REPORTS & OPINIONS OF SUB-COMMITTEES

(b) Empirical Handicap Sub-committee

From the Chairman - Empirical Handicap Sub-Committee

At the first meeting of the current Oceanic and Offshore Committee during November 2013 the following two items where approved as tasks for the Empirical Handicap Sub-Committee to pursue during the World Sailing quadrennium :-

i) To re-energise item (b) of the Sub-Committee Terms of Reference to develop and promote standard parameters for boat descriptions.

ii) To investigate the feasibility of ISAF producing a turnkey empirical handicap system/scheme that an emerging MNA/Club might easily use without undue complication, cost or organisation.

At this, the final meeting of the current Oceanic and Offshore Committee it gives me pleasure to report the following progress on these subjects undertaken during the last 4 years.

1. To Develop and Promote Standard Parameters for Boat Descriptions.

The EHSC has continued to promote the standardisation of nomenclature for standard measurement parameters via the ERS Working Party on behalf of the UMS project. This project has resulted in 22 new or amended Equipment Rule being included in the next 2017-2020 edition of the ERS all of which relate to offshore boats. These Rule are listed below. The text of other ERS have also been influenced by representation from the EHSC. In addition, a new ERS Appendix 2 is to be introduced next year listing nomenclature for the main sail parameters.

It is hoped that the Oceanic and Offshore Committee will be able to continue this work via new representation, the Committee’s existing link to the ERS Working Party ceasing to exist in January next year.

2. To Investigate a WS Empirical Handicap Scheme for Offshore Boats.

From an amalgam of the feedback received from members of the EHSC and others, procedures and workings of a basic WS Empirical Handicap Scheme for Offshore Boats have been published on the WS website. These are included in the “Offshore - Rating and Handicap Systems” web page which has been completely re-written and revised with input from the RORC, ORC and the EHSC.

http://www.sailing.org/classesandequipment/offshore/ratings_and_handicap_systems.php

Finally, I would like to thank the Committee and the Chairman for your forbearance and support during the last four years particularly with my absence from the last two November Conferences. Although the Empirical Handicap Sub-Committee is to be disbanded I am confident that the Technical Staff will continue to serve empirical handicap racing in the future to the betterment of those that partake in it.

Ken Kershaw

16 Sep 2016
ERS Rule introduced or changed to suit the UMS for offshore boats - 2017

C.6.3 Boat Control Definitions

(b) MEASUREMENT TRIM
Trim achieved when two points on the hull(s) are at set distances perpendicular to a plane. The plane, the points and distances to be specified in class rules.

(c) FLOTATION TRIM
Trim achieved with the boat floating in accordance with H.7.1 – Conditions for Weight and Flotation Measurement.

(d) WATERLINE
The line(s) formed by the intersection of the outside of the hull(s) and the water surface when the boat is floating in measurement trim.

(f) BALLAST
Weight installed to influence the stability, flotation or total weight of the boat.

C.6.4 Boat Dimensions

(h) BOAT WEIGHT
The weight of the boat excluding sail(s) and variable ballast.

(i) WINGSPAN
The maximum transverse distance between the outermost points of any wings.

(j) LIST ANGLE
The maximum angle of heel of the boat, measured relative to the boat floating upright, in the condition for weight and flotation measurement with moveable ballast moved fully to port or starboard.

C.6.5 Boat Age

(a) SERIES DATE
The date on which the first boat of the design or the production series was first launched, whichever is earlier. Series Date does not change if the boat is modified.

(b) AGE DATE
The date on which the boat was first launched, or the date on which the boat was re-launched following any hull shell modification, excluding the transom, whichever is the later.

E.1.2 Hull Appendage Types

(l) WING
A hull appendage attached to a keel, bilge keel, canting keel, fin or bulb, primarily used to affect leeway and/or lift.

(m) FOIL
A hull appendage attached to a centreboard, daggerboard, bilgeboard or rudder, primarily used to affect leeway and/or produce vertical lift.

F.2.3 Mast Dimensions

(k) HEADSAIL HOIST HEIGHT
The distance between the mast datum point and the intersection of the spar and the lower edge of the headsail halyard, when at 90° to the spar, each extended as necessary.

(b) FORETRIANGLE HEIGHT
The distance between the intersection of the sheer and the fore side of the mast spar, extended as necessary, and the forestay rigging point. See H.4.

G.1.4 Sail Construction

(k) BATTEN POCKET
Ply to form a pocket for a batten.

G.4.2 Head Point

(b) HEADSAIL: The intersection of the luff, extended as necessary, and the line at 90° to the luff passing through the highest point of the sail excluding attachments and any luff tape.
G.5.4 Seven-Eighths Leech Point
The point on the leech equidistant from the head point and the three-quarter leech point.

G.5.10 Seven-Eighths Luff Point
The point on the luff equidistant from the head point and the three-quarter luff point.

G.7.7 Seven-Eighths Width
(a) MAINSAIL and HEADSAIL: The shortest distance between the seven-eighths leech point and the luff.
(b) SPINNAKER: The distance between the seven-eighths leech point and the seven-eighths luff point.

G(B).5.4 Seven-Eighths Leech Point
The point on the leech equidistant from the peak point and the three-quarter leech point.

G(B).5.10 Seven-Eighths Luff Point
The point on the luff equidistant from the peak point and the three-quarter luff point.

H.7.1 Conditions for Weight and Flotation Measurement
The boat shall:
be dry.
be in compliance with the class rules.
Unless otherwise specified in the rules, any of the following shall be included:
rig including spinnaker pole(s), whisker poles and/or jockey pole
main sheet and mizzen sheet,
vang,
inboard engine or outboard engine in stowed position,
fitted berth cushions on board in their normal positions,
all permanent fixtures and fittings and items of accommodation.
Unless otherwise specified in the rules, any of the following shall be excluded:
sails
fuel, water, variable ballast or the content of any other tanks,
gas bottles
portable safety equipment
and all other unfitted or loose equipment.