

Characteristics	
Hull Length :	16.09 m
Waterline Length :	15.50 m
Beam :	4.99 m
Waterline Beam :	4.13 m
Draft :	2.45 m
Keel COG (Vertical) :	-1.915 m
Keel Weight (L shape Cast Iron):	4 900 Kg
MOC Displacement :	19 100 Kg
MLDC Displacement :	25 200 Kg
I	20.78 m
J	6.65 m
P	20.50 m
E	7.10 m
LP	(116%) 7.70 m

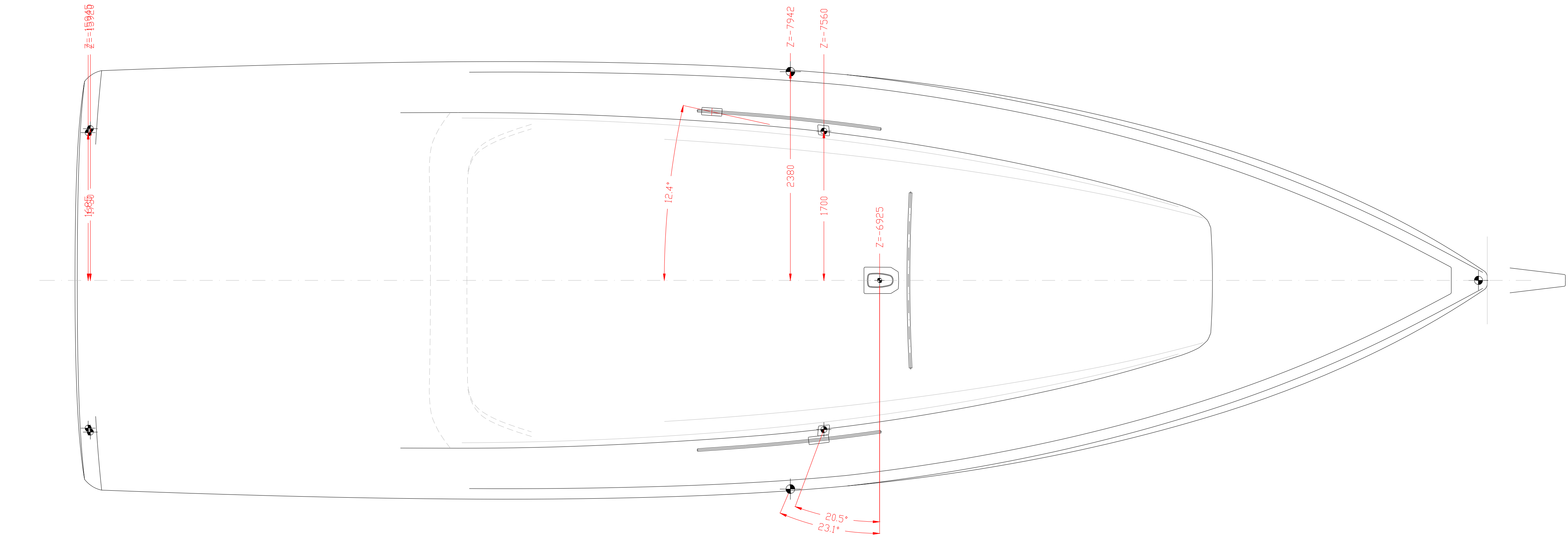
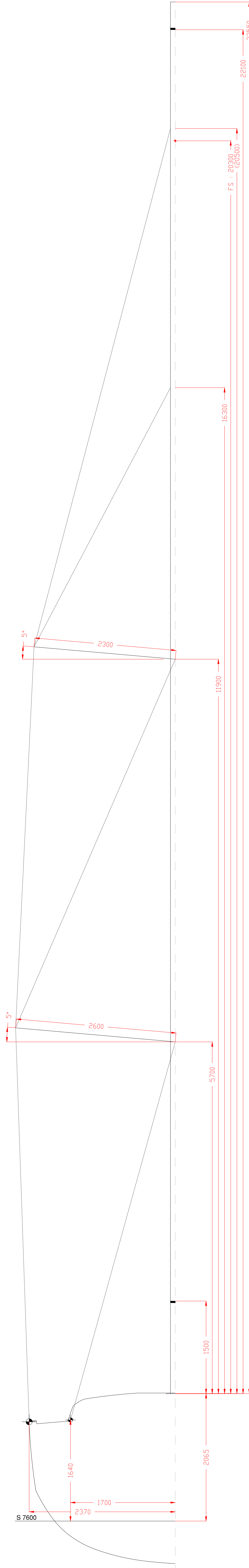
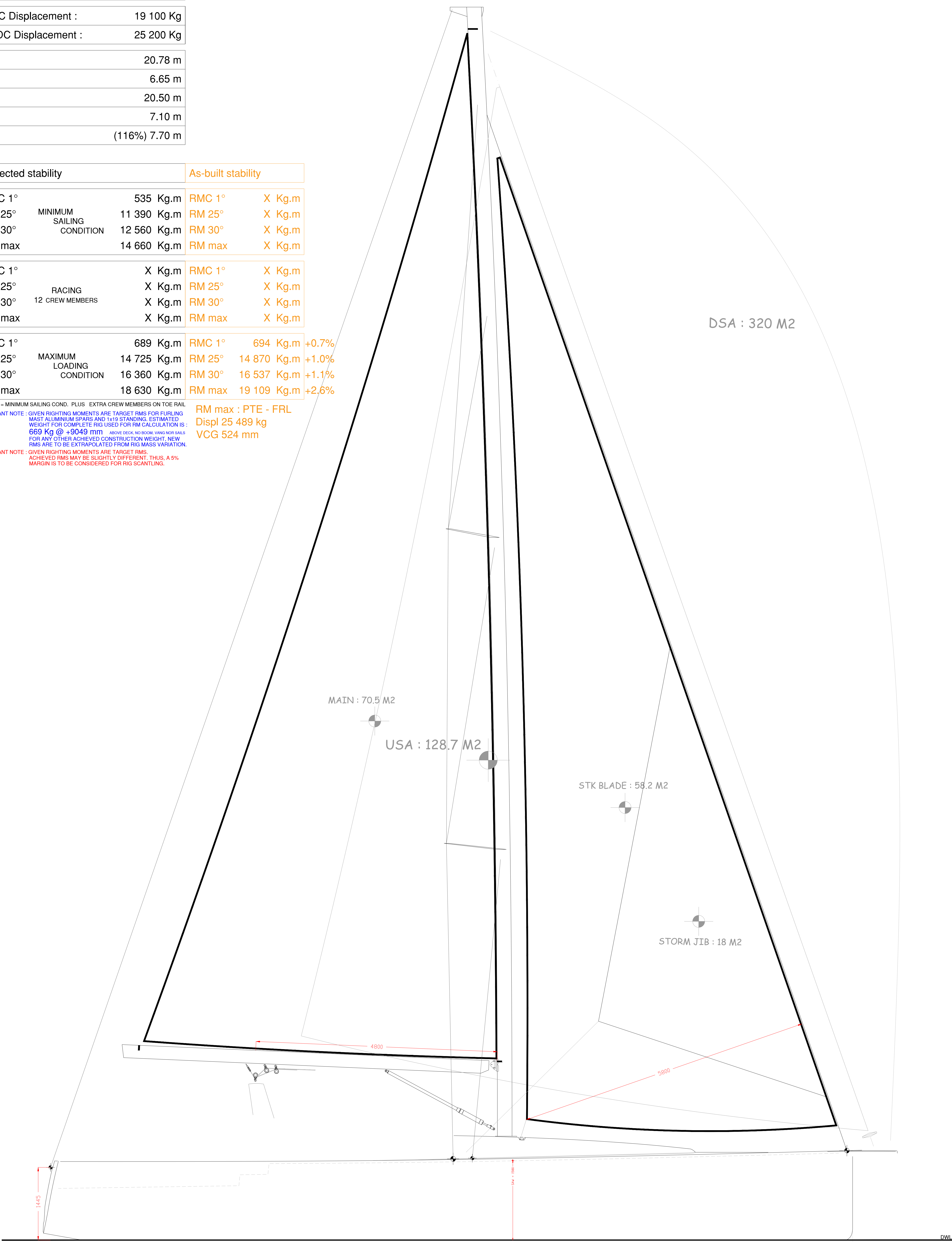
Expected stability			As-built stability	
RMC 1°	MINIMUM SAILING CONDITION	535 Kg.m	RMC 1°	X Kg.m
RM 25°		11 390 Kg.m	RM 25°	X Kg.m
RM 30°		12 560 Kg.m	RM 30°	X Kg.m
RM max		14 660 Kg.m	RM max	X Kg.m
RMC 1°	RACING 12 CREW MEMBERS	X Kg.m	RMC 1°	X Kg.m
RM 25°		X Kg.m	RM 25°	X Kg.m
RM 30°		X Kg.m	RM 30°	X Kg.m
RM max		X Kg.m	RM max	X Kg.m
RMC 1°	MAXIMUM LOADING CONDITION	689 Kg.m	RMC 1°	694 Kg.m
RM 25°		14 725 Kg.m	RM 25°	14 870 Kg.m
RM 30°		16 360 Kg.m	RM 30°	16 537 Kg.m
RM max		18 630 Kg.m	RM max	19 109 Kg.m

RACING: = MINIMUM SAILING COND. PLUS EXTRA CREW MEMBERS ON TOE RAIL
IMPORTANT NOTE : GIVEN RIGHTING MOMENTS ARE TARGET RMS FOR FURLING MAST ALUMINIUM SPARS AND 1x19 STANDING. ESTIMATED WEIGHT FOR COMPLETE RIG USED FOR RM CALCULATION IS : 669 Kg @ +9049 mm ABOVE DECK. NO BOOM, VANG NOR BALES FOR ANY OTHER ACHIEVED CONSTRUCTION WEIGHT. NEW RMS ARE TO BE EXTRAPOLATED FROM RIG MASS VARIATION.
IMPORTANT NOTE : GIVEN RIGHTING MOMENTS ARE TARGET RMS. ACHIEVED RMS MAY BE SLIGHTLY DIFFERENT. THUS, A 5% MARGIN IS TO BE CONSIDERED FOR RIG SCANTLING.

RM max : PTE - FRL
Displ 25 489 kg
VCG 524 mm

SAIL	FRL Main	Opt Blade	STK Blade	Staysail	Storm Jib	Code 0	Code 5 Spi	Asym. Spi
Luff	20.40 M	20.40 M	20.4 M	TBA	9.50 M	22.00 M	23.00 M	24.00 M
Leech	21.06 M	19.50 M	19.15 M	TBA	7.60 M	19.30 M	19.00 M	20.00 M
Foot	7.05 M	8.09 M	6.18 M	TBA	4.80 M	11.30 M	13.00 M	13.80 M
MGU / LP		7.70 M	5.80 M	TBA	3.80 M	10.00 M		
MGM / SMW							11.00 M	13.30 M
Area	70.5 M2	77.2 M2	58.2 M2	TBA	18 M2	110 M2	190 M2	250 M2

IMPORTANT NOTE : ALL DIMENSIONS TO BE CHECKED BY SAIL MAKER



L	19-09-2023	FINAL STABILITY RIGHTING MOMENTS
K	24-09-2022	CORRECTION BAD 100MM
J1	05-10-2021	MAST LOCATION: -15 - 1+400 - P +500
I	01-09-2021	1-600 - P -600
H	02-07-2021	MAST & CHAMPLATE POSITION DISPLACEMENT (+2%) STABILITY (+4%)
G	06-05-2021	V1 POSITION 1-200 - HEADSAILS
F	10-12-2017	MISPRINT CORRECTION
E	06-12-2017	E = 7.00 M
D	06-12-2017	V1 AT 23° & FIRST SPREADER AT 5700 MM
C	07-12-2017	1 HEADSAIL & SHROUDS AS PER CLASSIC RIG (STANDARDISATION) FOR PNE WEIGHT ESTIMATE PURPOSE. (MAST SECTION / STANDING DIAMETRE)
B	23-11-2017	D1 CHAMPLATE POSITION FOR PNE WEIGHT ESTIMATE PURPOSE. (MAST SECTION / STANDING DIAMETRE)
A	09-11-2017	FIRST ISSUE FOR PNE WEIGHT ESTIMATE PURPOSE. (MAST SECTION / STANDING DIAMETRE)
Drawing N°: P201 - 3.13.01		By: NG
Scale: 1/30 (A0) - 1/50 (A1)		
JY5MB RIG & SAILS - ENROULEUR		
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