

JOG Webinar Series: Episode 2 Sails and Ratings

24th Nov 2020

Supplemental Questions and Answers

Dr Jason Smithwick: Director of Rating, RORC Rating Office



Q: Why do you charge so much extra to do it on time regardless of complexity?

A: All boats have a basic amount of time to check and rate. Additional complexity only really occurs for design trials and owner trials, where there is an additional charge.

Q: In order to stop the increasing number of rating systems it would be sensible for IRC to reduce the cost of certification. Is this something that IRC is considering?

A: For 2021 we are not increasing prices for smaller boats in an effort to keep costs low.

Q: Does the mean that sails rating as a code 0 last year will now be penalised under the flying headsail?

A: Just to clarify. No they will be a spinnaker as long as half width/foot length $\geq 75\%$

Q: What is happening about the ORC keel inspection requirement, please?

A: World Sailing minutes for the OSR meetings are here:

[https://www.sailing.org/tools/documents/2020SPSC2610-\[26782\].pdf](https://www.sailing.org/tools/documents/2020SPSC2610-[26782].pdf)

Relevant minute 4(a): (a) 3.02 Structural Inspection OSR 3.02.2 was reviewed, noting that the implementation dated had been moved back to 1 January 2022.

Q: Will short bowsprits designed for code 0 now be penalised for the new rating on SPL, or is the more targeted at Fixed sprit (long) carrying a pole?

A: The rating will be similar to as it is now. It will be just an accurate consideration of pole length

Q: Given the limitations just described would you ever move away from a single number system?

A: We regularly visit this concept. It may happen in the future but wish to maintain IRC simplicity. This can often cause its own problems with subjectivity on deciding wind strength.

Q: Do you have any thoughts on if the 80 per cent crew numbers will stay for next season?

A: For RORC they are regularly reviewing the crew number situation. *(Editor: Jog are also regularly reviewing and are guided by RYA advice)*

Q: What is the rating hit for a whisper pole?

A: It depends on your boat and configuration. Maybe 2 or 3 points for a 30/40ft cruiser/racer. It is higher if you have a flying headsail.

Q: Why not base IRC Maximum crew numbers on STIX and EU CAT Safe loads and numbers?

A: These often do not reflect current practice. The EU requirements were considered in creating the formula. Also IRC is used worldwide where EU regulations are not always relevant.

Q: With respect to a jibstick; will an asymmetric rigged boat with a Centreline bowsprit incur a rating penalty by declaring a jibstick. If so, best guess of penalty on typical 33ft.

A: Maybe 2 or 3 points with a whisker pole. Higher for a boat with a flying headsail.

Q: I am concerned that we are seeing a number of rating systems such as VPRS that appear to be being adopted by a number of clubs in the Solent and along the South coast. The price difference is huge and is starting to become an argument that we, as clubs are finding hard to counter. If IRC were to reduce prices, we would have chance to make IRC the only system rather than "a" system.

A: Thank you. I am wary of that point, but you get what you pay for I believe. We will keep on working towards this and particularly automation, but not compromise the service, fairness and accuracy of IRC.

Q: Why do we never see average cruisers such as Bavaria's etc winning on IRC ?

A: It is a question of the preparation, equipment and crew. Often the newer boats/designs have a sail programme, budget and crew etc. that will be an advantage. But every boat can have its day under IRC.

Kevin Sproul: Owner and Technical Director Ultimate Sails

Q: What is the estimated loss in performance, from a furling vs non furling headsail when all factors are taken into account such as rating, shape and loss of sail area due to the furler increasing the tack height?

A: The difference is a point or two of rating mainly caused by the loss of efficiency of air escaping under the foot of the sail.



Q: Any tips for handling vertical battens on sail changes, they always seem extremely unwieldy?

A: My only solution is short battens and a wide bag so that you can drop the sail into the bag without damaging / bending the battens.

Q: Thoughts on non-metal hanks on rod forestays please?

A: Webbing or rope works well on rod much better than metal. Also, less likely to damage spinnakers.

Q: Do jib tops still have a place on a boat to fit a wind angle between a jib and a code zero?

A: Yes, still a place for jib tops between headsail and code 0. Another advantage of jib with reef is that the reef point is similar in height to the clew of a jib top so it can be sheeted really nicely for reaching.

Q: Can you add a reef to a tuff luff sail?

A: Yes, but a bit more care needs to be taken when re hoisting from the reefed position. Luff tape needs to be fed into tuff luff.

Q: Is it possible to add a snuffer to a bagged spinnaker?

A: Yes no problem a snuffer can be added to any spinnaker.

Q: Are there many types of snuffers? I had one which was a nightmare and hence not using anymore.

A: Yes there are different types but in general nowadays they are all good. If it's set up properly it should be easy to use.

Nicky Octon: Owner NJO Sails

Q: Are the devices any good that monitor how much use, UV and flogging my sail has seen?

A: https://www.spinlock.co.uk/en-us/categories/sense/product_groups/sail-sense

Q: Our older Kite on the J88 is pretty well at the end of it's life. We have had a few small holes appear in it and I have fixed it with small pieces of tape and reinforced them with some stitching (using a home sewing machine!!) I suspect that the kite will do another season or two. Is this type of repair ok or should I seek professional help :-)?

A: I don't usually recommend home sewing machine for sails, can you send a photo and I can advise

