

## Sprint 15s with Sail Numbers 2015 onwards

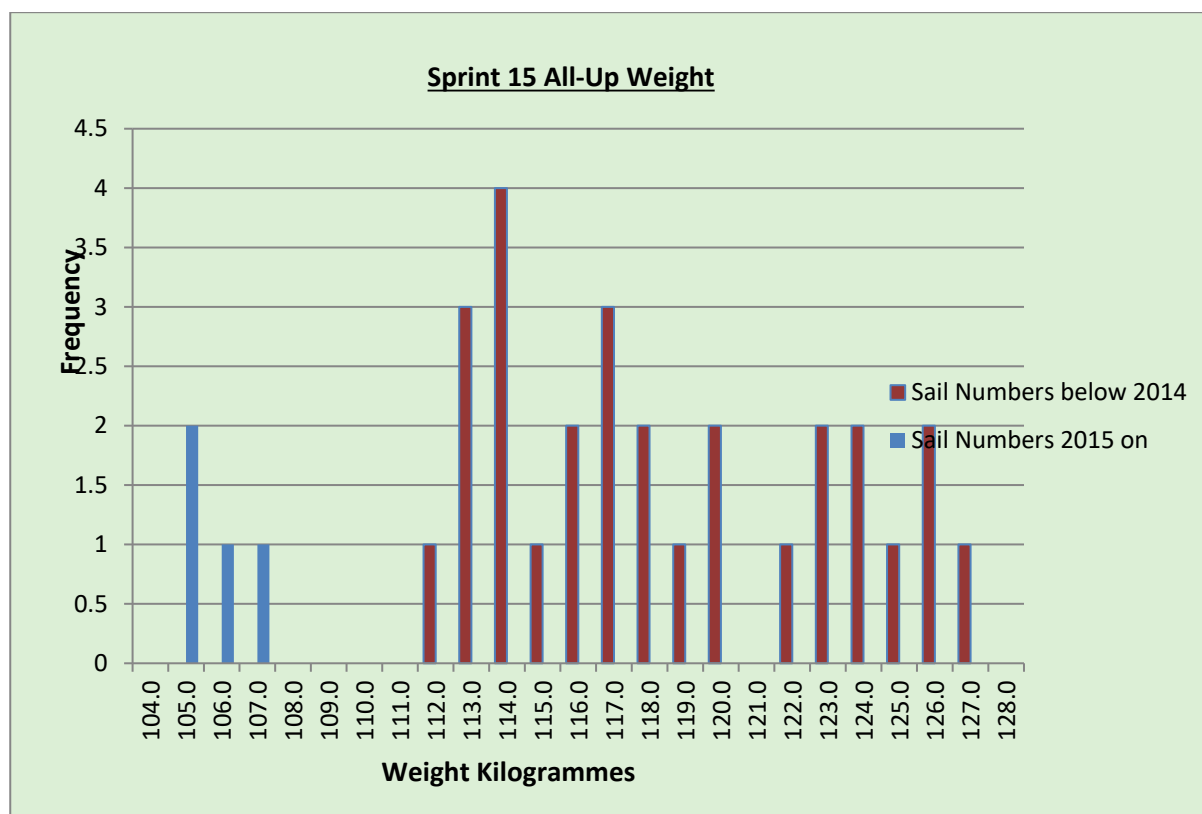
### Committee Ruling 28 January 2017

At a Sprint 15 Association committee meeting on 28/1/2017 it was decided that the new UK built boats from sail number 2015 onwards do not comply with Rule 10y which reads as follows:

*10y) Allow front beam using the larger Dart 18 section front beam together with strengthened beam sockets in the hulls and removal of the rigid inner mouldings of the cocktail cabinets replaced by mesh bags below the hatch covers provided that the overall weight of the boat is unchanged.*

The Committee have been collecting weight data for several months to determine if the new boats conform to this rule but all the data showed that the new boats are significantly lighter than any older boats we could find. This includes boats of all ages from old Sparks right up to recent boats (Sail numbers 450 approx to 2011). We weighed boats' all up weights as well as weighing hulls separately. The following charts summarise our findings.

### **All Up Sailing Weight (Una-rig) Data**



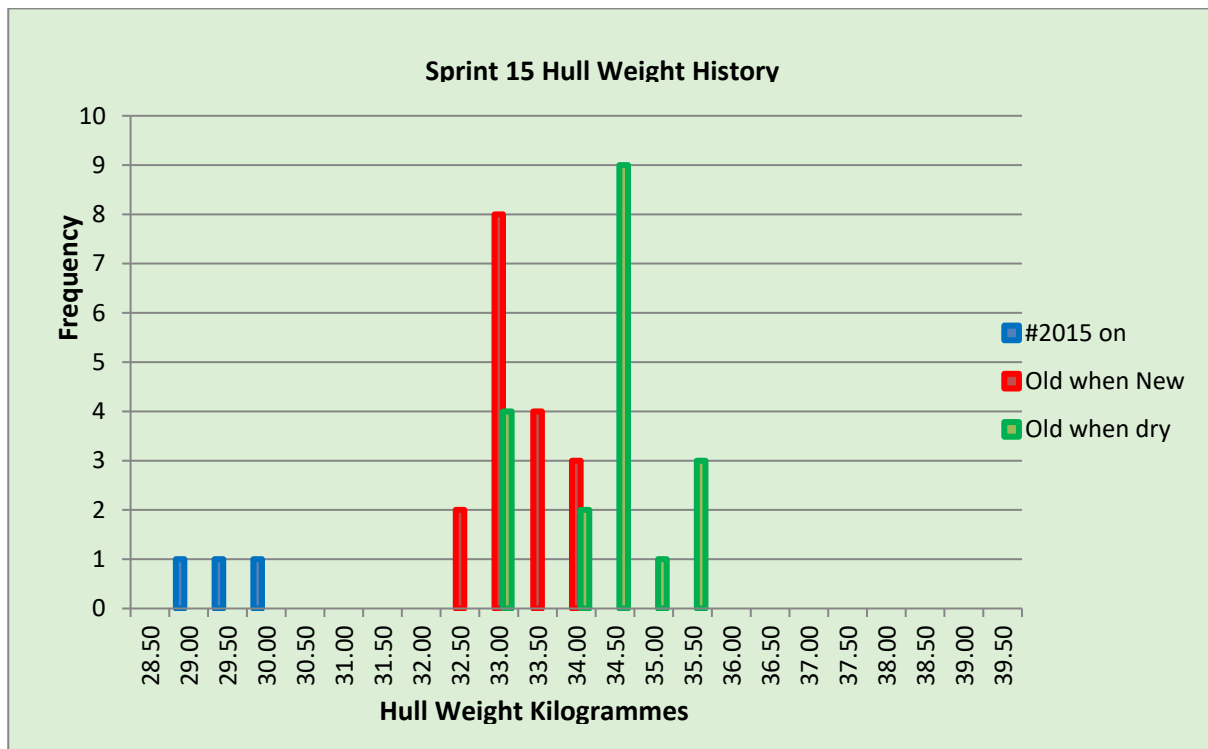
|                                | Sail Numbers below 2014 | Sail Numbers 2015 on |
|--------------------------------|-------------------------|----------------------|
| <b>Number of Boats Weighed</b> | <b>28</b>               | <b>4</b>             |
| <b>Average Weight</b>          | <b>118.74</b>           | <b>105.75</b>        |

The data includes 4 old Sparks, 22 Dart 15s and 2 South African built Sprint 15s. There was also a mixture of one piece and two piece masts.

## Hull Weights

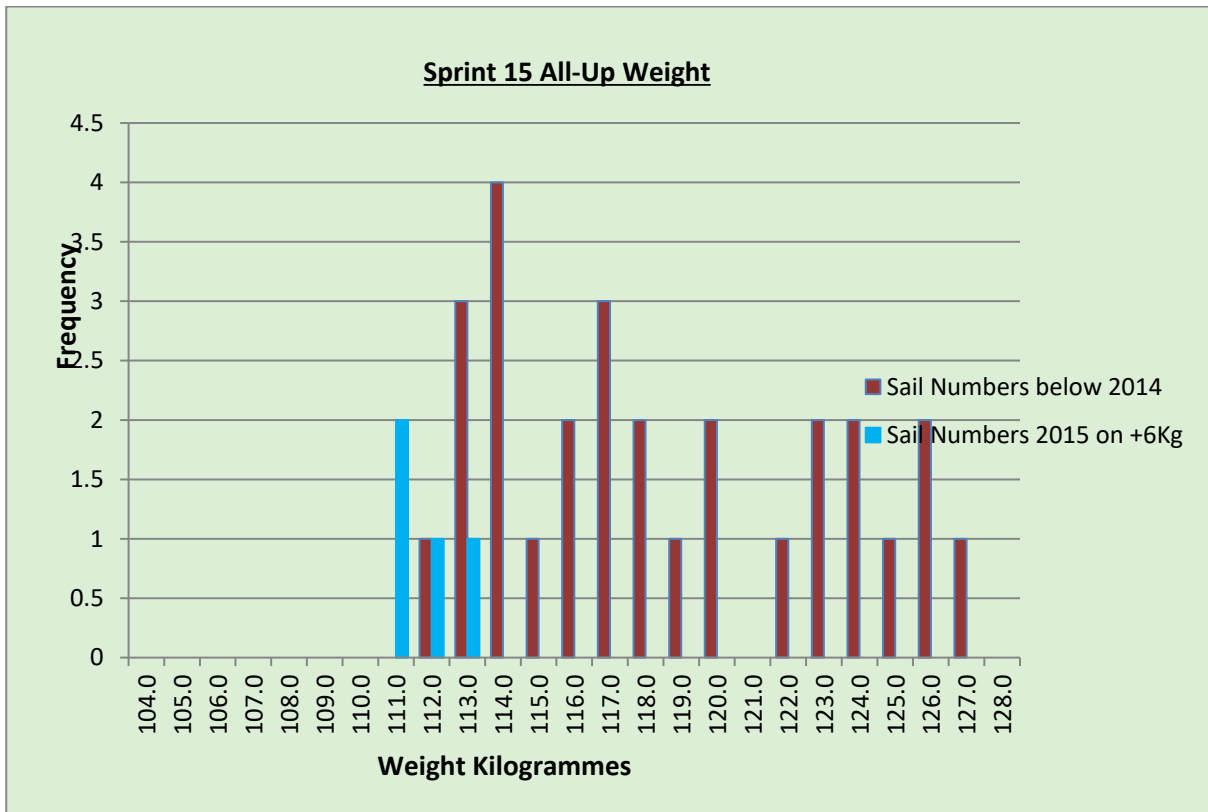
We collected weight data on 64 hulls many that we weighed but we also got 15 QC reports which stated the new hull weight at manufacture for boats with sail numbers in the range 1776 – 1919 which spans 7 years of production (1993 to 1999). The QC reports were all in the range of 32.5Kg- 34Kg and are the red data on the following chart, which displays only new boat data and data taken after a minimum of 1 week drying indoors. This was done to exclude some of the heavy weights which were associated with us weighing the hulls in a wet or damp state

## New and Dry Hull Weight Data

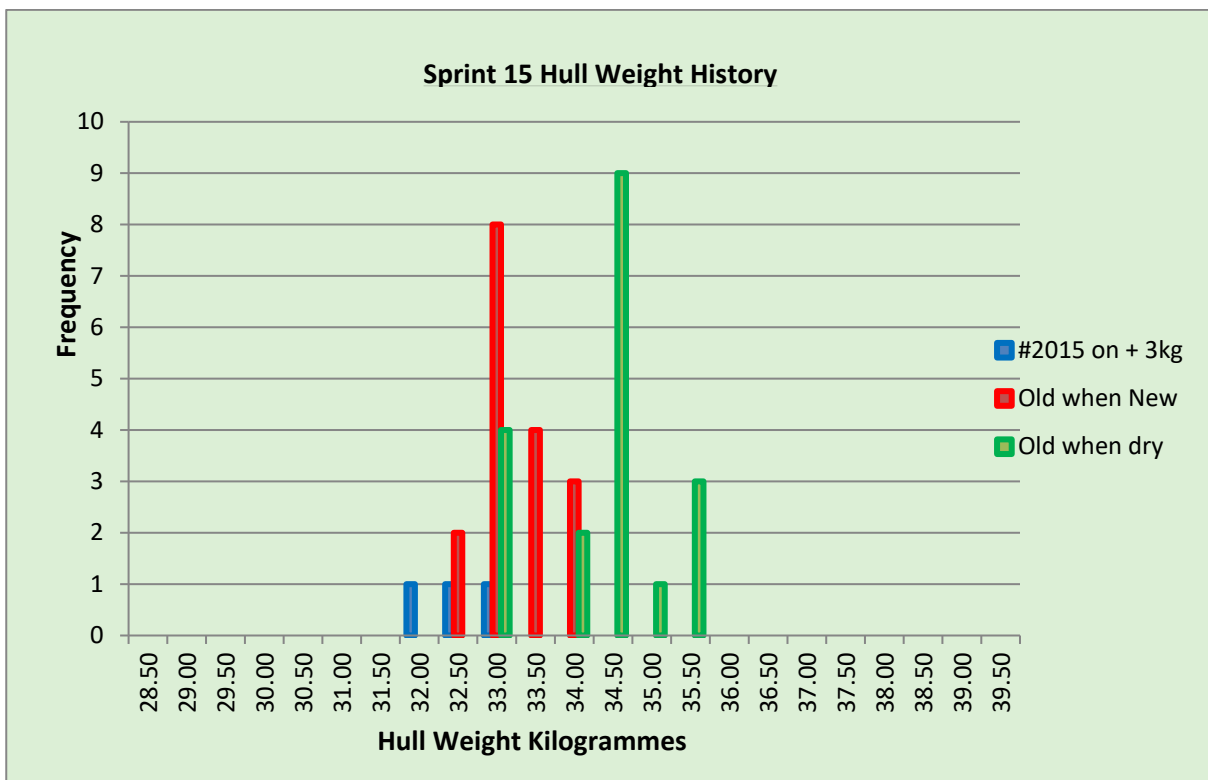


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So the Committee reviewed this data, agreed that boats made from sail number 2015 were significantly lighter and decided that from 1 April 2017 boats with sail numbers from 2015 onwards would be required to carry 2 x 3Kg corrector weights (i.e. 6Kg total) at our events. The following charts show the impact of the corrector weight decision on the weight distribution of the boats sailing at our events. It can be seen that the 6Kg only corrects the new boats weight to that of the lightest old boats. It is anticipated that the new boats will still have a speed advantage but that this weight correction redresses the unintentional weight reduction that has occurred.



The following chart shows the impact on the hull weight data. The slight under correction makes allowance for the slightly heavier (0.5 to 1Kg) Dart 18 section front beam on the new boats.



#### Next Steps

In the next couple of months the committee will determine how this weight is to be added and will provide the corrector weights free of charge to the owners of these boats who bought them in good faith. Additionally, the Committee will make proposals at the next AGM to tidy up the rules and to confirm (or modify) the corrector weight requirement. We hope you will understand the fairness of this proposal and that we can now return to concentrating on our racing.