

IRC Congress 2024

Submission from Australian Sailing

Summary:

Reduce the tolerance for differences in weight found by either review or protest.

Proposal:

9.8 In either case where the TCC is reviewed, the certificate becomes invalid if any remeasurement which increases the boat's rating differs from the measurement shown on the certificate by more than 1% of: LH, LWP, Hull Beam, Draft, [weights](#), P, E, J, FL, STL, SPL, HLUmax, MUW, MTW, MHW (see Appendix A); by more than 2% of SPA, HSA or FSA; by more than 5% of y, x or h; ~~or by 5% in respect of weights~~; or if specific detail is clearly in error.

Reasons:

1. The current rule allows a boat to have up to 5% difference in respect of weights before its certificate becomes invalid.
2. For these size boats the difference in weight is significant; 3t is 150kg, 5t is 250kg, 10t is 500kg. Such weight differences are presumed to have a significant impact on a boat's rating.
3. The Measurer's Manual says that weights must be recorded to the nearest 10kg and suggests that load cells should be calibrated to 0.2% accuracy at maximum load.
4. The provisions in rule 9.8 are not aligned with the expectations of measuring for an Endorsed certificate.
5. Changing the difference to 1% is aligned with other key hull data; LH, LWP, Hull Beam and Draft. The value of 1% is more closely aligned with the measurement expectations.
6. There is a possibility that boats may believe that being rated at up to 5% heavier than their actual weight carries little risk.