

The Coronado 25'

LOA 25'0"
LWL 20'0"
BEAM 8'0"
Draft (Keel Model) 3'8"

Draft
2'6" Centerboard Up
4'6" Centerboard Down

Displacement
4500 lbs. Keel Model
4300 lbs. Keel CB Model

Ballast
2,150 lbs. Keel Model
1,800 lbs. Keel CB Model

Main Sail
166 sq. ft. Keel Model
139 sq. ft. Keel CB Model
100% Forsail
143 sq. ft. Keel Model
134 sq. ft. Keel CB Model

Headroom 5'6"

Designer: E. Edgar
The Coronado 25 Sailboat was manufactured from 1966 to 1975

Figuring Hull Speed

These calculations are for Fresh Water. Salt Water will be different.

The following calculations for the boat using formulas out of the book Annapolis Book of Seamanship. This is the book used by the Naval Cadets of Annapolis for their sailing course and is EXCELLENT.

D/L(Displacement/Length)= 191.96

SA/D(Sail Area/Displacement)= 18.09

CSF(Capsize Screening Formula)= 1.92

Theoretical Hull Speed= 5.99 knots.

The D/L refers to a boats weight for her size. Anything over 325 are considered heavy cruisers and slow, 200-325 are light to moderate cruisers or racers, and under 200 is light displacement cruiser or racer. Anything under 125 makes it ultra light.

The SA/D compares sail areas of different boats. Slow motor sailers are around 8-13, most sailing cruisers are around 14-16. A boat with a 20 would be well within the high performance racing categories.

CSF was developed as a rough guide to how well a boat can weather rough waters. If the number is under 2, the boat is relatively safe from capsizing in very rough conditions. If more than 2 she is relatively vulnerable to capsizing in rough waters.

All these are just supposed to be rough guidelines, but used in conjunction with each other gives a good idea of how the boat may sail. It may not be 100% accurate, for instance although the Theoretical Hull Speed is only 5.99 knots or about 6.5 mph, The Loran C has clocked over 7.5 mph many times.