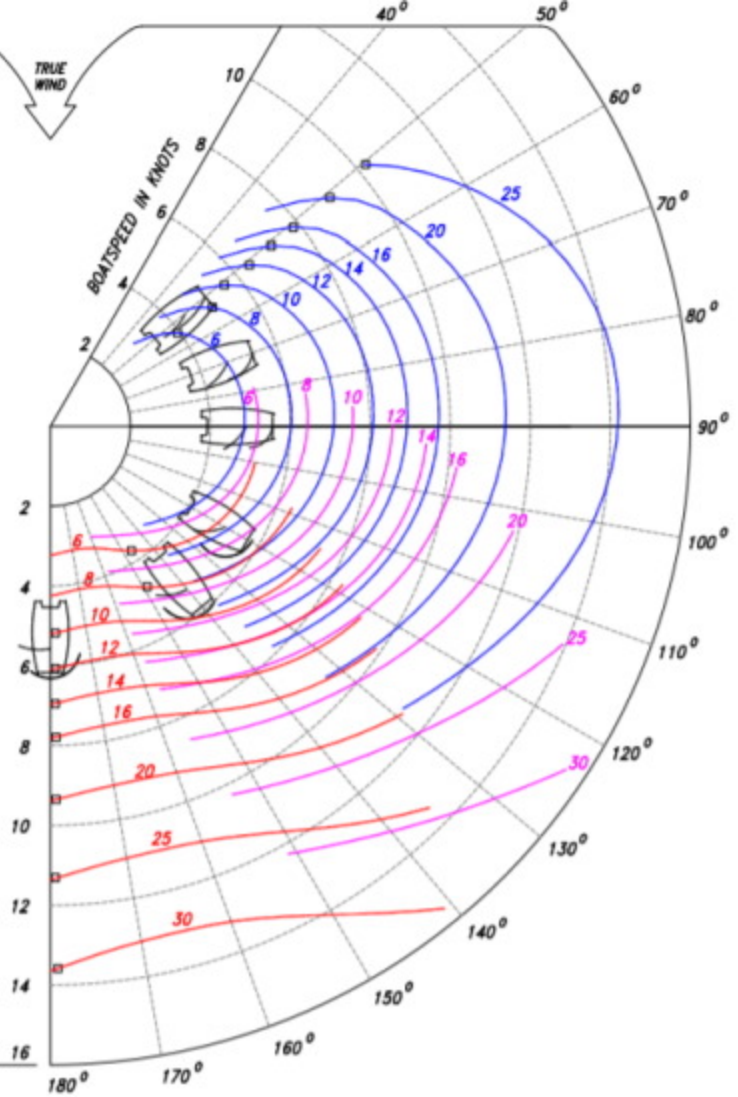
LEOPARD 50 (Flybridge Version)

POLAR DIAGRAM

BOAT SPEED AS FUNCTION OF
TRUE WIND ANGLE & SPEED.

WIND	BEST VS Upwind	OPTIMUM TACK ANGLE	BEST VS Downwind	OPTIMUM GYBE ANGLE	BEST VS at given TWS	at TWA
6 KT.	3.80	52.0°	3.71	147.0°	5.20	90.0°
8 KT.	4.76	51.0°	4.70	149.3°	6.49	100.0°
10 KT.	5.59	50.5°	5.52	152.0°	7.68	100.0°
12 KT.	6.47	50.4°	6.01	175.8°	8.72	100.0°
14 KT.	7.14	50.5°	6.86	175.8°	9.67	110.0°
16 KT.	7.80	50.2°	7.69	175.8°	10.61	100.0°
20 KT.	8.84	49.5°	9.23	175.8°	12.87	100.0°
25 KT.	10.20	50.2°	11.14	175.8°	14.10	130.0°
30 KT.	–*	–*	13.24	175.8°	16.50	135.0°

* = Out of Range for VPP Calcs



MAINSAIL + JIB

MAINSAIL + CODE 0

MAINSAIL + ASSYM. SPI (CODE D)

Note that each curve has been cut off at either the best theoretical cross-over or at the upper limit of the anticipated wind-strength for the headsails considered.
This is a theoretical VPP in flat water. Speed can vary due to wave action.
Curves are given at True windspeed measured at 10 mtr. above sea level.
True Windspeed can vary significantly between 10 mtrs and what is measured at the masthead. This can further be affected by "Upwash" from the sails.

SIMONIS VOOGD