

SCHRS

SMALL CATAMARAN HANDICAP RATING SYSTEM

Recognised by



SCHRS Technical Committee

Draft Minute of a meeting

Date: 7th December 2021
Time: 7pm UK time, 8pm France & Switzerland,
1pm USA, 6am Australia
Present: William Sunnucks (UK), Will Rottgering (USA) Geoff Balfre (UK),
Newly appointed: Yorick Klipfel (SUI)
In attendance: Jean-Claude Rouves (FRA), Brian Chapman (AUS)
Apologies: David Chivers

1. Introductions:

William Sunnucks (WS) welcomed all participants and invited each to describe their background and involvement in SCHRS.

2. Committee membership:

Yorick Klipfel (YK) was appointed to the committee. WS expressed thanks to the retiring members – Andrew Gallagher, Simon Longstaff, Olly Harris and Jason Smithwick. He had communicated with each of them and knew that all would continue to help in their specialist areas if called upon.

3. SCHRS activity report:

The meeting noted the statistical paper prepared by Jean-Claude Rouves (JCR).

Regatta Results Software systems: Geoff Balfre was publishing the SCHRS numbers via Sailwave and HALS as well as the SCHRS website. YK said that Manage2Sail was recognised by World Sailing and was already dominant in Switzerland and the South of France. It was agreed that JCR and YK would work on a proposal for co-operation.

FFV Data: the meeting noted the good co-operation with FFV and the Accord which allowed SCHRS to use FFV data to check the operation of its formula.

Australian Data: JCR was using published data from just two Australian Sailing Clubs in his annual review. BC was already pulling together the data from a wider range of clubs, and would be willing to work with JCR to provide better data for the next activity report.

Conclusions from the statistics: The ratings calculated from performance were generally within 2.5% of the ratings from the formula. JCR had investigated the outliers and could explain them. The range was believed to be acceptable in view of the typical 20% range of race times in one design racing. JCR re-iterated that the formula was king, and that his performance statistics were only there to support it.

4. Changes to the 2022 formula:

Spinnaker penalty: an increase in the spinnaker penalty from 12% to 14% was approved. BC thought it should be 20%, but understood the desire not to make sudden material changes to the ratings. It was noted that further increases would be discussed each year.

Mid girth 75% rule: YK said that the M2s on lake Geneva were successfully flying their spinnakers upwind. The Swiss rule required any headsail that could not meet the 75% mid girth rule to be rated as a jib. I.e. 100% of the area not 15%.

WS said that SCHRS had a gradual penalty between 75% and 55%.

It was noted that both systems discontinuities should be avoided wherever possible.

IFly code F: JCR said that the IFLY had a mid-girth to foot ratio of 38.5%. It was agreed that this should be rated as a jib.

Foiling penalty: BC noted that the top foiling A class sailors in Australia were now winning regularly on handicap. This suggested that the foiling penalty reduction from 4% to 3.5% was unjustified.

Will Rottgering (WR) noted that the Nacra 20 Carbon full foiling L foils were most often slower round the course than the semi foiling C foils with rudder fins. This would suggest a much smaller foiling penalty.

It was agreed to leave the 4% foiling penalty untouched.

5. 2022 Ratings List

It was agreed that WS and JCR would amend the list and submit it to all parties for approval before Geoff Balfre published it on the website and via Sailwave and HALS.