

<b>BOAT</b> Name <b>ANAX</b> Sail Nr <b>GRE-1550</b>	<b>GPH</b> <b>642.1</b>	<b>HULL</b> Length Overall <b>9.982m</b> Maximum Beam <b>3.372m</b> Displacement <b>4,617kg</b> Draft <b>2.001m</b> Plan Review IMS Reg. Division <b>Cruiser/Racer</b> Dynamic Allowance <b>0.198%</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension IMSL <b>9.097m</b> VCGD <b>-0.154m</b> Sink <b>16.40kg/mm</b> RL <b>8.008m</b> VCGM <b>-0.139m</b> WS <b>22.26m<sup>2</sup></b> LSM0 <b>8.964m</b> Displacement/Length ratio <b>6.4099</b>
<b>GENERAL</b> Class <b>First 34.7</b> Designer <b>Farr</b> Builder <b>Beneteau</b> Series <b>10/2005</b> Age <b>06/2006</b> Age Allowance <b>0.487%</b> Offset File <b>GRE1550.off - 24/10/2017 22:44:40</b> Measurement by - <b>02/10/2006</b>		



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<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>624.2</b>			<b>696.4</b>		
Time on Time	<b>0.9613</b>			<b>0.9693</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>735.5</b>	<b>568.8</b>	<b>507.3</b>	<b>952.2</b>	<b>699.7</b>	<b>607.3</b>
Time on Time	<b>0.9177</b>	<b>1.1867</b>	<b>1.3307</b>	<b>0.7089</b>	<b>0.9647</b>	<b>1.1115</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1107.4</b>	<b>918.3</b>	<b>806.5</b>	<b>746.2</b>	<b>725.9</b>	<b>718.7</b>	<b>710.5</b>
52°	<b>721.0</b>	<b>608.6</b>	<b>548.4</b>	<b>522.6</b>	<b>511.6</b>	<b>507.6</b>	<b>504.7</b>
60°	<b>680.5</b>	<b>578.3</b>	<b>532.0</b>	<b>510.3</b>	<b>498.3</b>	<b>492.9</b>	<b>490.1</b>
75°	<b>652.0</b>	<b>557.4</b>	<b>519.9</b>	<b>499.7</b>	<b>484.1</b>	<b>471.8</b>	<b>460.7</b>
90°	<b>639.1</b>	<b>539.6</b>	<b>502.9</b>	<b>486.3</b>	<b>477.5</b>	<b>462.1</b>	<b>435.2</b>
110°	<b>634.6</b>	<b>533.2</b>	<b>496.7</b>	<b>470.9</b>	<b>447.4</b>	<b>432.7</b>	<b>412.3</b>
120°	<b>654.9</b>	<b>544.4</b>	<b>502.6</b>	<b>475.8</b>	<b>449.4</b>	<b>425.2</b>	<b>391.3</b>
135°	<b>727.9</b>	<b>592.6</b>	<b>524.8</b>	<b>494.1</b>	<b>468.7</b>	<b>443.2</b>	<b>395.8</b>
150°	<b>858.1</b>	<b>685.9</b>	<b>584.0</b>	<b>525.2</b>	<b>496.3</b>	<b>472.7</b>	<b>426.7</b>
Run VMG	<b>990.8</b>	<b>792.0</b>	<b>673.6</b>	<b>595.1</b>	<b>539.8</b>	<b>506.0</b>	<b>459.9</b>

**Certificate**  
Number **00845**  
ORC Ref **03420000NB2**  
Issued On **29/07/2020**  
VPP Ver. **2020 1.02**  
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**Crew Weight**  
Default **589kg**  
Maximum **615kg**  
Minimum\* **461kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

**Special Scoring**  
ToD ToT  
Non Spin GPH **680.5 0.8817**  
Non Spin OSN **658.6 0.9111**

<b>Selected Courses</b>							
Windward / Leeward	<b>1049.1</b>	<b>855.2</b>	<b>740.1</b>	<b>670.7</b>	<b>632.9</b>	<b>612.3</b>	<b>585.2</b>
Circular Random	<b>883.3</b>	<b>713.8</b>	<b>623.0</b>	<b>570.4</b>	<b>538.1</b>	<b>517.0</b>	<b>489.5</b>
Coastal / Long Distance	<b>1043.3</b>	<b>801.5</b>	<b>667.1</b>	<b>588.4</b>	<b>548.9</b>	<b>518.2</b>	<b>467.1</b>
Non Spinnaker	<b>953.9</b>	<b>763.1</b>	<b>659.1</b>	<b>597.9</b>	<b>560.1</b>	<b>535.6</b>	<b>506.0</b>

<b>Sails Limitations</b>	
Headsails	Spinnakers
<b>5</b>	<b>4</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>42.8°</b>	<b>41.4°</b>	<b>41.3°</b>	<b>39.6°</b>	<b>39.0°</b>	<b>39.2°</b>	<b>39.0°</b>
Beat VMG	<b>3.25</b>	<b>3.92</b>	<b>4.46</b>	<b>4.82</b>	<b>4.96</b>	<b>5.01</b>	<b>5.07</b>
52°	<b>4.99</b>	<b>5.92</b>	<b>6.56</b>	<b>6.89</b>	<b>7.04</b>	<b>7.09</b>	<b>7.13</b>
60°	<b>5.29</b>	<b>6.23</b>	<b>6.77</b>	<b>7.06</b>	<b>7.22</b>	<b>7.30</b>	<b>7.34</b>
75°	<b>5.52</b>	<b>6.46</b>	<b>6.92</b>	<b>7.20</b>	<b>7.44</b>	<b>7.63</b>	<b>7.81</b>
90°	<b>5.63</b>	<b>6.67</b>	<b>7.16</b>	<b>7.40</b>	<b>7.54</b>	<b>7.79</b>	<b>8.27</b>
110°	<b>5.67</b>	<b>6.75</b>	<b>7.25</b>	<b>7.64</b>	<b>8.05</b>	<b>8.32</b>	<b>8.73</b>
120°	<b>5.50</b>	<b>6.61</b>	<b>7.16</b>	<b>7.57</b>	<b>8.01</b>	<b>8.47</b>	<b>9.20</b>
135°	<b>4.95</b>	<b>6.08</b>	<b>6.86</b>	<b>7.29</b>	<b>7.68</b>	<b>8.12</b>	<b>9.10</b>
150°	<b>4.20</b>	<b>5.25</b>	<b>6.16</b>	<b>6.85</b>	<b>7.25</b>	<b>7.62</b>	<b>8.44</b>
Run VMG	<b>3.63</b>	<b>4.55</b>	<b>5.34</b>	<b>6.05</b>	<b>6.67</b>	<b>7.12</b>	<b>7.83</b>
Gybe Angles	<b>145.0°</b>	<b>148.0°</b>	<b>151.0°</b>	<b>158.0°</b>	<b>180.0°</b>	<b>180.0°</b>	<b>180.0°</b>

**Class Division Length**  
CDL = **8.549**

**Storm Sails Areas**  
Heavy Weather Jib **23.07**  
Storm Jib (JL=8.50) **8.55**  
Storm Trysail **9.83**

**Owner**

<b>BOAT</b>	
Name <b>ANAX</b> File <b>CRO1489</b>	Sail Nr <b>GRE-1550</b> Data in <b>meters/kilograms</b>
<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>2</b>
Inner Stay <b>None Fitted</b>	Runners/Checkstays <b>0</b>
Carbon Mast <b>Yes</b>	Jib Furler <b>No</b>
Fiber Rigging <b>No</b>	Main Furler <b>No</b>
Non-Circular Rigging <b>No</b>	
Articulated Bowsprit <b>No</b>	
P <b>12.640</b>	E <b>4.440</b> MDT1 <b>0.109</b> MW <b>0.163</b>
IG <b>13.000</b>	J <b>3.680</b> MDL1 <b>0.163</b> GO <b>0.183</b>
ISP <b>13.720</b>	SFJ <b>0.100</b> MDT2 <b>0.100</b> BD <b>0.130</b>
BAS <b>1.540</b>	SPL <b>3.782</b> MDL2 <b>0.132</b> MWT <b>110.00</b>
FSD <b>0.033</b>	TPS <b>4.480</b> TL <b>0.895</b> MCG <b>4.780</b>

<b>INCLINING TEST AND FREEBOARDS</b>		
Inclining Test <b>Current Inclining</b>		
Flotation date <b>19/10/2017</b>		SG <b>1.0272</b>
FFM <b>1.292</b>	FF <b>1.288</b>	SFFP <b>0.172</b>
FAM <b>1.046</b>	FA <b>1.051</b>	SAFP <b>9.530</b>
W1 <b>81.9</b>	PD1 <b>599.1</b>	WD <b>9.855</b>
W2 <b>81.9</b>	PD2 <b>598.9</b>	GSA <b>1.0</b>
W3 <b>81.9</b>	PD3 <b>599.3</b>	RSA <b>1.0</b>
W4 <b>81.9</b>	PD4 <b>598.3</b>	PLM <b>9000.0</b>
LCF from stem on CL / on sheer		<b>5.364 / 5.599</b>
Maximum beam station from stem		<b>6.642</b>
RM Measured		<b>106.1kg-m</b>
RM Default		<b>98.5kg-m</b>
Limit of positive stability / Stab.Index		<b>129.9° / 129.5</b>
Freeboard at mast at 3.680		<b>1.160</b>



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<b>MIZZEN RIG AND SAILS</b>	
N/A	

<b>PROPELLER</b>		
Installation <b>Strut</b>	PRD <b>0.410</b>	
Type <b>Folding 2 blades</b>	PBW	
Twin Screw <b>No</b>	PIPA <b>0.0036</b>	
ST1 <b>0.120</b>	ST3 <b>0.180</b>	ST5 <b>0.180</b>
ST2 <b>0.180</b>	ST4 <b>0.110</b>	EDL <b>1.780</b>

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<b>COMMENTS</b>	
ex "BE FIRST". Modified rudder.	

<b>MOVABLE BALLAST</b>	
N/A	

<b>CENTERBOARD</b>	
N/A	

<b>SAILS (Maximum Areas)</b>									
<b>Mainsail</b>	<b>MHB</b>	<b>MUW</b>	<b>MTW</b>	<b>MHW</b>	<b>MQW</b>	<b>Area</b>	<b>Area (r)</b>	<b>Formula</b>	
	0.17	0.97	1.77	2.98	3.82	34.37	35.18	P/8 · (E + 2 · MQW + 2 · MHW + 1.5 · MTW + MUW + 0.5 · MHB)	
<b>Symmetric</b>	<b>SLU</b>	<b>SLE</b>	<b>SL</b>	<b>SHW</b>	<b>SFL</b>				
	13.53	13.53	13.53	7.10	6.82	79.42		SL · (SFL + 4 · SHW) / 6	
<b>Asymmetric on centerline</b>	<b>SLU</b>	<b>SLE</b>	<b>SL</b>	<b>SHW</b>	<b>SFL</b>				
	14.69	12.79	13.74	7.21	8.09	84.57		AS · (SFL + 4 · SHW) / 6	

<b>HEADSAILS</b>												
Area = 0.1125 · HLU · (1.445 · HLP + 2 · HQW + 2 · HHW + 1.5 · HTW + HUW + 0.5 · HHB)												
<b>HHB</b>	<b>HUW</b>	<b>HTW</b>	<b>HHW</b>	<b>HQW</b>	<b>HLP</b>	<b>HLU</b>	<b>Area</b>	<b>Btn</b>	<b>Flying</b>	<b>Meas.Date</b>	<b>Material</b>	<b>Comment</b>
0.11	0.62	1.14	2.05	2.88	3.61	12.73	25.01	Y	No	06/05/2019	Carbon	No 3 Light
0.12	0.58	1.08	1.99	2.85	3.63	12.74	24.63	Y	No	14/03/2019	Carbon	3Di
0.06	0.48	0.93	1.86	2.79	3.69	12.87	23.95		No	06/08/2011	Carbon	No 3
0.13	0.56	1.01	1.88	2.59	3.24	12.70	22.52		No	19/07/2019	Carbon	
0.07	0.43	0.81	1.59	2.34	3.07	10.99	17.28		No	23/06/2012	Dacron	No 4

<b>MEASUREMENT INVENTORY</b>				
Measurer <b>GRE-21</b>				
Date <b>19/10/2017</b>				
Comment				
<b>Internal Ballast total = 168.0</b>				
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>
1	Engine			YANMAR 3YM20SD
<b>Id</b>	<b>Item</b>	<b>Weight Description</b>		

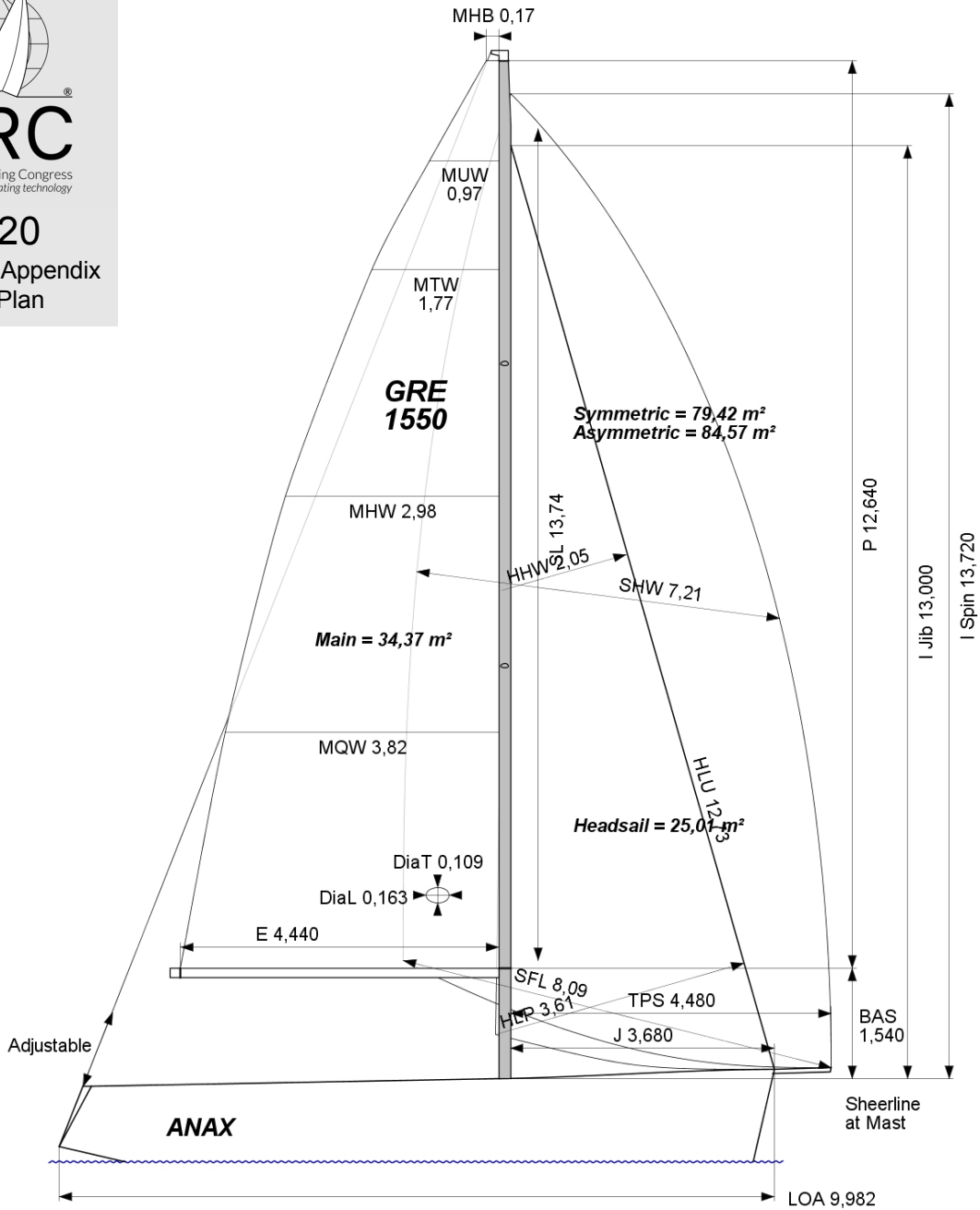
<b>MEASUREMENT INVENTORY</b>							
<b>Id</b>	<b>Item</b>	<b>Tank Use</b>	<b>Tank Type</b>	<b>Capcty</b>	<b>Dist.</b>	<b>VCG</b>	<b>Condtn Description</b>
1	Tank	FUEL	PVC hard	70.0	7.60		30.0
2	Tank	WATER	PVC hard	100.0	4.20		0.0
<b>Id</b>	<b>Item</b>	<b>Weight</b>	<b>Distance</b>	<b>VCG Description</b>			
1	Ballast	52.0	4.40	2 x 26kg P & S			
2	Ballast	28.0	4.80	2 x 14kg P & S			
3	Ballast	88.0	5.40	4 plates C			
1	Battery		3.80	70 Ah			
2	Battery		4.00	90 Ah			
3	Battery		5.70	50 Ah			
1	Misc		3.00	GENERATOR (DOLPHIN 12V 25A)			
2	Misc			RETRACT. CARBON BOWSPRIT IN REST			



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Sail Plan



**SAILS INVENTORY**

**MAINSAIL (4)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
5	0.17	0.97	1.77	2.98	3.82	34.37		16/07/2018	NORTH	Carbon	
6	0.16	0.97	1.77	2.97	3.81	34.30		19/07/2019	NORTH	Carbon	

**HEADSAILS (5)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Flying	Measurer	Meas.Date	Manufacture	Material	Comment
8	0.11	0.62	1.14	2.05	2.88	3.61	12.73	98%	25.01	Y	No		06/05/2019	NORTH	Carbon	No 3 Light
9	0.12	0.58	1.08	1.99	2.85	3.63	12.74	99%	24.63	Y	No		14/03/2019	NORTH	Carbon	3Di
2	0.06	0.48	0.93	1.86	2.79	3.69	12.87	100%	23.95		No		06/08/2011	KAKITSIS	Carbon	No 3
7	0.13	0.56	1.01	1.88	2.59	3.24	12.70	88%	22.52		No		19/07/2019	KAKITSIS	Carbon	
5	0.07	0.43	0.81	1.59	2.34	3.07	10.99	83%	17.28		No		23/06/2012	KAKITSIS	Dacron	No 4

**SYMMETRIC SPINNAKERS (4)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
6	13.53	13.53	13.53	7.10	6.82	79.43		25/06/2016	NORTH	Nylon	S2
3	13.43	13.43	13.43	6.64	6.35	73.67		24/06/2013	QUANTUM	Nylon	0.60
5	13.31	13.31	13.31	6.55	6.71	73.01		24/04/2016	KAKITSIS	Nylon	
2	13.41	13.41	13.41	6.35	6.39	71.06		06/05/2012	NORTH	Nylon	0.50

**ASYMMETRIC SPINNAKERS (1)**

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
2	14.69	12.79	13.74	7.21	8.09	84.57	asym		07/05/2019	QUANTUM	Nylon	