# STONEWAŶS VPRS

# 2023 Rating Certificate

Yacht	Dino Vo	lante		Rig	Bermi	ıdian Sloop			
Sail number	GBR4530			Design	Sigma 33				
TCC	0.919			Series / built	1978				
						noonlo			
No spinnaker TCC	0.895			Default crew limit	8	people			
Performance indicators									
Mainsail area	<b>27.28</b> m	1 <sup>2</sup>		Sailing weight	4984	kg			
Mizzen area	m	1 <sup>2</sup>		Displacement / length	257	(sailing weight)			
Upwind headsail area	<b>27.80</b> m	1 <sup>2</sup>		Sail area / wetted surface	2.53	(main + u/w headsail)			
D/wind headsail area	<b>59.70</b> m	1 <sup>2</sup>		Sail area / displacement	19.18	(main + u/w headsail)			
Hull			source	Rig		sour	се		
Hull Length	LH	<b>9.87</b> m	D	Spar material		Aluminium alloy			
Bow overhang	BO	<b>1.04</b> m	D	Forestay length	FL	<b>11.79</b> m D			
Stern overhang	SO	<b>0.89</b> m	D	Foretriangle base	J	<b>3.58</b> m D			
Waterline length	LWL	<b>7.94</b> m	С	Mainsail hoist	Р	<b>11.59</b> m D			
Stern height	Y	<b>0.29</b> m	D	Mainsail outhaul	E	<b>3.94</b> m D			
Beam	MB	<b>3.20</b> m	D	Main sail					
Topside overhang	TSO	<b>0.27</b> m	E	Half width	MHW	<b>2.59</b> m D			
Freeboard at mast	FBI	<b>1.04</b> m	E	Three quarter width	MTW	<b>1.54</b> m D			
Draught	Т	<b>1.83</b> m	D	Upper width	MUW	<b>0.87</b> m D			
Empty weight	EW	<b>4200</b> kg	Р	Construction		Laminated			
Fixed ballast weight	KW	<b>1580</b> kg	Р	Reefing		Slab			
Moveable ballast		None		Upwind headsail					
Appendages & propell	er			Luff length	HLU	<b>11.20</b> m D			
Keel type		Z2P1R1N1		Luff perpendicular	HLP	<b>5.31</b> m D			
Keel depth	KD	<b>1.27</b> m	S	Half width	HHW	<b>2.34</b> m D			
Keel chord	KC	<b>1.34</b> m	S	Three quarter width	HTW	<b>1.11</b> m D			
Rudder type		Skeg-hung	(shallow)	Foot height	HFH	0.10 m E			
Rudder depth	RD	<b>1.27</b> m	S	Construction		Laminated			
Rudder chord	RC	<b>0.45</b> m	S	Reefing		Change Sail			
Propeller type		Folding		Downwind headsail					
Propeller blades	PRN	2		Tack type		Spinnaker pole			
Propeller diameter	PRD	<b>0.38</b> m	E	Pole / tack length	STL	<b>3.60</b> m D			
Mizzen				* Luff length	SLU	<b>11.20</b> m D			
Mizzen hoist	PY	т		* Leech length	SLE	<b>11.20</b> m D			
Mizzen foot	EY	т		* Half width	SHW	<b>6.44</b> m D			
Staysail luff length	LLY	m		* Foot width	SFL	<b>6.35</b> m D			
Staysail luff perp	LPY	т		* OR Area	SPA	m <sup>2</sup>			

Measurement source:A=Authenticated;O=Owner measured;S=Sister vessel;P=Published;C=CalculatedSystem data source:D=Database derived;E=EstimatedTCC calculated on 01/07/2023 at 08:21:46

**IMPORTANT:** see notes on page 2 for appropriate use and validity

# 1. Correct use of the published ratings

Multiply the elapsed time by the TCC to obtain corrected time.

The TCC is calculated for the declared sail plan, which may or may not include a downwind headsail (spinnaker). For boats without a downwind headsail the words "(no spinnaker)" appear after the TCC.

Boats with a full sailplan also have a "no spinnaker TCC" for use only when racing in a non-spinnaker class.

If spinnaker and non-spinnaker boats race together, non-spinnaker boats will have an advantage on upwind legs, and a disadvantage off the wind.

## 2. Data quality

The fairest ratings will result from accurate measurement; ratings calculated using a significant amount of estimated and published data are far more likely to be out of line with expectations than those using measured and sister ship data. Owners must notify the rating office of any changes or errors in the rating data.

## 3. Applicability

This certificate is issued for the sole purpose of correcting elapsed times recorded in yacht races. It is not to be used for any other purpose.

#### 4. Validity

Unless stated to the contrary, or superseded, this certificate is valid until the end of the calendar year in which it was issued. The validity can be checked by referring to the certificates published at: www.vprs.org/ratings.html

#### 5. Additional information

#### 6. Stability

An SSS base value provides a guide to the stability of a boat but does not guarantee safety or freedom of risk from capsize or sinking. The safety of a boat is the sole responsibility of the skipper who must ensure that the boat is fully found, thoroughly seaworthy, and operated by a crew sufficient in number and experience who are physically fit to face bad weather. The SSS base value does not constitute any warranty as to the seaworthiness of any boat or the safety of any gear and shall not limit the absolute responsibility of the skipper of the boat.

Guard rails fitted	Yes	
Dayboat	No	
SSS base value	29	Valid only for data on this certificate.