
| Run VMG                                                  | <b>4,15</b>   | <b>5,25</b>   | <b>6,27</b>   | <b>7,13</b>   | <b>7,81</b>   | <b>8,43</b>   | <b>9,55</b>   |
| Gybe Angles                                              | <b>140,9°</b> | <b>142,3°</b> | <b>146,7°</b> | <b>153,9°</b> | <b>162,2°</b> | <b>180,0°</b> | <b>180,0°</b> |

**Certificate**  
Number **22601**  
ORC Ref **ARG00001495**  
Issued On **15/01/2016**  
VPP Ver. **2016 1.00**  
Valid until **31/12/2016**

**Crew Weight**  
Declared **1.130kg**  
Default\* **918kg**  
Non Manual Pwr **No**

**Special Scoring**

|                |              |               |
|----------------|--------------|---------------|
|                | ToD          | ToT           |
| Non Spin GPH   | <b>545,9</b> | <b>1,0991</b> |
| Non Spin OSN   | <b>533,4</b> | <b>1,1249</b> |
| N/S Perf. Line | <b>95,9</b>  | <b>0,985</b>  |

**Sails Limitations**

|           |            |
|-----------|------------|
| Headsails | Spinnakers |
| <b>7</b>  | <b>4</b>   |

**Class Division Length**  
CDL = **12,349**

**Storm Sails Areas**

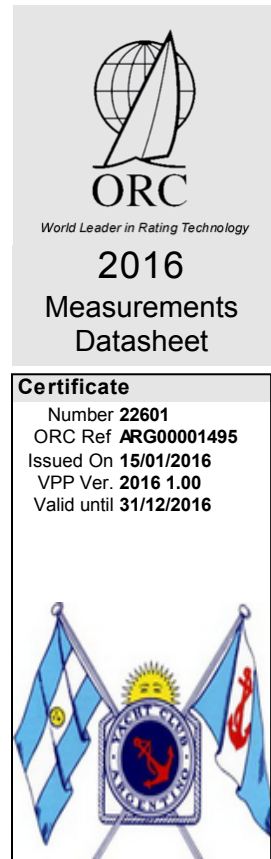
|                      |              |
|----------------------|--------------|
| Heavy Weather Jib    | <b>46,91</b> |
| Storm Jib (JL=12,12) | <b>17,37</b> |
| Storm Trysail        | <b>24,70</b> |

**Owner**  
Dr. Martin Meerhoff  
Luis Alberto de Herrera 2044  
11600 Montevideo  
Uruguay

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

Signature

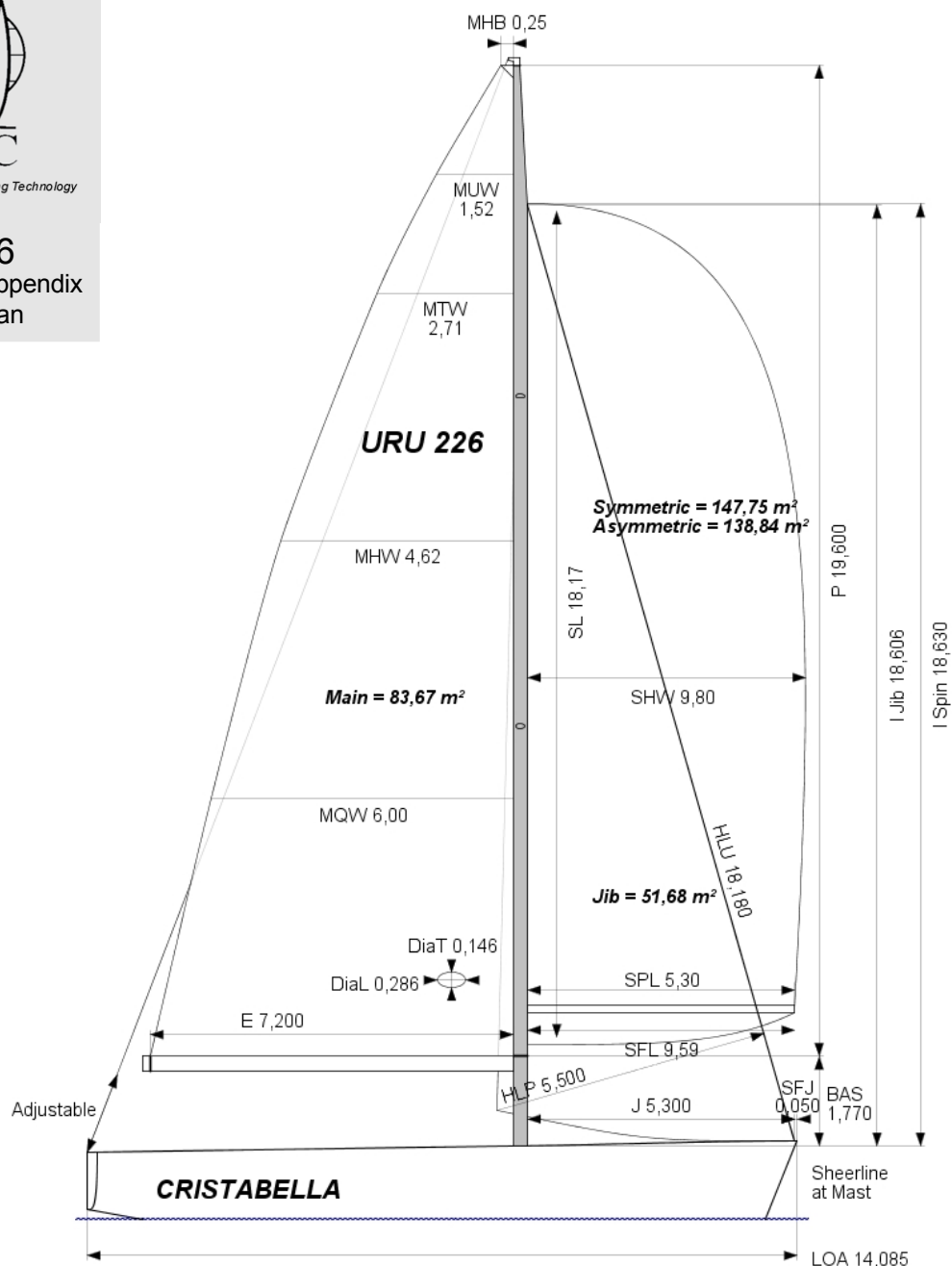
| BOAT                                                                      |        |                    |          |                 |                                 |        |          |                                                    |     | INCLINING TEST AND FREEBOARDS                                  |          |         |          |                        |  |  |  |  |  |  |
|---------------------------------------------------------------------------|--------|--------------------|----------|-----------------|---------------------------------|--------|----------|----------------------------------------------------|-----|----------------------------------------------------------------|----------|---------|----------|------------------------|--|--|--|--|--|--|
| Name <b>CRISTABELLA</b>                                                   |        |                    |          |                 | Sail Nr <b>URU 226</b>          |        |          |                                                    |     | Inclining Test <b>Current Inclining</b>                        |          |         |          |                        |  |  |  |  |  |  |
| File <b>URU226.dxt</b>                                                    |        |                    |          |                 | Data in <b>meters/kilograms</b> |        |          |                                                    |     | Flotation date <b>14/01/2016</b> SG <b>1,0000</b>              |          |         |          |                        |  |  |  |  |  |  |
| <b>RIG</b>                                                                |        |                    |          |                 |                                 |        |          |                                                    |     | FFM <b>1,544</b> FF <b>1,553</b> SFFP <b>0,250</b>             |          |         |          |                        |  |  |  |  |  |  |
| Forestay Tension <b>Aft</b> Spreaders <b>2</b>                            |        |                    |          |                 |                                 |        |          |                                                    |     | FAM <b>1,324</b> FA <b>1,332</b> SAFF <b>14,070</b>            |          |         |          |                        |  |  |  |  |  |  |
| Inner Stay <b>None Fitted</b> Runners <b>0</b>                            |        |                    |          |                 |                                 |        |          |                                                    |     | W1 <b>128,13</b> PD1 <b>428,5</b> WD <b>13,490</b>             |          |         |          |                        |  |  |  |  |  |  |
| Carbon Mast <b>Yes</b> Jumper Struts <b>None</b>                          |        |                    |          |                 |                                 |        |          |                                                    |     | W2 <b>128,13</b> PD2 <b>427,9</b> GSA <b>1,0</b>               |          |         |          |                        |  |  |  |  |  |  |
| Taper Hollows <b>No</b> Jib Furler <b>No</b>                              |        |                    |          |                 |                                 |        |          |                                                    |     | W3 <b>128,13</b> PD3 <b>425,7</b> RSA <b>1,0</b>               |          |         |          |                        |  |  |  |  |  |  |
| Fiber Rigging <b>No</b> Main Furler <b>No</b>                             |        |                    |          |                 |                                 |        |          |                                                    |     | W4 <b>128,13</b> PD4 <b>425,5</b> PLM <b>9000,0</b>            |          |         |          |                        |  |  |  |  |  |  |
| Lenticular Rigging <b>No</b> Without Backstay <b>No</b>                   |        |                    |          |                 |                                 |        |          |                                                    |     | LCF from stem on CL / on sheer <b>7,674 / 7,867</b>            |          |         |          |                        |  |  |  |  |  |  |
| Articulated Bowsprit <b>No</b>                                            |        |                    |          |                 |                                 |        |          |                                                    |     | Maximum beam station from stem <b>9,082</b>                    |          |         |          |                        |  |  |  |  |  |  |
| P <b>19,600</b> E <b>7,200</b> MDT1 <b>0,146</b> MW <b>0,286</b>          |        |                    |          |                 |                                 |        |          |                                                    |     | RM Measured <b>318,9kg·m</b>                                   |          |         |          |                        |  |  |  |  |  |  |
| IG <b>18,606</b> J <b>5,300</b> MDL1 <b>0,286</b> GO <b>0,296</b>         |        |                    |          |                 |                                 |        |          |                                                    |     | RM Default <b>295,6kg·m</b>                                    |          |         |          |                        |  |  |  |  |  |  |
| ISP <b>18,630</b> SFJ <b>0,050</b> MDT2 <b>0,115</b> BD <b>0,300</b>      |        |                    |          |                 |                                 |        |          |                                                    |     | Limit of positive stability / Stab.Index <b>140,1° / 145,8</b> |          |         |          |                        |  |  |  |  |  |  |
| BAS <b>1,770</b> SPL <b>5,300</b> MDL2 <b>0,134</b> MWT <b>286,00</b>     |        |                    |          |                 |                                 |        |          |                                                    |     | Freeboard at mast at 5,350 <b>1,450</b>                        |          |         |          |                        |  |  |  |  |  |  |
| FSP <b>0,088</b> TPS <b></b> TL <b>2,815</b> MCG <b>6,400</b>             |        |                    |          |                 |                                 |        |          |                                                    |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
| <b>MIZZEN RIG AND SAILS</b>                                               |        |                    |          |                 |                                 |        |          |                                                    |     | <b>PROPELLER</b>                                               |          |         |          |                        |  |  |  |  |  |  |
| N/A                                                                       |        |                    |          |                 |                                 |        |          |                                                    |     | Installation <b>Strut</b> PRD <b>0,430</b>                     |          |         |          |                        |  |  |  |  |  |  |
|                                                                           |        |                    |          |                 |                                 |        |          |                                                    |     | Type <b>Folding 2 blades</b> PBW                               |          |         |          |                        |  |  |  |  |  |  |
|                                                                           |        |                    |          |                 |                                 |        |          |                                                    |     | Twin Screw <b>No</b> PIPA <b>0,0042</b>                        |          |         |          |                        |  |  |  |  |  |  |
|                                                                           |        |                    |          |                 |                                 |        |          |                                                    |     | ST1 <b>0,062</b> ST3 <b>0,260</b> ST5 <b>0,295</b>             |          |         |          |                        |  |  |  |  |  |  |
|                                                                           |        |                    |          |                 |                                 |        |          |                                                    |     | ST2 <b>0,260</b> ST4 <b>0,145</b> EDL <b>1,300</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                                            |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
|                                                                           | 0,250  | 1,52               | 2,71     | 4,62            | 6,00                            | 83,67  | 85,51    | P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB) |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
| Symmetric                                                                 | SLU    | SLE                | SL       | SHW             | SFL                             |        |          | SL · (SFL + 4·SHW) / 6                             |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
|                                                                           | 18,17  | 18,17              | 18,17    | 9,80            | 9,59                            | 147,75 |          |                                                    |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
| Asymmetric                                                                | SLU    | SLE                | SL       | SHW             | SFL                             |        |          | AS · (SFL + 4·SHW) / 6                             |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
|                                                                           | 18,54  | 17,60              | 18,07    | 9,14            | 9,54                            | 138,84 |          |                                                    |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
| <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                                                                      | 0,79   | 1,51               | 2,89     | 4,22            | 5,50                            | 18,18  | 51,69    | Y                                                  |     | 05/10/2015                                                     | Carbon   |         |          |                        |  |  |  |  |  |  |
| 0,10                                                                      | 0,75   | 1,44               | 2,78     | 4,10            | 5,44                            | 18,52  | 51,21    | Y                                                  |     | 09/06/2015                                                     | Carbon   | NEW     |          |                        |  |  |  |  |  |  |
| 0,06                                                                      | 0,68   | 1,35               | 2,70     | 4,08            | 5,43                            | 18,62  | 50,57    | Y                                                  |     | 14/01/2010                                                     | Carbon   |         |          |                        |  |  |  |  |  |  |
| <b>MEASUREMENT INVENTORY</b>                                              |        |                    |          |                 |                                 |        |          |                                                    |     | <b>MEASUREMENT INVENTORY</b>                                   |          |         |          |                        |  |  |  |  |  |  |
| Measurer <b>P. GUTIERREZ PG</b>                                           |        |                    |          |                 |                                 |        |          |                                                    |     | Id Item Tank Use Tank Type Capcty Dist. VCG Condtm Description |          |         |          |                        |  |  |  |  |  |  |
| Date <b>14/01/2016</b>                                                    |        |                    |          |                 |                                 |        |          |                                                    |     | C5 Tank GAS OIL INOX 80,0 7,80 0,00 35,0                       |          |         |          |                        |  |  |  |  |  |  |
| Comment                                                                   |        |                    |          |                 |                                 |        |          |                                                    |     | B4 Tank AGUA PVC FLEX 55,0 8,90 0,00 0,0                       |          |         |          |                        |  |  |  |  |  |  |
| Id                                                                        | Item   | Weight             | Distance | VCG Description |                                 |        |          |                                                    |     | Id                                                             | Item     | Weight  | Distance | VCG Description        |  |  |  |  |  |  |
| Id                                                                        | Item   | Maker              | Model    |                 |                                 |        |          |                                                    |     | C5                                                             | Battery  | 48,0    | 7,40     | 0,00 3 X 12V - 100 AMP |  |  |  |  |  |  |
| C5                                                                        | Engine | YANMAR             | 55 HP    |                 |                                 |        |          |                                                    |     |                                                                |          |         |          |                        |  |  |  |  |  |  |
| Id                                                                        | Item   | Weight Description |          |                 |                                 |        |          |                                                    |     |                                                                |          |         |          |                        |  |  |  |  |  |  |





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## 2016 Certificate Appendix Sail Plan



### SAILS INVENTORY

#### MAINSAIL

| Id  | MHB   | MUW  | MTW  | MHW  | MQW  | Area  | Measurer | Meas.Date  | Manufacture | Material | Comment |
|-----|-------|------|------|------|------|-------|----------|------------|-------------|----------|---------|
| MO1 | 0,250 | 1,52 | 2,71 | 4,62 | 6,00 | 83,67 | ROBERTO  | 19/06/2015 | OLIMPIC     | Carbon   | NEW     |

#### HEADSAILS

| Id  | HHB  | HUW  | HTW  | HHW  | HQW  | HLP  | HLU   | Ovrlp | Area  | Btn | Fly | Measurer | Meas.Date  | Manufacture | Material | Comment |
|-----|------|------|------|------|------|------|-------|-------|-------|-----|-----|----------|------------|-------------|----------|---------|
| G1L | 0,10 | 0,79 | 1,51 | 2,89 | 4,22 | 5,50 | 18,18 | 104%  | 51,69 | Y   |     | J BIRD   | 05/10/2015 | OLIMPIC     | Carbon   |         |
| GHO | 0,10 | 0,75 | 1,44 | 2,78 | 4,10 | 5,44 | 18,52 | 103%  | 51,21 | Y   |     | GABRILE  | 09/06/2015 | OLIMPIC     | Carbon   | NEW     |
| H N | 0,06 | 0,68 | 1,35 | 2,70 | 4,08 | 5,43 | 18,62 | 102%  | 50,57 | Y   |     | P        | 14/01/2010 | OLIMPIC     | Carbon   |         |

#### SYMMETRIC SPINNAKERS

| Id    | SLU   | SLE   | SL    | SHW  | SFL  | Area   | Measurer | Meas.Date  | Manufacture | Material | Comment   |
|-------|-------|-------|-------|------|------|--------|----------|------------|-------------|----------|-----------|
| S1    | 18,17 | 18,17 | 18,17 | 9,80 | 9,59 | 147,75 | M.BUNGE  | 19/10/2010 | North       | Nylon    | REFORMADO |
| S3    | 18,26 | 18,26 | 18,26 | 9,76 | 9,48 | 147,66 | M.BUNGE  | 19/10/2010 | North       | Nylon    | REFORMADO |
| S2-12 | 18,17 | 18,17 | 18,17 | 9,60 | 9,35 | 144,60 | M.BUNGE  | 27/06/2012 | OLIMPIC     | Nylon    | NOVA      |

#### ASYMMETRIC SPINNAKERS

| Id   | SLU   | SLE   | SL    | SHW  | SFL  | Area   | Kind | Measurer     | Meas.Date  | Manufacture | Material | Comment |
|------|-------|-------|-------|------|------|--------|------|--------------|------------|-------------|----------|---------|
| A1   | 18,54 | 17,60 | 18,07 | 9,14 | 9,54 | 138,84 | asym | Manuel Bunge | 19/06/2009 | North       | Nylon    |         |
| A1N2 | 18,49 | 17,08 | 17,78 | 6,96 | 9,22 | 109,85 | asym | J BIRD       | 05/10/2015 | OLIMPIC     | Technora | NUEVA   |