

Yacht	<i>Moon Shadow</i>	Rig	<i>Bermudian Sloop</i>
Sail number	319	Design	<i>Beneteau First 27.7</i>
TCC	0.938	Series / built	2002 / 2004
No spinnaker TCC	0.898	Default crew limit	7 people

Performance indicators

Mainsail area	26.05 m²	Sailing weight	3400 kg
Mizzen area	m²	Displacement / length	166 (sailing weight)
Upwind headsail area	18.02 m²	Sail area / wetted surface	2.35 (main + u/w headsail)
D/wind headsail area	56.65 m²	Sail area / displacement	19.80 (main + u/w headsail)

Hull

			source
Hull Length	<i>LH</i>	8.30 m	<i>P</i>
Bow overhang	<i>BO</i>	0.00 m	<i>S</i>
Stern overhang	<i>SO</i>	0.00 m	<i>S</i>
Waterline length	<i>LWL</i>	8.30 m	<i>P</i>
Stern height	<i>Y</i>	0.00 m	<i>S</i>
Beam	<i>MB</i>	3.00 m	<i>P</i>
Topside overhang	<i>TSO</i>	0.28 m	<i>O</i>
Freeboard at mast	<i>FBI</i>	0.98 m	<i>O</i>
Draught	<i>T</i>	2.20 m	<i>P</i>
Empty weight	<i>EW</i>	2795 kg	<i>P</i>
Fixed ballast weight	<i>KW</i>	621 kg	<i>P</i>
Moveable ballast		None	

Rig

Spar material	<i>Aluminium alloy</i>		
Forestay length	<i>FL</i>	11.60 m	<i>O</i>
Foretriangle base	<i>J</i>	3.20 m	<i>O</i>
Mainsail hoist	<i>P</i>	10.79 m	<i>O</i>
Mainsail outhaul	<i>E</i>	4.14 m	<i>O</i>

Main sail

Half width	<i>MHW</i>	2.64 m	<i>O</i>
Three quarter width	<i>MTW</i>	1.53 m	<i>O</i>
Upper width	<i>MUW</i>	0.82 m	<i>O</i>
Construction	<i>Laminated</i>		
Reefing	<i>Slab</i>		

Upwind headsail

Luff length	<i>HLU</i>	10.66 m	<i>O</i>
Luff perpendicular	<i>HLP</i>	3.45 m	<i>O</i>
Half width	<i>HHW</i>	1.66 m	<i>O</i>
Three quarter width	<i>HTW</i>	0.82 m	<i>O</i>
Foot height	<i>HFH</i>	0.31 m	<i>O</i>
Construction	<i>Laminated</i>		
Reefing	<i>Roller</i>		

Downwind headsail

Tack type	<i>Bow sprit</i>		
Pole / tack length	<i>STL</i>	4.20 m	<i>O</i>
* Luff length	<i>SLU</i>	11.66 m	<i>O</i>
* Leech length	<i>SLE</i>	11.66 m	<i>O</i>
* Half width	<i>SHW</i>	5.86 m	<i>O</i>
* Foot width	<i>SFL</i>	5.83 m	<i>O</i>
* OR ... Area	<i>SPA</i>	m²	

Appendages & propeller

Keel type	<i>R1R1R1L1</i>		
Keel depth	<i>KD</i>	1.80 m	<i>O</i>
Keel chord	<i>KC</i>	0.66 m	<i>O</i>
Rudder type	<i>Lifting transom-hung</i>		
Rudder depth	<i>RD</i>	1.25 m	<i>O</i>
Rudder chord	<i>RC</i>	0.40 m	<i>O</i>
Propeller type	<i>Folding</i>		
Propeller blades	<i>PRN</i>	2	
Propeller diameter	<i>PRD</i>	0.38 m	<i>E</i>

Mizzen

Mizzen hoist	<i>PY</i>	m
Mizzen foot	<i>PE</i>	m
Staysail luff length	<i>LLY</i>	m
Staysail luff perp	<i>LPY</i>	m

Measurement source: A=Authenticated; O=Owner measured; S=Sister vessel; P=Published; C=Calculated

System data source: D=Database derived; E=Estimated

TCC calculated on 23/03/2023 at 13:22:08

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

Certificate notes

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	15	Valid only for data on this certificate.