

Submission: **FIN 1**

Reporting committee: **ITC**

SAILING DISPLACEMENT CALCULATION

PROPOSAL

Review calculation of gear and sail weights in sailing displacement

RATIONALE

The sailing displacement is achieved by adding crew, gear and sail weights to the measured displacement.

Sail and gear weights are estimated, not measured, and gear weight is directly proportional to crew weight (=16%). Using default crew the gear weight is somewhat realistic. When sailing DH, the gear weight becomes very small compared to what is actually needed. The real sailing gear weight taken out of the boat when measured is identical with full crew and DH.

The safety gear is identical except the number of life vests and tethers. On a typical boat the Category 3 safety gear alone weighs around 70 kg without the raft. With 180kg DH crew weight the calculated total gear is only 28.8 kg which is far too small.

In general the gear weight is not really related to the crew weight and is a proportionally larger amount of total displacement on smaller/lighter boats.

As the rating is quite sensitive to sailing displacement on small light displacement boats, we suggest that the gear weight calculation should be based on default crew weight instead of the declared crew weight. This should apply to DH certificates if not also for standard full crew certificates.