


<b>BOAT</b> Name <b>TEENIE TANOU</b> Sail Nr <b>C-28</b>	<b>GPH</b> <b>729,4</b>	<b>HULL</b> Length Overall <b>8,120m</b> Maximum Beam <b>3,094m</b> Displacement <b>1.652kg</b> Draft <b>1,378m</b> IMS Reg. Division <b>Sportboat</b> Dynamic Allowance <b>0,241%</b> Fwd Accommodation <b>Yes</b> Hull Construction <b>Solid</b> Carbon Rudder <b>No</b> Crew Arm Extension
<b>GENERAL</b> Class <b>CARDEL 28</b> Designer Builder <b>PECAL</b> Series <b>01/1982</b> Age <b>01/1982</b> Age Allowance <b>0,487%</b> Offset File <b>CARDEL28.OFF - 1/4/2004 8:01:00</b> Measurement by - <b>18/04/2005</b>		IMSL <b>6,850m</b> VCGD <b>-0,033m</b> Sink <b>10,07kg/mm</b> RL <b>6,247m</b> VCGM <b>-0,044m</b> WS <b>13,34m<sup>2</sup></b> LSMO <b>6,597m</b> Displacement/Length ratio <b>5,7540</b>



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**2018**  
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**Rating Office**  
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Επιτροπή  
Ανοικτής Θαλάσσης  
Ελληνικής  
Ιστιοπλοϊκής Ομοσπονδίας



<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>706,4</b>			<b>786,5</b>		
Time on Time	<b>0,8494</b>			<b>0,8582</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>836,9</b>	<b>646,4</b>	<b>573,0</b>	<b>1073,0</b>	<b>789,7</b>	<b>691,8</b>
Time on Time	<b>0,8065</b>	<b>1,0442</b>	<b>1,1780</b>	<b>0,6291</b>	<b>0,8548</b>	<b>0,9757</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1236,2</b>	<b>1031,1</b>	<b>914,0</b>	<b>844,8</b>	<b>820,5</b>	<b>815,2</b>	<b>833,8</b>
52°	<b>812,3</b>	<b>685,8</b>	<b>625,5</b>	<b>597,1</b>	<b>583,0</b>	<b>578,3</b>	<b>579,7</b>
60°	<b>771,0</b>	<b>656,7</b>	<b>608,7</b>	<b>583,4</b>	<b>565,9</b>	<b>558,0</b>	<b>556,5</b>
75°	<b>740,9</b>	<b>637,3</b>	<b>596,4</b>	<b>570,7</b>	<b>545,9</b>	<b>527,4</b>	<b>514,1</b>
90°	<b>748,3</b>	<b>633,0</b>	<b>581,7</b>	<b>553,2</b>	<b>537,6</b>	<b>517,8</b>	<b>481,9</b>
110°	<b>742,3</b>	<b>621,3</b>	<b>574,3</b>	<b>536,7</b>	<b>503,6</b>	<b>479,3</b>	<b>449,9</b>
120°	<b>763,3</b>	<b>632,3</b>	<b>580,8</b>	<b>543,7</b>	<b>507,9</b>	<b>474,0</b>	<b>419,2</b>
135°	<b>835,1</b>	<b>682,1</b>	<b>603,3</b>	<b>566,0</b>	<b>530,9</b>	<b>497,9</b>	<b>429,4</b>
150°	<b>977,5</b>	<b>775,9</b>	<b>659,6</b>	<b>597,8</b>	<b>564,4</b>	<b>532,2</b>	<b>472,1</b>
Run VMG	<b>1128,7</b>	<b>895,8</b>	<b>757,8</b>	<b>668,1</b>	<b>608,5</b>	<b>573,9</b>	<b>514,2</b>

**Certificate**  
Number **000365**  
ORC Ref **GRE01009483**  
Issued On **18/4/2018**  
VPP Ver. **2018 1.00**  
Valid until **28/2/2019**

**Crew Weight**  
Default **380kg**  
Maximum **400kg**  
Minimum\* **300kg**  
*\*when applied by the NoR and SI*  
Non Manual Pwr **No**

**Special Scoring**

	ToD	ToT
Double H.GPH	<b>733,2</b>	<b>0,8183</b>
Double H.OSN	<b>713,0</b>	<b>0,8416</b>
Non Spin GPH	<b>763,6</b>	<b>0,7858</b>
Non Spin OSN	<b>737,4</b>	<b>0,8137</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>1182,5</b>	<b>963,4</b>	<b>835,9</b>	<b>756,5</b>	<b>714,5</b>	<b>694,6</b>	<b>674,0</b>
Circular Random	<b>1005,0</b>	<b>811,8</b>	<b>707,9</b>	<b>647,0</b>	<b>609,3</b>	<b>584,6</b>	<b>554,0</b>
Coastal / Long Distance	<b>1177,1</b>	<b>905,7</b>	<b>756,8</b>	<b>667,7</b>	<b>621,0</b>	<b>584,3</b>	<b>522,3</b>
Non Spinnaker	<b>1064,0</b>	<b>854,0</b>	<b>740,1</b>	<b>673,2</b>	<b>632,0</b>	<b>605,6</b>	<b>574,5</b>

**Sails Limitations**

Headsails	Spinnakers
<b>5</b>	<b>3</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>42,9°</b>	<b>41,8°</b>	<b>41,3°</b>	<b>39,4°</b>	<b>38,9°</b>	<b>39,0°</b>	<b>40,8°</b>
Beat VMG	<b>2,91</b>	<b>3,49</b>	<b>3,94</b>	<b>4,26</b>	<b>4,39</b>	<b>4,42</b>	<b>4,32</b>
52°	<b>4,43</b>	<b>5,25</b>	<b>5,76</b>	<b>6,03</b>	<b>6,18</b>	<b>6,22</b>	<b>6,21</b>
60°	<b>4,67</b>	<b>5,48</b>	<b>5,91</b>	<b>6,17</b>	<b>6,36</b>	<b>6,45</b>	<b>6,47</b>
75°	<b>4,86</b>	<b>5,65</b>	<b>6,04</b>	<b>6,31</b>	<b>6,59</b>	<b>6,83</b>	<b>7,00</b>
90°	<b>4,81</b>	<b>5,69</b>	<b>6,19</b>	<b>6,51</b>	<b>6,70</b>	<b>6,95</b>	<b>7,47</b>
110°	<b>4,85</b>	<b>5,79</b>	<b>6,27</b>	<b>6,71</b>	<b>7,15</b>	<b>7,51</b>	<b>8,00</b>
120°	<b>4,72</b>	<b>5,69</b>	<b>6,20</b>	<b>6,62</b>	<b>7,09</b>	<b>7,59</b>	<b>8,59</b>
135°	<b>4,31</b>	<b>5,28</b>	<b>5,97</b>	<b>6,36</b>	<b>6,78</b>	<b>7,23</b>	<b>8,38</b>
150°	<b>3,68</b>	<b>4,64</b>	<b>5,46</b>	<b>6,02</b>	<b>6,38</b>	<b>6,76</b>	<b>7,63</b>
Run VMG	<b>3,19</b>	<b>4,02</b>	<b>4,75</b>	<b>5,39</b>	<b>5,92</b>	<b>6,27</b>	<b>7,00</b>
Gybe Angles	<b>147,7°</b>	<b>151,0°</b>	<b>152,9°</b>	<b>167,9°</b>	<b>180,0°</b>	<b>180,0°</b>	<b>180,0°</b>

**Class Division Length**  
CDL = **6,549**

**Storm Sails Areas**


Heavy Weather Jib	<b>13,17</b>
Storm Jib (JL=6,42)	<b>4,88</b>
Storm Trysail	<b>4,21</b>

**Owner**

<b>BOAT</b>	
Name <b>TEENIE TANOU</b>	Sail Nr <b>C-28</b>
File <b>C28</b>	Data in <b>meters/kilograms</b>

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test		Current Inclining	
Flotation date <b>17/02/2006</b>		SG <b>1,0250</b>	
FFM <b>1,030</b>	FF <b>1,016</b>	SFFP <b>0,560</b>	
FAM <b>0,802</b>	FA <b>0,817</b>	SAFP <b>6,124</b>	
W1 <b>38,3</b>	PD1 <b>232,0</b>	WD <b>7,526</b>	
W2 <b>38,3</b>	PD2 <b>232,0</b>	GSA <b>50,0</b>	
W3 <b>38,3</b>	PD3 <b>232,0</b>	RSA <b>5675,0</b>	
W4 <b>38,3</b>	PD4 <b>232,0</b>	PLM <b>2010,0</b>	
LCF from stem on CL / on sheer		<b>4,303 / 4,564</b>	
Maximum beam station from stem		<b>4,624</b>	
RM Measured		<b>43,3kg·m</b>	
RM Default		<b>33,6kg·m</b>	
Limit of positive stability / Stab.Index		<b>114,4° / 106,9</b>	
Freeboard at mast at 3,010		<b>0,908</b>	

<b>RIG</b>			
Forestay Tension <b>Aft</b>	Spreaders <b>1</b>		
Inner Stay <b>None Fitted</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>No</b>			
P <b>8,600</b>	E <b>2,800</b>	MDT1 <b>0,090</b>	MW <b>0,130</b>
IG <b>9,850</b>	J <b>3,010</b>	MDL1 <b>0,130</b>	GO <b>0,138</b>
ISP <b>9,850</b>	SFJ <b>0,000</b>	MDT2 <b>0,090</b>	BD <b>0,100</b>
BAS <b>1,050</b>	SPL <b>2,980</b>	MDL2 <b>0,130</b>	MWT
FSP <b>0,052</b>	TPS	TL <b>0,000</b>	MCG




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

<b>PROPELLER</b>
Type <b>No Propeller</b>

<b>COMMENTS</b>

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

<b>CENTERBOARD</b>
<b>N/A</b>

<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0,105	0,59	1,06	1,79	2,35	14,31	14,56	P/8 · (E + 2·MQW+ 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric	SLU	SLE	SL	SHW	SFL	45,70		SL · (SFL + 4·SHW) / 6	
	9,73	9,73	9,73	5,70	5,38				
Asymmetric	Not Available								

<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>Fly</b>	<b>Meas.Date</b>	<b>Material</b>	<b>Comment</b>
0,07	0,56	1,07	2,15	3,27	4,47	9,60	21,06			07/04/2015	Polyest	
0,08	0,41	0,77	1,55	2,46	3,53	9,89	16,38			20/04/2012	Dacron	

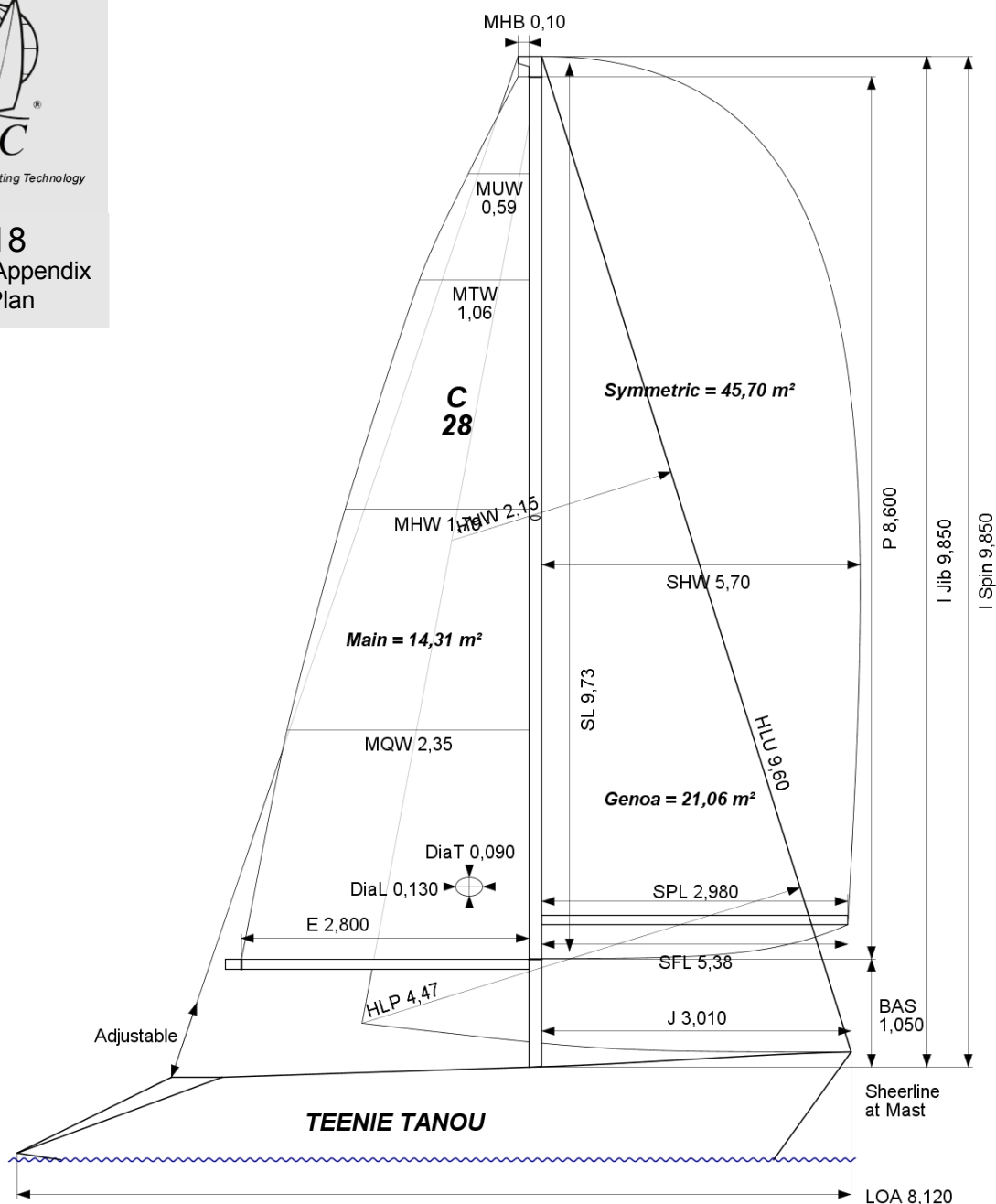
<b>MEASUREMENT INVENTORY</b>				
Measurer				
Date <b>20/02/2006</b>				
Comment				
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>
4	Anchor	7,0	2,00	Danforth
2	Anchor	25,0	7,90	Danforth
4	Foels	40,0	3,00	
<i>Id</i>	<i>Item</i>	<i>Maker</i>	<i>Model</i>	
1	Engine	Outboard	15HP	
<i>Id</i>	<i>Item</i>	<i>Weight Description</i>		

<b>MEASUREMENT INVENTORY</b>								
<i>Id</i>	<i>Item</i>	<i>Tank Use</i>	<i>Tank Type</i>	<i>Capcty</i>	<i>Dist.</i>	<i>VCG</i>	<i>Condtn</i>	<i>Description</i>
1	Tank Fuel		PVC	22,0	8,00		17,0	
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>				
1	Battery	23,0	4,90	1 x 75Ah				
1	Misc	47,0	8,12	Outboard engine 15HP				



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Sail Plan



**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
1	0,105	0,59	1,06	1,79	2,35	14,31		07/04/2015	QUANTUM	Polyester	

**HEADSAILS (2)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
1	0,07	0,56	1,07	2,15	3,27	4,47	9,60	149%	21,06				07/04/2015	QUANTUM	Polyest	
G2	0,08	0,41	0,77	1,55	2,46	3,53	9,89	117%	16,38				20/04/2012		Dacron	

**SYMMETRIC SPINNAKERS (1)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
ORC	9,73	9,73	9,73	5,70	5,38	45,70				Unknown	* Copied from legacy *

**ASYMMETRIC SPINNAKERS (0)**

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
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