
**SCHRS activity report, November 20, 2025**
**JC.Rouvès Honorary president**

Yorick Klipfel, our new President, asked me to continue drafting the statistical report for the past year.

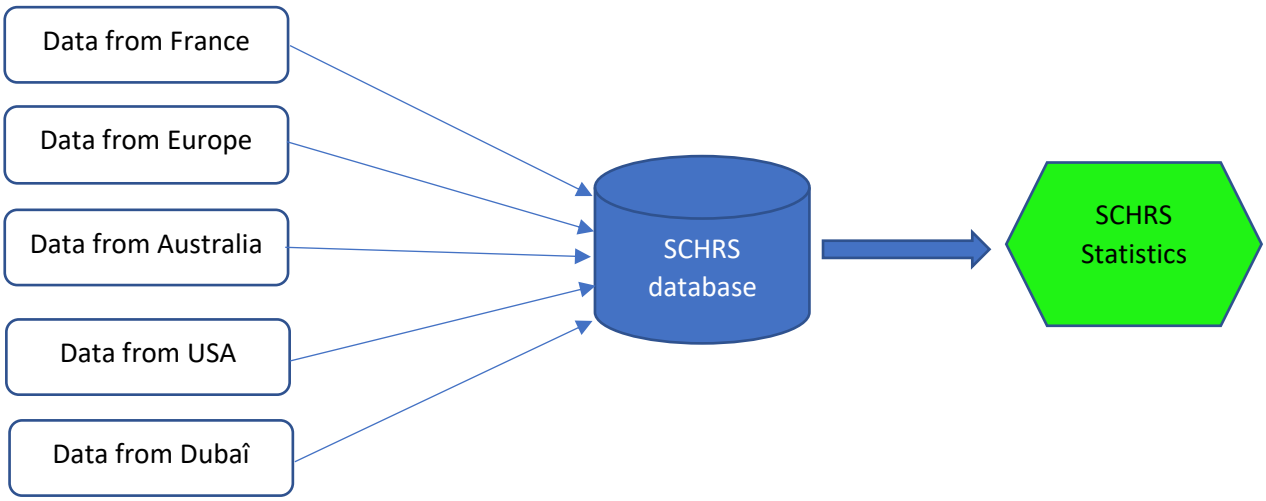
This report, which covers five years, follows the same format as previous years and aims to quantify the impact that technological advancements in sport catamarans have had on SCHRS ratings.

As a reminder, here are the key points of the report:

• Data collected from regatta results held in several countries.
• A comparison of key figures over several years.
• An overall comparison, and by type, of sport catamaran participation in inter-serie regattas.
• An overall statistical analysis, and by catamaran type, to compare SCHRS ratings with current-year performance ratings.
• Highlighting the potential impact of modifying the parameters of the SCHRS calculation formula on ratings, using a dynamic simulation tool developed over several years.

## 1.Data sources -

Functional diagram




The functional diagram and table below illustrate the origin and distribution of the data that feeds the SCHRS database, and consequently, the statistics.

The agreement signed in July 2020 with the French Sailing Federation allows us to receive, through an automated process, a significant volume of data concerning the results of inter-series sport catamaran regattas held in France, Guadeloupe, Martinique, and Réunion.

Results from other countries are entered manually for specific clubs and events. Despite the time-consuming nature of this data entry method, we need these data sources to account for the diversity of fleets and sailing areas.

Note: We have noticed that weather conditions have a significant impact on the number of regattas run in the countries from which our data sources originate.

| | 2021 | | 2022 | | 2023 | | 2024 | | 2025 | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Data origin** | **Race Nb** | **%** | **Race Nb** | **%** | **Race Nb** | **%** | **Race Nb** | **%** | **Race Nb** | **%** |
| France | 746 | 64,76% | 650 | 59,36% | 944 | 67,00% | 1358 | 77,96% | 894 | 65,93% |
| Europe (without France) | 146 | 12,67% | 173 | 15,80% | 188 | 13,34% | 136 | 7,81% | 239 | 17,63% |
| Australia | 169 | 14,67% | 82 | 7,49% | 99 | 7,03% | 153 | 8,67% | 94 | 6,93% |
| USA | 59 | 5,12% | 137 | 12,51% | 117 | 8,30% | 60 | 3,44% | 74 | 5,46% |
| Dubaï | 32 | 2,78% | 26 | 2,37% | 47 | 3,34% | 37 | 2,12% | 55 | 4,06% |
| | | | | | | | | | | |
| Total | 1152 | 100,00% | 1095 | 100,00% | 1409 | 100,00% | 1742 | 100,00% | 1356 | 100,00% |

## 2.Key figures (Dashboards 2021 – 2022 – 2023 – 2024 - 2025)

Comparing the key figures over five years shows stability across the various items, requiring no particular comment, except for the number of new boats included in the SCHRS list, which has increased from 320 in 2021 to 332 in 2025. It is also worth noting that since 2021, six catamaran models have consistently occupied the top five positions and will represent 45.92% of the boats competing in inter-serie competitions in 2025.

**Dashboard 2020 - 2021**

| Ratio SCHRS list / Number of multihull models having raced | | |
|---|---|---|
| SCHRS list | 320 | |
| Multihull models that have raced | 102 | 31,88% |

| Ratio SCHRS list / Nb of models with data stat. Exploitable | | |
|---|---|---|
| Nb of models with data stat. exploitable | 41 | 12,81% |

| | | |
|---|---|---|
| Total number of multihulls registered | **8578** | |
| Total number of multihulls for statistics | **1568** | 18,28% |

| Top five participation rates | | |
|---|---|---|
| FORMULE 18 | 299 | 19,07% |
| HOBIE 16 | 102 | 6,51% |
| CLASSIC-A (DER.RAYON =) | 98 | 6,25% |
| GOODALL VIPER DOUBLE | 90 | 5,74% |
| SL16 | 68 | 4,34% |
| | | |
| **Total** | **657** | **41,90%** |

| Diff.between ratings perf. and SCHRS ratings | | |
|---|---|---|
| | Less advantage | Max advantage |
| Diff. between rating perf. and SCHRS rating | 0,082006 | -0,062349 |
| Diff. In % between rating perf. and SCHRS rating | 5,70% | -4,40% |
| Diff. between rating stat. SCHRS rating / hour | 00:02:38 | 00:03:25 |

| Standard deviation and variance | MAX | MIN |
|---|---|---|
| Standard deviation (Data dispersion) | 0,10937498 | 0,00000000 |
| Coefficient of variation | 8,82% | 0,00% |

**Dashboard 2022**

| Ratio SCHRS list / Number of multihull models having raced | | |
|---|---|---|
| SCHRS list | 320 | |
| Multihull models that have raced | 103 | 32,19% |

| Ratio SCHRS list / Nb of models with data stat. Exploitable | | |
|---|---|---|
| Nb of models with data stat. exploitable | 41 | 12,81% |

| | | |
|---|---|---|
| Total number of multihulls registered | **11177** | |
| Total number of multihulls for statistics | **1936** | 17,32% |

| Top five participation rates | | |
|---|---|---|
| FORMULE 18 | 303 | 15,65% |
| HOBIE 16 | 154 | 7,95% |
| GOODALL VIPER DOUBLE | 120 | 6,20% |
| CLASSIC-A (DER.RAYON =) | 104 | 5,37% |
| NACRA 15 | 88 | 4,55% |
| | | |
| **Total** | **769** | **39,72%** |

| Diff.between ratings perf. and SCHRS ratings | | |
|---|---|---|
| | Less advantage | Max advantage |
| Diff. between rating perf. and SCHRS rating | 0,051878 | -0,017334 |
| Diff. In % between rating perf. and SCHRS rating | 4,68% | -1,55% |
| Diff. between rating stat. SCHRS rating / hour | 00:02:48 | 00:00:55 |

| Standard deviation and variance | MAX | MIN |
|---|---|---|
| Standard deviation (Data dispersion) | 0,11373787 | 0,00000000 |
| Coefficient of variation | 10,20% | 0,00% |

## Dashboard 2023

| Ratio SCHRS list / Number of multihull models having raced | | |
|---|---|---|
| SCHRS list | 320 | |
| Multihull models that have raced | 122 | 38,13% |

| Ratio SCHRS list / Nb of models with data stat. Exploitable | | |
|---|---|---|
| Nb of models with data stat. exploitable | 48 | 15,00% |

| | | |
|---|---|---|
| Total number of multihulls registered | **10717** | |
| Total number of multihulls for statistics | **1856** | 17,32% |

| Top five participation rates | | |
|---|---|---|
| FORMULE 18 | 216 | 11,64% |
| HOBIE 16 | 142 | 7,65% |
| NACRA 15 | 127 | 6,84% |
| GOODALL VIPER DOUBLE | 106 | 5,71% |
| SL16 | 105 | 5,66% |
| | | |
| **Total** | **696** | **37,50%** |

| Diff.between ratings perf. and SCHRS ratings | | |
|---|---|---|
| | Less advantage | Max advantage |
| Diff. between rating perf. and SCHRS rating | 0,093135 | -0,024935 |
| Diff. In % between rating perf. and SCHRS rating | 8,13% | -2,38% |
| Diff. between rating stat. SCHRS rating / hour | 00:01:25 | 00:04:52 |

| Standard deviation and variance | MAX | MIN |
|---|---|---|
| Standard deviation (Data dispersion) | 0,08562978 | 0,00000000 |
| Coefficient of variation | 8,10% | 0,00% |

## Dashboard 2024

| Ratio SCHRS list / Number of multihull models having raced | | |
|---|---|---|
| SCHRS list | 324 | |
| Multihull models that have raced | 113 | 34,88% |

| Ratio SCHRS list / Nb of models with data stat. Exploitable | | |
|---|---|---|
| Nb of models with data stat. exploitable | 50 | 15,43% |

| | | |
|---|---|---|
| Total number of multihulls registered | 12130 | |
| Total number of multihulls for statistics | **1890** | **15,58%** |

| Top five participation rates | | |
|---|---|---|
| FORMULE 18 | 1491 | 12,29% |
| NACRA 15 | 1429 | 11,78% |
| HOBIE 16 | 1063 | 8,76% |
| DART 18 | 544 | 4,48% |
| SL15.5 | 539 | 4,44% |
| | | |
| **Total** | **5066** | **41,76%** |

| Diff.between ratings perf. and SCHRS ratings | | |
|---|---|---|
| | Less advantage | Max advantage |
| Diff. between rating perf. and SCHRS rating | 0,079556 | -0,040872 |
| Diff. In % between rating perf. and SCHRS rating | 6,19% | -3,76% |
| Diff. between rating stat. SCHRS rating / hour | 00:02:15 | 00:03:42 |

| Standard deviation and variance | MAX | MIN |
|---|---|---|
| Standard deviation (Data dispersion) | 0,12361197 | 0,00000000 |
| Coefficient of variation | 8,32% | 0,00% |

## Dashboard 2025

| Ratio SCHRS list / Number of multihull models having raced | | |
|---|---|---|
| SCHRS list | 332 | |
| Multihull models that have raced | 115 | 34,64% |

| Ratio SCHRS list / Nb of models with data stat. Exploitable | | |
|---|---|---|
| Nb of models with data stat. exploitable | 47 | 14,16% |

| | | |
|---|---|---|
| Total number of multihulls registered | 11024 | |
| Total number of multihulls for statistics | **1697** | **15,39%** |

| Top five participation rates | | |
|---|---|---|
| FORMULE 18 | 1545 | 14,01% |
| NACRA 15 | 1401 | 12,71% |
| HOBIE 16 | 951 | 8,63% |
| DART 18 | 607 | 5,51% |
| GOODALL VIPER DOUBLE | 558 | 5,06% |
| | | |
| **Total** | **5062** | **45,92%** |

| Diff.between ratings perf. and SCHRS ratings | | |
|---|---|---|
| | Less advantage | Max advantage |
| Diff. between rating perf. and SCHRS rating | 0,059571 | -0,065263 |
| Diff. In % between rating perf. and SCHRS rating | 5,12% | -6,18% |
| Diff. between rating stat. SCHRS rating / hour | 00:03:42 | 00:03:04 |

| Standard deviation and variance | MAX | MIN |
|---|---|---|
| Standard deviation (Data dispersion) | 0,13442664 | 0,00000000 |
| Coefficient of variation | 10,38% | 0,00% |

## 3. Evolution of the participation of different catamaran groups in regattas

**Overall attendance rate**

The first table represents the overall presence rate of catamarans at regattas, and the second the participation rate of catamarans sufficiently represented to be statistically usable.

| Groups | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|
| Group C1 (Catamarans with daggerboards) | 46,96% | 46,20% | 47,19% | 46,52% | 52,21% |
| Group C3 (Catamarans without daggerboard) | 37,49% | 36,52% | 38,66% | 38,35% | 36,47% |
| Group FB (Flying catamarans) | 2,39% | 2,34% | 1,36% | 2,02% | 1.84% |
| Group C4 (Small catamarans < or = 4,38 m, without daggerboard) | 12,80% | 11,87% | 12,24% | 13,12% | 9,48% |

**Statistically usable rate**

| Groups | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|
| Group C1 (Catamarans with daggerboards) | 62,78% | 55,97% | 54,85% | 53,64% | 53,98% |
| Group C3 (Catamarans without daggerboard) | 29,73% | 32,66% | 35,10% | 35,34% | 35,83% |
| Group FB (Flying catamarans) | 2,32% | 3,59% | 3,22% | 3,31% | 3,18% |
| Group C4 (Small catamarans < or = 4,38 m, without daggerboard) | 5,21% | 7,79% | 6,83% | 7,66% | 3,83% |

The comparison of these two tables is interesting, because while the first table shows a great stability in attendance at regattas, the second, which reflects the competitiveness of catamarans, should make us question the relative decline in performance of the boats in Group C4 (Small catamarans < or = 4.38 m, without daggerboard), which has lost about 4% compared to the previous three years.

## 4. Overall SCHRS 2025 Statistical Results

The table below aims to highlight the potential discrepancies in ratings between those in the SCHRS list, calculated using the "SCHRS FORMULA," and performance ratings calculated from regatta results.

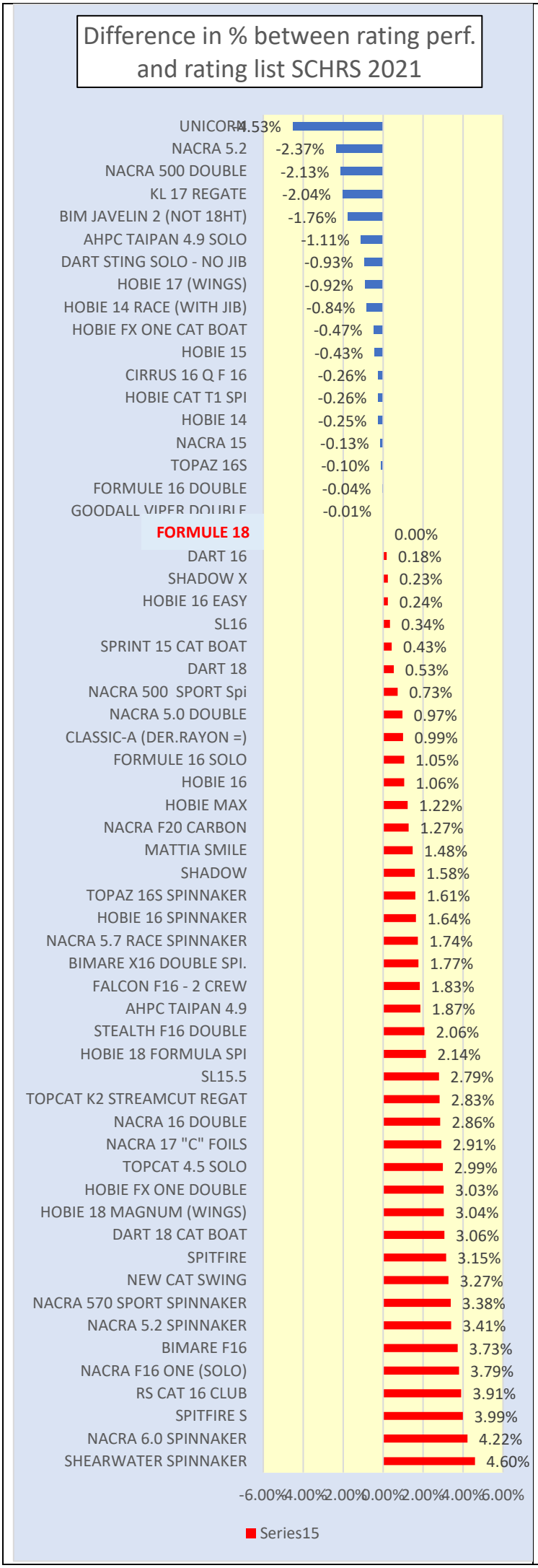
These comparisons allow us to identify abnormal rating discrepancies, understand why they exist, and, if necessary, adjust one or more parameters of the SCHRS Formula to adapt it to the technological advancements in sport catamarans.

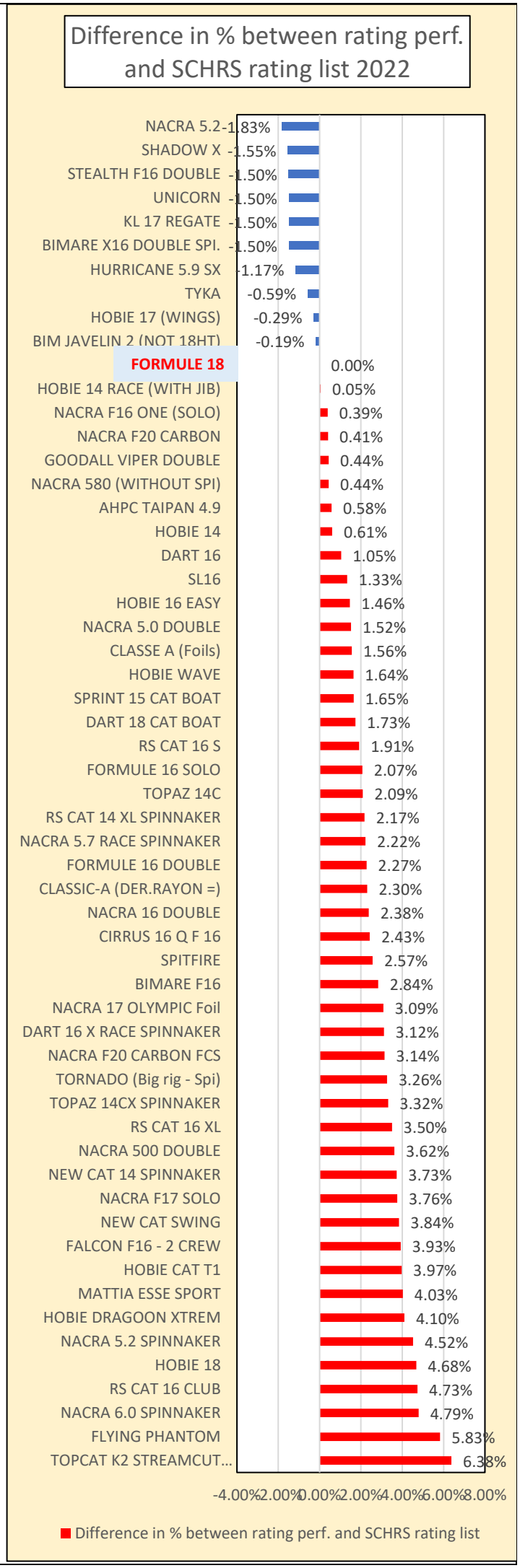
| Ordre | Classes | Groups | | Difference between rating perf. and SCHRS rating list | Difference in % between rating perf. and SCHRS rating list | Deviation rating stat./ hour **more** favorable than SCHRS rating | Deviation rating stat./ hour **less** favorable than SCHRS rating | Alert threshold regarding to sample size | Participation by model | Percentage of participation by type of boat |
|---|---|---|---|---|---|---|---|---|---|---|
| 55 | NACRA INTER 20 F20 | C1 | | 0,045 | 4,66% | | 00:02:47 | | 13 | 0,77% |
| 90 | FORMULE 16 SOLO | C1 | | 0,047 | 4,53% | | 00:02:42 | | 7 | 0,41% |
| 78 | TOPAZ 16S SPINNAKER | C3 | | 0,057 | 4,34% | | 00:02:36 | | 5 | 0,29% |
| 91 | RS CAT 14 XL SPINNAKER | C4 | x | 0,060 | 4,20% | | 00:02:31 | | 6 | 0,35% |
| 72 | TORNADO (Big rig - Spi) | C1 | | 0,039 | 4,05% | | 00:02:25 | | 47 | 2,77% |
| 101 | HOBIE WAVE | C4 | x | 0,058 | 3,78% | | 00:02:16 | | 5 | 0,29% |
| 37 | SL15.5 | C3 | | 0,043 | 3,50% | | 00:02:06 | | 56 | 3,30% |
| 19 | CLASSIC-A (Dér.rayon =) | C1 | | 0,034 | 3,35% | | 00:02:00 | | 90 | 5,30% |
| 103 | NACRA 16 DOUBLE | C1 | x | 0,034 | 3,26% | | 00:01:57 | | 18 | 1,06% |
| 80 | NACRA 17 "C" FOILS | C1 | | 0,031 | 3,10% | | 00:01:51 | | 8 | 0,47% |
| 52 | BIMARE F16 | C1 | | 0,031 | 3,00% | | 00:01:48 | | 10 | 0,59% |
| 31 | SHADOW | C1 | | 0,031 | 2,71% | | 00:01:37 | | 5 | 0,29% |
| 69 | NEW CAT F1 | C4 | | 0,038 | 2,63% | | 00:01:34 | | 9 | 0,53% |
| 46 | SL16 | C3 | | 0,029 | 2,54% | | 00:01:31 | | 42 | 2,47% |
| 17 | NACRA F20 CARBON | C1 | x | 0,021 | 2,33% | | 00:01:23 | | 46 | 2,71% |
| 41 | HOBIE 16 SPINNAKER | C3 | | 0,026 | 2,30% | | 00:01:22 | | 53 | 3,12% |
| 42 | DART 18 CAT BOAT | C3 | | 0,027 | 2,14% | | 00:01:16 | | 39 | 2,30% |
| 61 | TOPAZ 14C | C4 | | 0,029 | 1,97% | | 00:01:11 | | 11 | 0,65% |
| 44 | NACRA 580 (WITHOUT SPI) | C1 | | 0,020 | 1,85% | | 00:01:06 | | 18 | 1,06% |
| 26 | HOBIE 16 | C3 | | 0,016 | 1,32% | | 00:00:47 | | 153 | 9,02% |
| 4 | GOODALL VIPER DOUBLE | C1 | | 0,013 | 1,23% | | 00:00:44 | | 132 | 7,78% |
| 82 | HOBIE 14 | C4 | | 0,017 | 1,20% | | 00:00:43 | | 18 | 1,06% |
| 38 | HURRICANE 5.9 SX | C1 | x | 0,010 | 1,00% | | 00:00:35 | | 9 | 0,53% |
| 71 | DART 18 | C3 | | 0,011 | 0,87% | | 00:00:31 | | 103 | 6,07% |
| 57 | NACRA 15 | C1 | | 0,009 | 0,78% | | 00:00:28 | | 117 | 6,89% |
| 6 | FORMULE 16 DOUBLE | C1 | | 0,008 | 0,76% | | 00:00:27 | | 53 | 3,12% |
| 2 | HOBIE 15 | C3 | | 0,010 | 0,75% | | 00:00:27 | | 8 | 0,47% |
| 96 | HOBIE FX ONE CAT BOAT | C1 | | 0,008 | 0,74% | | 00:00:26 | | 6 | 0,35% |
| 3 | NACRA 500 SPORT SPI | C3 | x | 0,008 | 0,72% | | 00:00:25 | | 5 | 0,29% |
| 67 | AHPC TAIPAN 4.9 SLOOP | C1 | x | 0,008 | 0,70% | | 00:00:25 | | 11 | 0,65% |
| 5 | AHPC TAIPAN 4.9 Solo | C1 | x | 0,006 | 0,50% | | 00:00:17 | | 47 | 2,77% |
| 43 | TYKA | C4 | | 0,006 | 0,43% | | 00:00:15 | | 16 | 0,94% |
| 16 | CLASSE A (Foils) | FB | | 0,004 | 0,38% | | 00:00:13 | | 54 | 3,18% |
| 21 | HOBIE 16 EASY | C3 | x | 0,003 | 0,23% | | 00:00:08 | | 23 | 1,36% |
| 66 | SPITFIRE | C1 | | 0,002 | 0,19% | | 00:00:06 | | 6 | 0,35% |
| 49 | SHEARWATER SPINNAKER | C1 | | 0,001 | 0,08% | | 00:00:02 | | 7 | 0,41% |
| 94 | FORMULE 18 | C1 | | 0,000 | 0,00% | 00:00:00 | 00:00:00 | | 223 | 13,14% |
| 15 | GOODALL VIPER DOUBLE DS ! | C1 | | 0,000 | -0,03% | 00:00:00 | | | 5 | 0,29% |
| 13 | DART STING SOLO - NO JIB | C3 | | -0,007 | -0,48% | 00:00:17 | | | 14 | 0,82% |
| 54 | RS CAT 16 CLUB | C3 | | -0,008 | -0,54% | 00:00:19 | | | 12 | 0,71% |
| 89 | SHADOW X | C1 | | -0,007 | -0,63% | 00:00:22 | | | 12 | 0,71% |
| 75 | DART 16 X RACE SPINNAKER | C3 | | -0,014 | -1,14% | 00:00:41 | | | 7 | 0,41% |
| 92 | DART 16 | C3 | | -0,022 | -1,63% | 00:00:58 | | | 29 | 1,71% |
| 50 | TOPAZ 16CX | C3 | | -0,023 | -1,79% | 00:01:04 | | | 5 | 0,29% |
| 56 | TOPAZ 16C | C3 | | -0,029 | -2,13% | 00:01:16 | | | 7 | 0,41% |
| 99 | DART 15 CAT BOAT | C3 | | -0,041 | -2,85% | 00:01:42 | | | 47 | 2,77% |
| 79 | SPITFIRE SOLO WITHOUT JIB | C1 | | -0,036 | -3,31% | 00:01:59 | | | 26 | 1,53% |

The table above shows that for the 47 catamaran models considered in the statistical calculations, the difference between the ratings calculated using the SCHRS formula and the performance ratings ranges from -3.31% to +4.66%, whereas in 2024 the difference for the 48 models ranged from -1.17% to +4.98%.

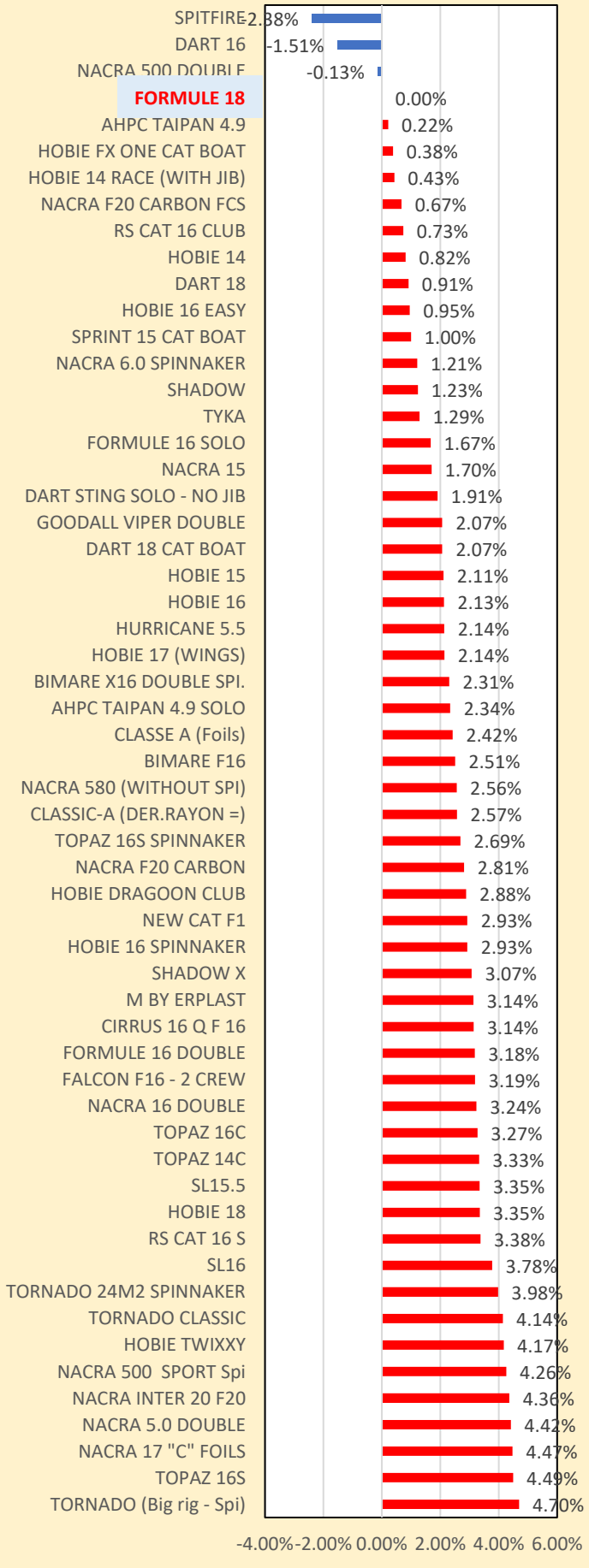
We observe a narrowing of the gap between these two figures, but it is too early to say whether the changes made to the SCHRS formula in 2025 are responsible for this positive narrowing.dvancements in sport catamarans.

**Comparaison graphique de 2021 à 2025**

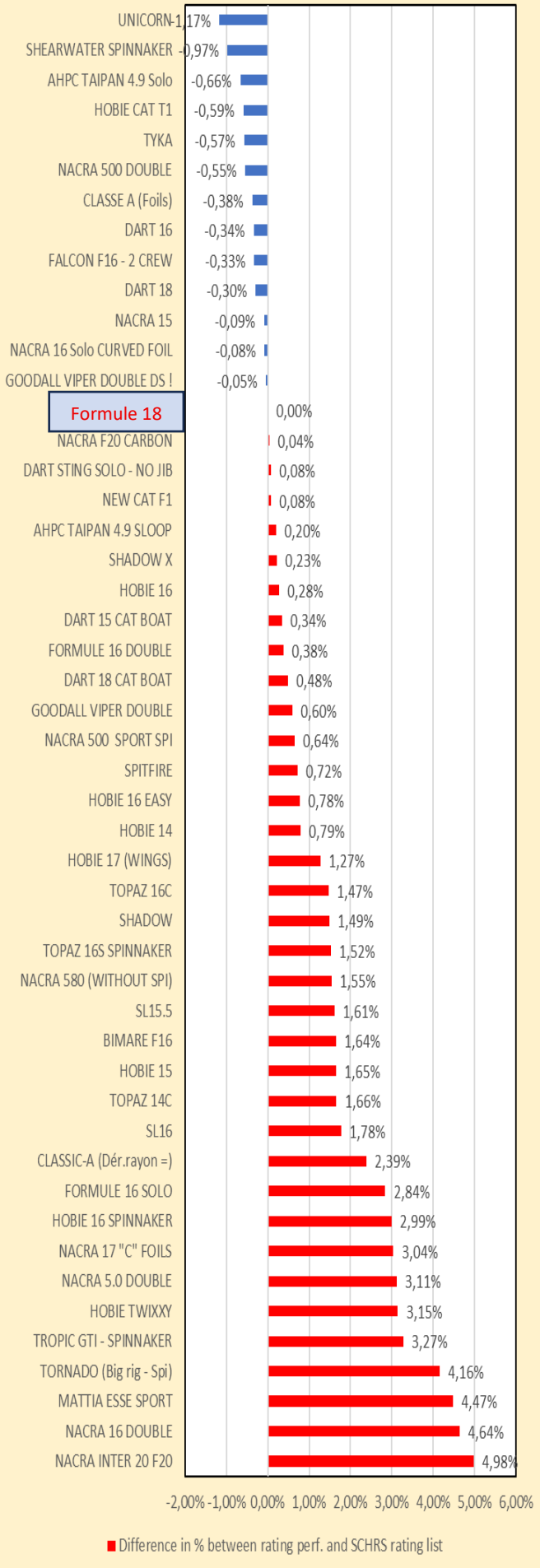

Difference in % between rating perf. and rating list SCHRS 2021
UNICORN -4.53%
NACRA 5.2 -2.37%
NACRA 500 DOUBLE -2.13%
KL 17 REGATE -2.04%
BIM JAVELIN 2 (NOT 18HT) -1.76%
AHPC TAIPAN 4.9 SOLO -1.11%
DART STING SOLO - NO JIB -0.93%
HOBIE 17 (WINGS) -0.92%
HOBIE 14 RACE (WITH JIB) -0.84%
HOBIE FX ONE CAT BOAT -0.47%
HOBIE 15 -0.43%
CIRRUS 16 Q F 16 -0.26%
HOBIE CAT T1 SPI -0.26%
HOBIE 14 -0.25%
NACRA 15 -0.13%
TOPAZ 16S -0.10%
FORMULE 16 DOUBLE -0.04%
GOODALL VIPER DOUBLE -0.01%
FORMULE 18 0.00%
DART 16 0.18%
SHADOW X 0.23%
HOBIE 16 EASY 0.24%
SL16 0.34%
SPRINT 15 CAT BOAT 0.43%
DART 18 0.53%
NACRA 500 SPORT Spi 0.73%
NACRA 5.0 DOUBLE 0.97%
CLASSIC-A (DER.RAYON =) 0.99%
FORMULE 16 SOLO 1.05%
HOBIE 16 1.06%
HOBIE MAX 1.22%
NACRA F20 CARBON 1.27%
MATTIA SMILE 1.48%
SHADOW 1.58%
TOPAZ 16S SPINNAKER 1.61%
HOBIE 16 SPINNAKER 1.64%
NACRA 5.7 RACE SPINNAKER 1.74%
BIMARE X16 DOUBLE SPI. 1.77%
FALCON F16 - 2 CREW 1.83%
AHPC TAIPAN 4.9 1.87%
STEALTH F16 DOUBLE 2.06%
HOBIE 18 FORMULA SPI 2.14%
SL15.5 2.79%
TOPCAT K2 STREAMCUT REGAT 2.83%
NACRA 16 DOUBLE 2.86%
NACRA 17 "C" FOILS 2.91%
TOPCAT 4.5 SOLO 2.99%
HOBIE FX ONE DOUBLE 3.03%
HOBIE 18 MAGNUM (WINGS) 3.04%
DART 18 CAT BOAT 3.06%
SPITFIRE 3.15%
NEW CAT SWING 3.27%
NACRA 570 SPORT SPINNAKER 3.38%
NACRA 5.2 SPINNAKER 3.41%
BIMARE F16 3.73%
NACRA F16 ONE (SOLO) 3.79%
RS CAT 16 CLUB 3.91%
SPITFIRE S 3.99%
NACRA 6.0 SPINNAKER 4.22%
SHEARWATER SPINNAKER 4.60%
-6.00% -4.00% -2.00% 0.00% 2.00% 4.00% 6.00%
Series15

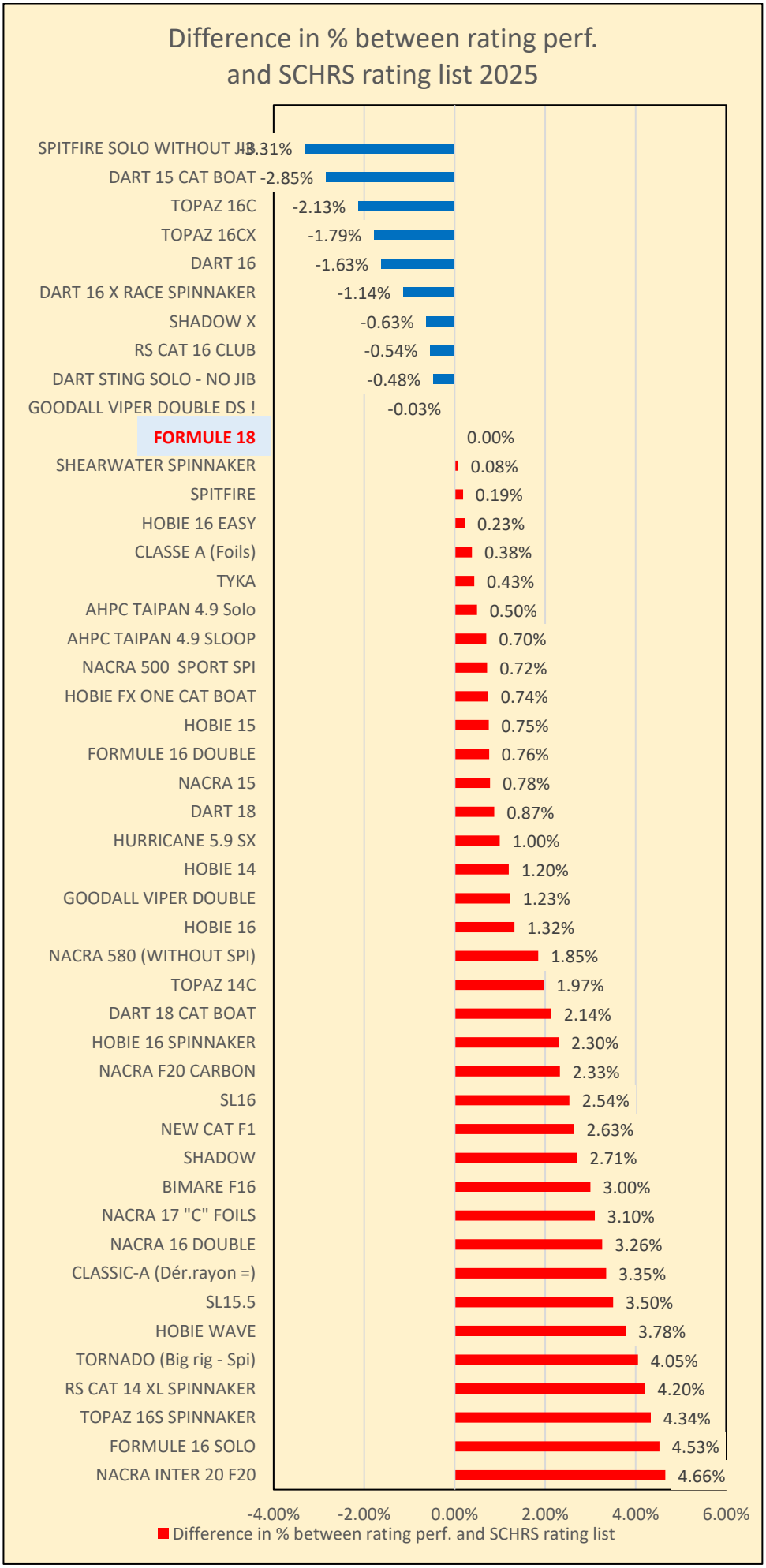

Difference in % between rating perf. and SCHRS rating list 2022
NACRA 5.2 -1.83%
SHADOW X -1.55%
STEALTH F16 DOUBLE -1.50%
UNICORN -1.50%
KL 17 REGATE -1.50%
BIMARE X16 DOUBLE SPI. -1.50%
HURRICANE 5.9 SX -1.17%
TYKA -0.59%
HOBIE 17 (WINGS) -0.29%
BIM JAVELIN 2 (NOT 18HT) -0.19%
FORMULE 18 0.00%
HOBIE 14 RACE (WITH JIB) 0.05%
NACRA F16 ONE (SOLO) 0.39%
NACRA F20 CARBON 0.41%
GOODALL VIPER DOUBLE 0.44%
NACRA 580 (WITHOUT SPI) 0.44%
AHPC TAIPAN 4.9 0.58%
HOBIE 14 0.61%
DART 16 1.05%
SL16 1.33%
HOBIE 16 EASY 1.46%
NACRA 5.0 DOUBLE 1.52%
CLASSE A (Foils) 1.56%
HOBIE WAVE 1.64%
SPRINT 15 CAT BOAT 1.65%
DART 18 CAT BOAT 1.73%
RS CAT 16 S 1.91%
FORMULE 16 SOLO 2.07%
TOPAZ 14C 2.09%
RS CAT 14 XL SPINNAKER 2.17%
NACRA 5.7 RACE SPINNAKER 2.22%
FORMULE 16 DOUBLE 2.27%
CLASSIC-A (DER.RAYON =) 2.30%
NACRA 16 DOUBLE 2.38%
CIRRUS 16 Q F 16 2.43%
SPITFIRE 2.57%
BIMARE F16 2.84%
NACRA 17 OLYMPIC Foil 3.09%
DART 16 X RACE SPINNAKER 3.12%
NACRA F20 CARBON FCS 3.14%
TORNADO (Big rig - Spi) 3.26%
TOPAZ 14CX SPINNAKER 3.32%
RS CAT 16 XL 3.50%
NACRA 500 DOUBLE 3.62%
NEW CAT 14 SPINNAKER 3.73%
NACRA F17 SOLO 3.76%
NEW CAT SWING 3.84%
FALCON F16 - 2 CREW 3.93%
HOBIE CAT T1 3.97%
MATTIA ESSE SPORT 4.03%
HOBIE DRAGOON XTREM 4.10%
NACRA 5.2 SPINNAKER 4.52%
HOBIE 18 4.68%
RS CAT 16 CLUB 4.73%
NACRA 6.0 SPINNAKER 4.79%
FLYING PHANTOM 5.83%
TOPCAT K2 STREAMCUT... 6.38%
-4.00% -2.00% 0.00% 2.00% 4.00% 6.00% 8.00%
Difference in % between rating perf. and SCHRS rating list

## Difference in % between rating perf. and SCHRS rating list 2023




## Difference in % between rating perf. and SCHRS rating list 2024




Difference in % between rating perf. and SCHRS rating list 2025
SPITFIRE SOLO WITHOUT JIB -3.31%
DART 15 CAT BOAT -2.85%
TOPAZ 16C -2.13%
TOPAZ 16CX -1.79%
DART 16 -1.63%
DART 16 X RACE SPINNAKER -1.14%
SHADOW X -0.63%
RS CAT 16 CLUB -0.54%
DART STING SOLO - NO JIB -0.48%
GOODALL VIPER DOUBLE DS ! -0.03%
FORMULE 18 0.00%
SHEARWATER SPINNAKER 0.08%
SPITFIRE 0.19%
HOBIE 16 EASY 0.23%
CLASSE A (Foils) 0.38%
TYKA 0.43%
AHPC TAIPAN 4.9 Solo 0.50%
AHPC TAIPAN 4.9 SLOOP 0.70%
NACRA 500 SPORT SPI 0.72%
HOBIE FX ONE CAT BOAT 0.74%
HOBIE 15 0.75%
FORMULE 16 DOUBLE 0.76%
NACRA 15 0.78%
DART 18 0.87%
HURRICANE 5.9 SX 1.00%
HOBIE 14 1.20%
GOODALL VIPER DOUBLE 1.23%
HOBIE 16 1.32%
NACRA 580 (WITHOUT SPI) 1.85%
TOPAZ 14C 1.97%
DART 18 CAT BOAT 2.14%
HOBIE 16 SPINNAKER 2.30%
NACRA F20 CARBON 2.33%
SL16 2.54%
NEW CAT F1 2.63%
SHADOW 2.71%
BIMARE F16 3.00%
NACRA 17 "C" FOILS 3.10%
NACRA 16 DOUBLE 3.26%
CLASSIC-A (Dér.rayon =) 3.35%
SL15.5 3.50%
HOBIE WAVE 3.78%
TORNADO (Big rig - Spi) 4.05%
RS CAT 14 XL SPINNAKER 4.20%
TOPAZ 16S SPINNAKER 4.34%
FORMULE 16 SOLO 4.53%
NACRA INTER 20 F20 4.66%
-4.00% -2.00% 0.00% 2.00% 4.00% 6.00%
Difference in % between rating perf. and SCHRS rating list

### 4.1 Analysis by Group

#### 4.1.1 FB Group

**Catamarans in the Flying Boat group represent 3.18% of the models used in the statistics**

| Classes | Groups | Difference between rating perf. and SCHRS rating list | Difference in % between rating perf. and SCHRS rating list | Deviation rating stat./ hour **more** favorable than SCHRS rating | Deviation rating stat./ hour **less** favorable than SCHRS rating | Alert threshold regarding to sample size | Participation by model | Percentage of participation by type of boat |
|---|---|---|---|---|---|---|---|---|
| CLASSE A (Foils) | FB | 0,004 | 0,38% | | 00:00:13 | | 54 | 3,18% |

The Class A (Foils) is, as in 2023 and 2024, the only Flying Boat class sufficiently represented to be included in this statistical analysis.

The limited presence of Flying Boats in regattas can be explained by their high cost and the significant technical skill required of crews to successfully sail these boats.

It should be noted that the Nacra 17 Olympic full foiling boats are not present in the inter-class events.

#### 4.1.2 Group C1

**Catamarans in Group C1 (Boats with daggerboards) represent 53.98% of the models used in the statistics**

| Ordre | Classes | Groups | Difference between rating perf. and SCHRS rating list | Difference in % between rating perf. and SCHRS rating list | Deviation rating stat./ hour **more** favorable than SCHRS rating | Deviation rating stat./ hour **less** favorable than SCHRS rating | Alert threshold regarding to sample size | Participation by model | Percentage of participation by type of boat |
|---|---|---|---|---|---|---|---|---|---|
| 55 | NACRA INTER 20 F20 | C1 | 0,045 | 4,66% | | 00:02:47 | | 13 | 0,77% |
| 90 | FORMULE 16 SOLO | C1 | 0,047 | 4,53% | | 00:02:42 | | 7 | 0,41% |
| 72 | TORNADO (Big rig - Spi) | C1 | 0,039 | 4,05% | | 00:02:25 | | 47 | 2,77% |
| 19 | CLASSIC-A (Dér.rayon =) | C1 | 0,034 | 3,35% | | 00:02:00 | | 90 | 5,30% |
| 103 | NACRA 16 DOUBLE | C1 | 0,034 | 3,26% | | 00:01:57 | | 18 | 1,06% |
| 80 | NACRA 17 "C" FOILS | C1 | 0,031 | 3,10% | | 00:01:51 | | 8 | 0,47% |
| 52 | BIMARE F16 | C1 | 0,031 | 3,00% | | 00:01:48 | | 10 | 0,59% |
| 31 | SHADOW | C1 | 0,031 | 2,71% | | 00:01:37 | | 5 | 0,29% |
| 17 | NACRA F20 CARBON | C1 | 0,021 | 2,33% | | 00:01:23 | | 46 | 2,71% |
| 44 | NACRA 580 (WITHOUT SPI) | C1 | 0,020 | 1,85% | | 00:01:06 | | 18 | 1,06% |
| 4 | GOODALL VIPER DOUBLE | C1 | 0,013 | 1,23% | | 00:00:44 | | 132 | 7,78% |
| 38 | HURRICANE 5.9 SX | C1 | 0,010 | 1,00% | | 00:00:35 | | 9 | 0,53% |
| 57 | NACRA 15 | C1 | 0,009 | 0,78% | | 00:00:28 | | 117 | 6,89% |
| 6 | FORMULE 16 DOUBLE | C1 | 0,008 | 0,76% | | 00:00:27 | | 53 | 3,12% |
| 96 | HOBIE FX ONE CAT BOAT | C1 | 0,008 | 0,74% | | 00:00:26 | | 6 | 0,35% |
| 67 | AHPC TAIPAN 4.9 SLOOP | C1 | 0,008 | 0,70% | | 00:00:25 | | 11 | 0,65% |
| 5 | AHPC TAIPAN 4.9 Solo | C1 | 0,006 | 0,50% | | 00:00:17 | | 47 | 2,77% |
| 66 | SPITFIRE | C1 | 0,002 | 0,19% | | 00:00:06 | | 6 | 0,35% |
| 49 | SHEARWATER SPINNAKER | C1 | 0,001 | 0,08% | | 00:00:02 | | 7 | 0,41% |
| 94 | FORMULE 18 | C1 | 0,000 | 0,00% | 00:00:00 | 00:00:00 | | 223 | 13,14% |
| 15 | GOODALL VIPER DOUBLE DS ! | C1 | 0,000 | -0,03% | 00:00:00 | | | 5 | 0,29% |
| 89 | SHADOW X | C1 | -0,007 | -0,63% | 00:00:22 | | | 12 | 0,71% |
| 79 | SPITFIRE SOLO WITHOUT JIB | C1 | -0,036 | -3,31% | 00:01:59 | | | 26 | 1,53% |

This table shows that of the 23 catamaran models considered in the statistical calculations, 6 fall outside the tolerance range of plus or minus 3% difference between performance ratings and SCHRS ratings.

The Formula 18's performance has consistently demonstrated for years that this boat is highly competitive.
This is partly due to its high participation rate in regattas, its widespread presence in the countries providing our statistics, its ongoing technical evolution while remaining within the class rules, and its appeal to top sailors.
Note that widely distributed boats such as the Nacra 15 (Worldsailing youth boat), the TAIPAN 4.9 Double and single, the GOODALL VIPER Double and the FORMULA 16 double have a difference of less than 0.125%.

### 4.1.3 Group 3

**Catamarans without centerboards represent 35.83% of the models used in the statistics**

This table shows that of the 17 catamaran models in group C3 taken into account in the statistical calculations, the differences between the performance ratings and the SCHRS ratings are between -2.85% and +4.34%, and all but two fall within the tolerance range of plus or minus 3%.

| Classes | Groups | Difference between rating perf. and SCHRS rating list | Difference in % between rating perf. and SCHRS rating list | Deviation rating stat./ hour more favorable than SCHRS rating | Deviation rating stat./ hour less favorable than SCHRS rating | Alert threshold regarding to sample size | Participation by model | Percentage of participation by type of boat |
|---|---|---|---|---|---|---|---|---|
| TOPAZ 16S SPINNAKER | C3 | 0,057 | 4,34% | | 00:02:36 | | 5 | 0,29% |
| SL15.5 | C3 | 0,043 | 3,50% | | 00:02:06 | | 56 | 3,30% |
| SL16 | C3 | 0,029 | 2,54% | | 00:01:31 | | 42 | 2,47% |
| HOBIE 16 SPINNAKER | C3 | 0,026 | 2,30% | | 00:01:22 | | 53 | 3,12% |
| DART 18 CAT BOAT | C3 | 0,027 | 2,14% | | 00:01:16 | | 39 | 2,30% |
| HOBIE 16 | C3 | 0,016 | 1,32% | | 00:00:47 | | 153 | 9,02% |
| DART 18 | C3 | 0,011 | 0,87% | | 00:00:31 | | 103 | 6,07% |
| HOBIE 15 | C3 | 0,010 | 0,75% | | 00:00:27 | | 8 | 0,47% |
| NACRA 500 SPORT SPI | C3 | 0,008 | 0,72% | | 00:00:25 | | 5 | 0,29% |
| HOBIE 16 EASY | C3 | 0,003 | 0,23% | | 00:00:08 | | 23 | 1,36% |
| DART STING SOLO - NO JIB | C3 | -0,007 | -0,48% | 00:00:17 | | | 14 | 0,82% |
| RS CAT 16 CLUB | C3 | -0,008 | -0,54% | 00:00:19 | | | 12 | 0,71% |
| DART 16 X RACE SPINNAKER | C3 | -0,014 | -1,14% | 00:00:41 | | | 7 | 0,41% |
| DART 16 | C3 | -0,022 | -1,63% | 00:00:58 | | | 29 | 1,71% |
| TOPAZ 16CX | C3 | -0,023 | -1,79% | 00:01:04 | | | 5 | 0,29% |
| TOPAZ 16C | C3 | -0,029 | -2,13% | 00:01:16 | | | 7 | 0,41% |
| DART 15 CAT BOAT | C3 | -0,041 | -2,85% | 00:01:42 | | | 47 | 2,77% |

### 4.1.4 Group 4

**Small catamarans without a centerboard (≤ 4.38 m) represent 3.83% of the models used in the statistics**

This table shows that, for the six catamaran models in group C4 considered in the statistical calculations, the differences between the performance ratings and the SCHRS ratings range from +0.43% to +4.20%, and all but two fall within the tolerance range of plus or minus 3%.

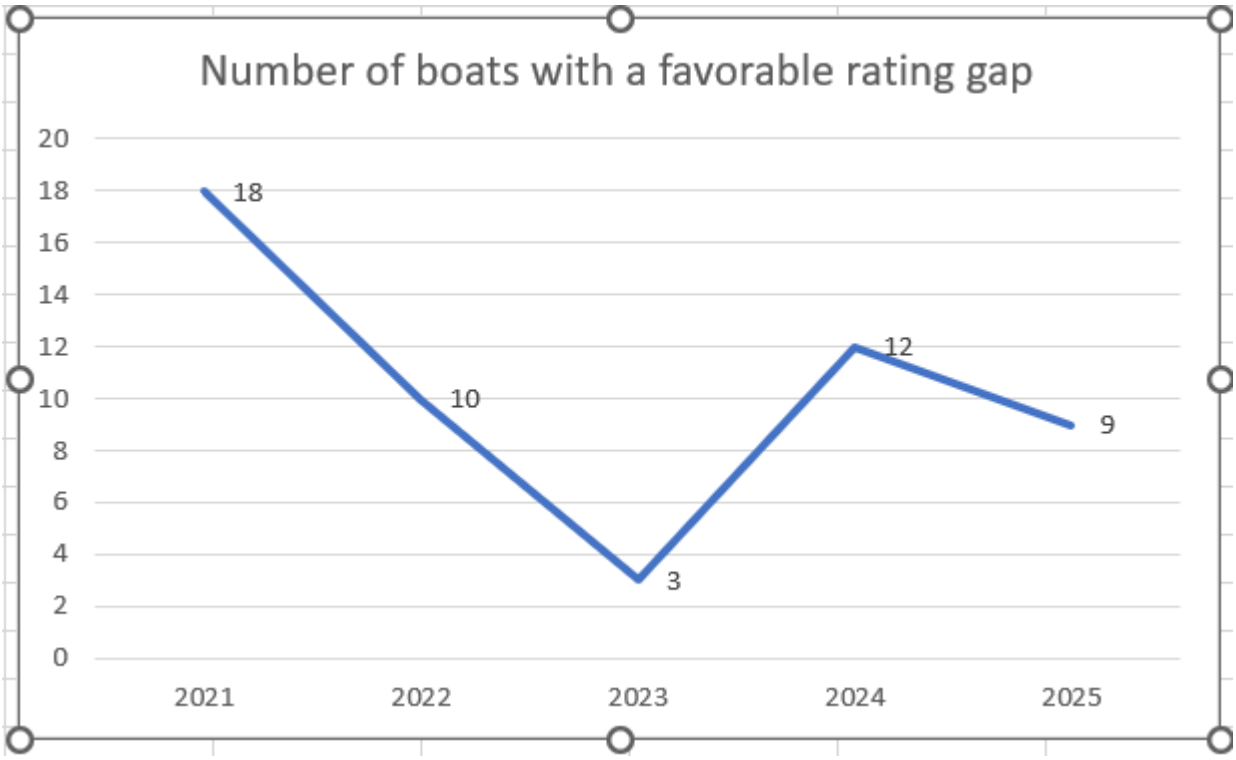
Given that these boats are intended for a very young and often inexperienced audience, these figures should be interpreted with caution.

| Classes | Groups | Difference between rating perf. and SCHRS rating list | Difference in % between rating perf. and SCHRS rating list | Deviation rating stat./ hour more favorable than SCHRS rating | Deviation rating stat./ hour less favorable than SCHRS rating | Alert threshold regarding to sample size | Participation by model | Percentage of participation by type of boat |
|---|---|---|---|---|---|---|---|---|
| RS CAT 14 XL SPINNAKER | C4 | 0,060 | 4,20% | | 00:02:31 | | 6 | 0,35% |
| HOBIE WAVE | C4 | 0,058 | 3,78% | | 00:02:16 | | 5 | 0,29% |
| NEW CAT F1 | C4 | 0,038 | 2,63% | | 00:01:34 | | 9 | 0,53% |
| TOPAZ 14C | C4 | 0,029 | 1,97% | | 00:01:11 | | 11 | 0,65% |
| HOBIE 14 | C4 | 0,017 | 1,20% | | 00:00:43 | | 18 | 1,06% |
| TYKA | C4 | 0,006 | 0,43% | | 00:00:15 | | 16 | 0,94% |

## 5. What lessons can be learned from this analysis?

As a reminder, the Schrs formula is the standard, and statistics are there to alert us to the discrepancies observed between Schrs ratings and performance ratings of target boats.

Observing the curve below shows that in 2021, there were 18 boats whose statistical values outperformed the reference boat represented by Formula 18. In 2022, only 8 boats outperformed, then 3 in 2023, before rising again to 12 in 2024 and falling back to 9 in 2025.




**What causes these variations ?**

The first factor concerns Formula 18, where very few boats were equipped with decksweeper sails in 2021. As a result, 18 catamaran models outperformed the Formula 18, and the center of gravity was acceptable.

In 2022, the Formula 18 Class Rules allowed the use of decksweeper sails. Consequently, only 10 catamaran models outperformed the Formula 18.

In 2023, the use of decksweeper sails became widespread, resulting in only 3 catamaran models outperformed the Formula 18.

At the end of 2023, the SCHRS World Council decided to include all decksweeper sails in the 2024 SCHRS calculation formula. As a result, 12 catamaran models outperformed the Formula 18.

At the end of 2024, the SCHRS refocused the calculations on all boats equipped with decksweeper sails. This action, which took effect in the 2024 ratings table, was accompanied in 2025 by the inclusion of the "Vertical Luff of Mainsail" for Formula 16s, which increased from 8.100 m to 8.500 m. As a result, despite this SCHRS decision, only 9 catamaran models, all **without deckweeper sails**, outperformed the Formula 18.

**What developments can be expected by 2026 ?**

It is likely that the evolution concerning boats equipped with decksweeper sails will be linked, firstly, to the fact that catamaran builders who equip their boats with decksweeper sails will continue to improve the performance of their boats while remaining compliant with class rules, and secondly, that crews will acquire more and more mastery of these sails.

**What can be done to preserve the balance of the SCHRS 2026 table ?**

Due to these changes, the impact of which can only be quantified retrospectively, I suggest using the parameter of the SCHRS calculation formula concerning decksweeper sails to support the recentering of the SCHRS rating table.

To illustrate my point, you will find below a numerical simulation showing the effect produced by this modification.

If the coefficient for decksweeper sails is reduced from 0.997 to 0.990, the reference rating for Formula 18 would remain at 1.000, and all catamarans equipped with decksweeper sails would retain their current ratings.

However, all boats not using decksweeper sails would benefit from a rating increase of between 0.006 and 0.015 points (equivalent to 21.6 and 54 seconds of racing time per hour). This should, in effect, contribute to a progressive recentering of the 2026 ratings table.

Due to these changes, the impact of which can only be quantified retrospectively, I suggest using the parameter of the SCHRS calculation formula concerning decksweeper sails to support the recentering of the SCHRS rating table.

**Finally, a few words about my successor.**

I am very pleased to inform you that Yorick has managed his first year as President of the SCHRS perfectly.

Indeed, I have been delighted to see that he has fully embraced his role as President of the SCHRS, expertly managing relationships with the Classes, manufacturers, and the SCHRS website, not to mention the recurring tasks that are part of the President's role each year.

In conclusion, I thank Yorick for taking up the torch, and all members of the SCHRS for continuing to defend and to ensure respect for the independence of the SCHRS