

POLAR DIAGRAM (NONSPINNAKER)

BOAT SPEED AS A FUNCTION OF  
TRUE WIND VELOCITY & ANGLE

Yacht

BNT42IK

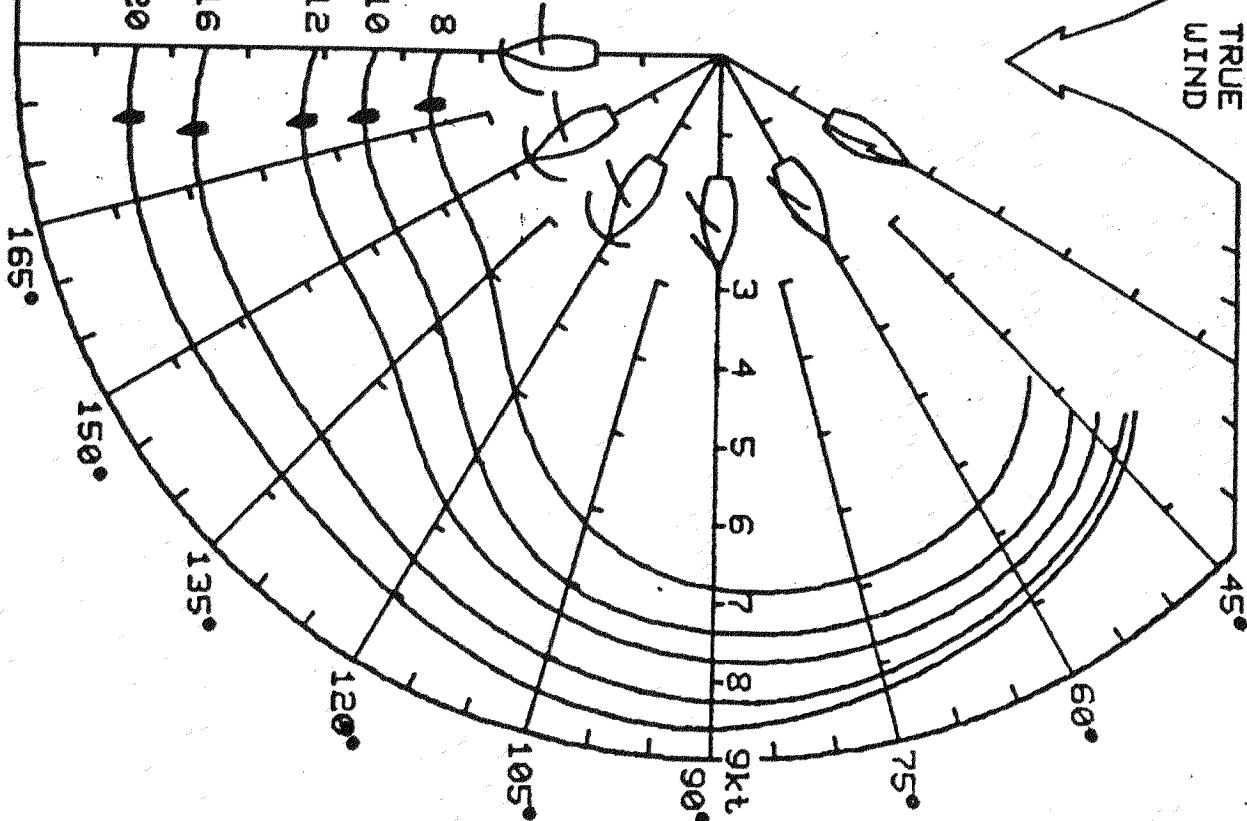
Masthead Sloop, 155% Jib, Keel  
Folding Exposed Prop

WIND KNOTS	OPTIMUM UMG BEAT	OPTIMUM UMG RUN	OPTIMUM RUN $\angle$
8kt	3.913	3.627	169°
10kt	4.461	4.472	169°
12kt	4.810	5.267	170°
16kt	5.170	6.693	171°
20kt	5.298	7.555	173°

Notes:

Boat-speed curves are given at  
five different true wind  
velocities as shown at right:

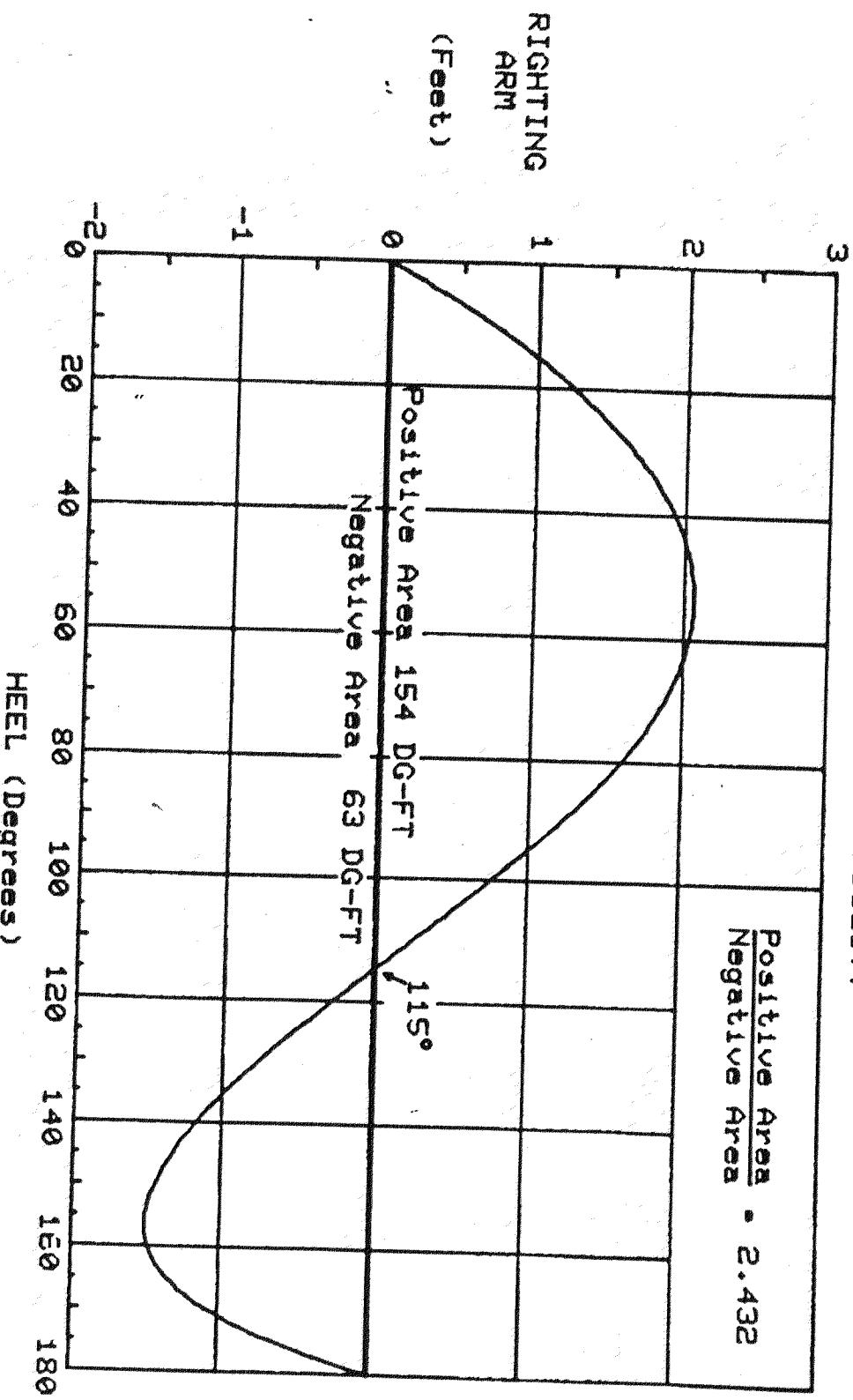
• = optimum run angle.



Run: 9/13/88 18:21:11 Cert 28698  
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## CALCULATED STATIC STABILITY

Positive Area = 2.432  
 Negative Area = -2.432



Yacht

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Run : 9/ 1/88 13: 9:53 Cert 28698

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YACHT: CLASS: BNT42ZIK  
HYDROSTATICS & THEORETIC STABILITY  
VCG = VERTICAL CENTER GRAVITY  
VCB = VERTICAL CENTER BUOYANCY  
LCB = LONGITUDINAL CENTER BUOYANCY

LPP - QUN: 8/31/88 12:24:24  
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CCLASS:	3NT42IK	VTA	=	TRUE WIND VELOCITY
B13:	SLOOP	BTW	=	TRUE WIND ANGLE
B13P:	EDDINGS	VAW	=	APPARENT WIND VELOCITY
INST:	OUT DE APPRETURE	BAW	=	APPARENT WIND ANGLE
		V	=	BOAT SPEED
		VMG	=	VELOCITIY MADE GOOD
		HEEL	=	HEEL ANGLE IN DEGREES
		BEEF	=	% OF SAIL AREA REMAINING
		ELAT	=	% OF FULL DRAFT REMAINING
		CL	=	COEFFICIENT OF LIFT

NON-SPINNING VELOCITY PREDICTION  
SPEED, HEEL ANGLE, SEE, SAIL  
ELASTRINING AND LIFT COEFFICIENTS  
BY SAILING ANGLE & WIND STRENGTH.

