



World Leader in Rating Technology

## 2018 ORC Club Certificate

**Rating Office**  
Hellenic Sailing Federation  
Offshore Committee  
Επιτροπή  
Ανοικτής Θαλάσσης  
Ελληνικής  
Ιστιοπλοϊκής Ομοσπονδίας

**Certificate**  
Number **001197**  
Issued On **12/4/2018**  
ORC Ref **GRE01009390**  
VPP Ver. **2018 1.00**  
Valid until **28/2/2019**

**Crew Weight**

Default	827kg
Maximum	827kg
Minimum*	620kg

\*when applied by the NoR and SI  
Non Manual Pwr **No**

**Special Scoring**

ToD	ToT
Non Spin GPH <b>691,0</b>	<b>0,8683</b>
Non Spin OSN <b>665,9</b>	<b>0,9011</b>

**Sails Limitations**

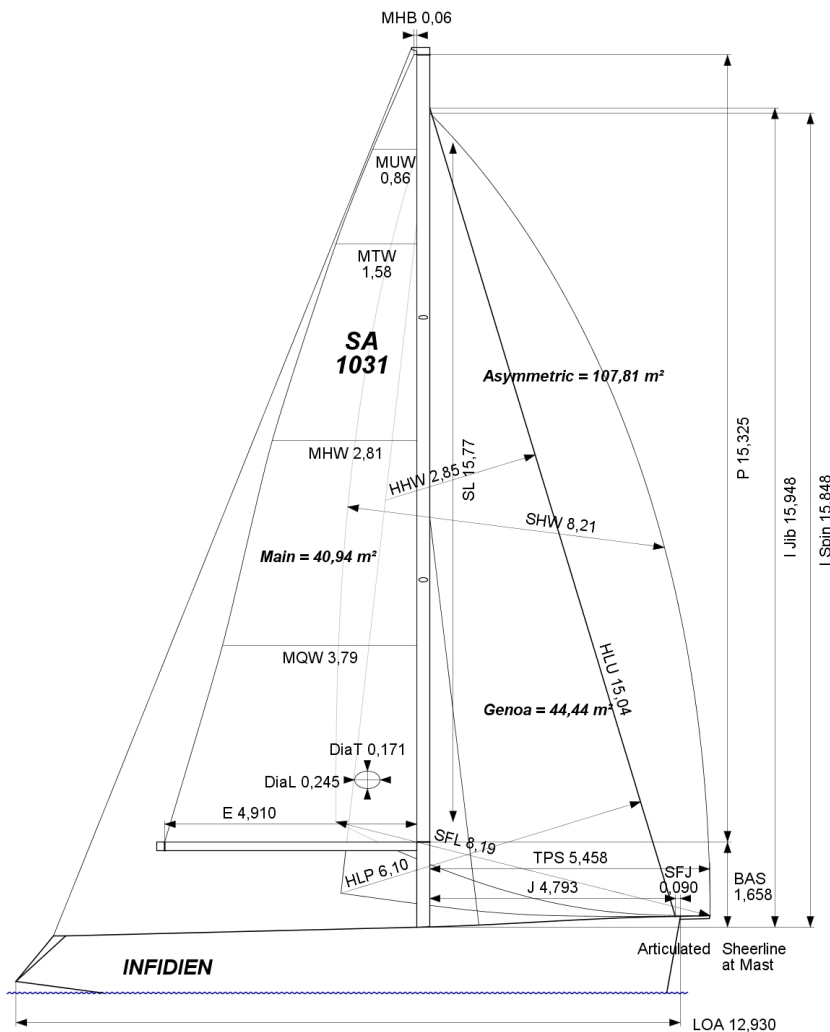
Headsails **5** Spinnakers **3**  
**Dacron Sails**

**Spinnaker configuration**  
Symmetric: **No**  
Asymmetric: **Yes 107,81**  
Flying H/S: **No**  
Spin. Pole: **No**

**Class Division Length**  
CDL = **9,225**

**Stability (Estimated)**  
Limit Positive Stab.: **112,4°**  
Stability Index: **118,7**

**Owner**



<b>BOAT</b> Name <b>INFIDIEN</b> Sail Nr <b>SA-1031</b>		<b>GPH</b> <b>651,9</b>	<b>HULL</b> Data File <b>SA1031</b> LOA <b>12,930m</b> Offset File <b>infidien.off</b> MB <b>4,108m</b> Displacement <b>11.000kg</b> Draft <b>1,945m</b>			
<b>CLASS</b> Class <b>LAVRANOS 43</b> Designer <b>ANGELO LAVRANOS</b> Builder <b>JAVOBS BROTHERS</b> Series <b>01/1999</b> Age Date <b>01/1999</b> Age Allowance <b>0,487%</b>		IMS Division <b>Cruiser/Racer</b> Dynamic All. <b>0,502%</b> Fwd Accom. <b>Yes</b> Construction <b>Solid</b> Fiber Rigging <b>No</b> Aramid Core <b>No</b> Crew Arm Ex Carbon Rudder <b>No</b> Light Stanchions <b>No</b>		IMSL <b>11,181m</b> VCGD <b>0,087m</b> Sink <b>28,08kg/mm</b> RL <b>7,268m</b> VCGM <b>0,121m</b> WS <b>38,74m²</b> LSM0 <b>11,374m</b> Displacement/Length ratio <b>7,4757</b>		
<b>COMMENTS</b> Designer's declared displacement.		Water Ballast <b>0</b> Trim Tab <b>No</b> BLR Index <b>0,0000</b>		<b>CENTERBOARD</b>  <b>N/A</b>		
<b>PROPELLER</b> Installation <b>Shaft non exposed</b> PRD <b>0,400</b> Type <b>Feathering 3 blades</b> PIPA <b>0,0007</b>						
<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>630,6</b>			<b>710,1</b>		
Time on Time	<b>0,9514</b>			<b>0,9506</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>776,5</b>	<b>571,3</b>	<b>490,5</b>	<b>1013,7</b>	<b>722,1</b>	<b>594,3</b>
Time on Time	<b>0,8693</b>	<b>1,1816</b>	<b>1,3762</b>	<b>0,6659</b>	<b>0,9348</b>	<b>1,1358</b>

<b>BOAT</b>	
Name <b>INFIDIEN</b>	Sail Nr <b>SA-1031</b>
File <b>SA1031</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Club Estimated VCG</b>			
Flotation date <b>21/01/2017</b>		SG	
FFM	FF	1,479	SFFP 0,450
FAM	FA	1,108	SAFP 11,969
LCF from stem on CL / on sheer		<b>6,392 / 6,641</b>	
Maximum beam station from stem		<b>7,350</b>	
RM Measured		<b>266,5kg·m</b>	
RM Default		<b>258,7kg·m</b>	
Limit of positive stability / Stab.Index		<b>112,4° / 118,7</b>	
Freeboard at mast at 4,883		<b>1,282</b>	

<b>RIG</b>			
Forestay Tension <b>Fixed</b>	Spreaders <b>2</b>		
Inner Stay <b>Fixed</b>	Runners <b>0</b>		
Carbon Mast <b>No</b>	Jumper Struts <b>None</b>		
Taper Hollows <b>No</b>	Jib Furler <b>No</b>		
Fiber Rigging <b>No</b>	Main Furler <b>No</b>		
Lenticular Rigging <b>No</b>	Without Backstay <b>No</b>		
Articulated Bowsprit <b>Yes</b>			
P <b>15,325</b>	E <b>4,910</b>	MDT1 <b>0,171</b>	MW
IG <b>15,948</b>	J <b>4,793</b>	MDL1 <b>0,245</b>	GO
ISP <b>15,848</b>	SFJ <b>0,090</b>	MDT2	BD <b>0,168</b>
BAS <b>1,658</b>	SPL <b>0,000</b>	MDL2	MWT
FSP <b>0,070</b>	TPS <b>5,458</b>	TL <b>-3,000</b>	MCG



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## 2018 Measurements Datasheet

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

<b>PROPELLER</b>			
Installation	<b>Shaft non exposed</b>	PRD	<b>0,400</b>
Type	<b>Feathering 3 blades</b>	PBW	
Twin Screw	<b>No</b>	PIPA	<b>0,0007</b>
PSA	PHD	ESL	
PSD	PHL		

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<b>COMMENTS</b>	
Designer's declared displacement.	

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

<b>CENTERBOARD</b>	
N/A	

<b>SAILS INVENTORY</b>																
<b>MAINSAIL (1)</b>																
Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
1	0,060	0,86	1,58	2,81	3,79	40,94		21/01/2017	ROLLY	Dacron						
<b>HEADSAILS (2)</b>																
Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
1	0,06	0,74	1,39	2,85	4,45	6,10	15,04	127%	44,44				21/01/2017	BARACUDA	Dacron	Furling @ forestay
2	0,05	0,29	0,53	1,13	1,84	2,64	10,77	55%	13,16				21/01/2017	NORTH	Dacron	Furling @ inner stay
<b>SYMMETRIC SPINNAKERS (0)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment					
<b>ASYMMETRIC SPINNAKERS (1)</b>																
Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment				
1	16,54	14,99	15,77	8,21	8,19	107,81	asym		20/02/2017		Nylon					



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# 2018

## ORC Club Certificate Appendix

BOAT	
Name	<b>INFIDIEN</b>
Certificate Number	<b>001197</b>
Sail Nr	<b>SA-1031</b>
Issued On	<b>12/4/2018</b>

TIME ALLOWANCES							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1215,2</b>	<b>987,5</b>	<b>865,5</b>	<b>783,3</b>	<b>724,3</b>	<b>697,1</b>	<b>690,1</b>
52°	<b>776,1</b>	<b>642,5</b>	<b>565,8</b>	<b>513,1</b>	<b>486,5</b>	<b>473,9</b>	<b>467,9</b>
60°	<b>724,4</b>	<b>606,1</b>	<b>533,5</b>	<b>491,4</b>	<b>471,2</b>	<b>460,1</b>	<b>452,3</b>
75°	<b>686,3</b>	<b>577,4</b>	<b>509,5</b>	<b>476,8</b>	<b>459,4</b>	<b>447,6</b>	<b>431,9</b>
90°	<b>673,1</b>	<b>552,7</b>	<b>485,2</b>	<b>457,7</b>	<b>443,4</b>	<b>435,8</b>	<b>422,0</b>
110°	<b>659,9</b>	<b>540,4</b>	<b>478,1</b>	<b>451,6</b>	<b>433,4</b>	<b>416,7</b>	<b>392,1</b>
120°	<b>679,6</b>	<b>556,7</b>	<b>486,6</b>	<b>456,4</b>	<b>437,8</b>	<b>420,7</b>	<b>388,3</b>
135°	<b>755,3</b>	<b>612,8</b>	<b>526,5</b>	<b>477,1</b>	<b>452,9</b>	<b>435,1</b>	<b>400,5</b>
150°	<b>899,3</b>	<b>704,4</b>	<b>595,0</b>	<b>522,7</b>	<b>477,6</b>	<b>454,6</b>	<b>421,5</b>
Run VMG	<b>1038,5</b>	<b>813,4</b>	<b>686,1</b>	<b>600,0</b>	<b>539,1</b>	<b>493,3</b>	<b>446,6</b>

Selected Courses							
Windward / Leeward	<b>1126,8</b>	<b>900,5</b>	<b>775,8</b>	<b>691,6</b>	<b>631,7</b>	<b>595,2</b>	<b>568,4</b>
Circular Random	<b>923,7</b>	<b>735,5</b>	<b>631,2</b>	<b>568,3</b>	<b>528,5</b>	<b>502,9</b>	<b>474,7</b>
Coastal / Long Distance	<b>1118,0</b>	<b>841,4</b>	<b>689,5</b>	<b>591,3</b>	<b>534,6</b>	<b>498,5</b>	<b>450,4</b>
Non Spinnaker	<b>993,6</b>	<b>785,2</b>	<b>668,3</b>	<b>596,7</b>	<b>551,0</b>	<b>521,3</b>	<b>488,2</b>

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	<b>45,6°</b>	<b>43,9°</b>	<b>43,1°</b>	<b>43,2°</b>	<b>42,9°</b>	<b>42,0°</b>	<b>42,6°</b>
Beat VMG	<b>2,96</b>	<b>3,65</b>	<b>4,16</b>	<b>4,60</b>	<b>4,97</b>	<b>5,16</b>	<b>5,22</b>
52°	<b>4,64</b>	<b>5,60</b>	<b>6,36</b>	<b>7,02</b>	<b>7,40</b>	<b>7,60</b>	<b>7,69</b>
60°	<b>4,97</b>	<b>5,94</b>	<b>6,75</b>	<b>7,33</b>	<b>7,64</b>	<b>7,82</b>	<b>7,96</b>
75°	<b>5,25</b>	<b>6,24</b>	<b>7,07</b>	<b>7,55</b>	<b>7,84</b>	<b>8,04</b>	<b>8,34</b>
90°	<b>5,35</b>	<b>6,51</b>	<b>7,42</b>	<b>7,87</b>	<b>8,12</b>	<b>8,26</b>	<b>8,53</b>
110°	<b>5,46</b>	<b>6,66</b>	<b>7,53</b>	<b>7,97</b>	<b>8,31</b>	<b>8,64</b>	<b>9,18</b>
120°	<b>5,30</b>	<b>6,47</b>	<b>7,40</b>	<b>7,89</b>	<b>8,22</b>	<b>8,56</b>	<b>9,27</b>
135°	<b>4,77</b>	<b>5,87</b>	<b>6,84</b>	<b>7,54</b>	<b>7,95</b>	<b>8,27</b>	<b>8,99</b>
150°	<b>4,00</b>	<b>5,11</b>	<b>6,05</b>	<b>6,89</b>	<b>7,54</b>	<b>7,92</b>	<b>8,54</b>
Run VMG	<b>3,47</b>	<b>4,43</b>	<b>5,25</b>	<b>6,00</b>	<b>6,68</b>	<b>7,30</b>	<b>8,06</b>
Gybe Angles	<b>145,8°</b>	<b>149,9°</b>	<b>152,1°</b>	<b>153,3°</b>	<b>160,6°</b>	<b>180,0°</b>	<b>180,0°</b>