

2016 ANNUAL BALLOT

Instructions: Please print a copy of this ballot, enter your contact information below, list your sanctioned battling activity, circle your choices, and sign it at the end. Per the Bylaws of the Club only those who have battled in a sanctioned event in the past 24 months may vote. Those who have battled in either the 2015 or 2016 Championship (Nats) will have their votes counted twice. Bylaws revisions and Rules revisions which receive 2/3 or more favorable votes shall be adopted, and shall become effective on the January 1, 2017. The Bylaws of the Club and the laws under which the Club is incorporated require that this ballot be returned BY MAIL. IT MAY NOT BE E-MAILED. **Please mail this ballot before 31-Oct-2016.**

Mail the completed ballot to:

Chris Kessler, Secretary
9 Calmwater Court
Greer, SC 29650

Name (Print): _____

E-mail: _____ Your phone: (____) _____

Street address: _____

City/town _____, State/Prov. _____

ZIP/Postal Code _____

I have battled in the following IRCWCC sanctioned events in the past 24 months:

Election of Member-at-Large

Comment: The Member at Large represents all the members of the IRCWCC on the E-board. At the Annual Rules Meeting held in Bradford, PA the following individual(s) were nominated for Member-at-Large of the Executive Board. **Vote for one by circling that person's name.**

Tyler Helland

Site for the 2017 Annual Championship (Nats) (circle one):

<u>Site</u>	<u>Site Host</u>
Saranac, MI	Kas Gaigalas
Hagerstown, MD	Marty Hayes
Oakboro, NC	Ron Hunt

Date for the 2017 Annual Championship (Nats) (circle one):

June 18-23

June 25-30

July 9-14

Contest Director for the 2017 Annual Championship (Nats) (circle one):

Steve Andrews

Ken Kelly

Please vote on the following rules proposals which passed the 2016 Rules Committee Meeting vote.

Rule Proposal #2016.2

Proposal: Make the following modifications to:

Currently:

PART III - BATTLE

D. SCORING

1. Battle damage points are scored by shooting holes in the penetrable hull areas of an opponent's ship.
 - a. A BB entry or exit hole in the hull above the marked waterline shall count 10 points.
 - b. A BB entry or exit hole on or touching the marked waterline shall count 25 points.
 - c. A BB entry or exit hole below the marked waterline shall count 50 points. If a BB makes a hole partially in the marked waterline and partially in the area below the waterline, it shall count as a below-the-waterline hit.

Modify to read:
D. SCORING

1. Battle damage points are scored by shooting holes in the penetrable hull areas of an opponent's ship.
 - a. A BB entry or exit hole in the hull above the marked waterline shall count 10 points.
 - b. A BB entry or exit hole on or touching the marked waterline shall count 20 points.
 - c. A BB entry or exit hole below the marked waterline shall count 30 points. If a BB makes a hole partially in the marked waterline and partially in the area below the waterline, it shall count as a below-the-waterline hit.

Affected Ships:
All Ships.

Reason:

Using Nats data (# of aboves and bellows, # of points scored for aboves and bellows):

	Belows	Aboves
Hit % of total hits	34.2%	65.8%
% points of total score	72.2%	27.8%

Data shows that even though stern(bow) cannons hit 66% of the total hits, sterns only score 28% of the total score. Meanwhile, sidemounts hit half as often (34% versus 66%) as sterns yet accounts for 72% of the total score.

Using a 10/20/30 scoring method yields:

	Belows	Aboves
Hit % of total hits	34.2%	65.8%
% points of total score	60.9%	39.1%

The 10/20/30 scoring method balances damage between side mounts and stern(bow) mounts cannons. It also makes the math a bit easier on hole counters and score keepers.

YAY - Change the point values

NAY - Keep the point values as they currently are

Rule Proposal #2016.3

Proposal: Make the following modifications to:

Currently:

E. CANNONS

11. Authorized exceptions:

d. Any authorized ½ battle unit may be used as either of the following:

1) A ½ unit pump, provided it is the only pump on the ship; or

2) A ½ unit may be added to a 1 unit cannon magazine, making a one and one-half (1 ½) unit single shot cannon with 75 BB's as long as it is the only 1 ½ unit cannon on the ship.

Modify to read:

E. CANNONS

11. Authorized exceptions:

d. Any authorized ½ battle unit may be used as either of the following:

1) A ½ unit pump, primary or additional; or

2) A ½ unit may be added to a 1 unit cannon magazine, making a one and one-half (1 ½) unit single shot cannon with 75 BB's as long as it is the only 1 ½ unit cannon on the ship.

Affected Ships:

Any ship with a .5 battle unit.

Reason:

Under current rules, Captains may decide upon using their ship's battle units for offense or defense, But.... the rules dictate that a ship using it's .5 battle unit as a pump must use this pump as it's only pump.

With the current trend of many ships using two pumps there is a argument to move all ships back to one pump. The counter argument to allow two pumps is that all captains should be allowed to use their units as they want. If they wish to loose 50 bb's to have a second pump then so be it, it is their choice.

If you use that thought process and argument, then any ship with a .5 unit should be allowed to use the unit as a "Second" pump, seeing how they would be choosing to loose 25 bb's to do so.

Let's be fair for all ships about this. If a ship can use a FULL unit as it's second pump, the a ship with a HALF unit should be allowed to use it's half unit as a second pump. Not be restricted to using it as their only pump.

YAY - Allow ships to use existing ½ unit as an additional/non-primary pump

NAY - No Change to current rules

Rule Proposal #2016.5

Existing

Part II

D. RUDDERS

1. Only rudders shall be used to steer ships. No “turning motors” or other systems may be used to assist in turning.
2. Except as provided in sections D.3 and D.4, below, the maximum movable rudder area allowed for a ship shall be determined by class as follows:

Ship Class	Rudder Area (sq. in.)
7	4.00
6	4.00
5	3.00
4	2.50
3	2.00
2	1.75
1	1.50

3. Single rudder Cruisers over 599’, single rudder Battle Cruisers and Battleships over 700’ and ships with two or more rudders, may have 50% more total rudder surface area than the amount stated above. If the additional rudder surface area is utilized, all rudders shall function to steer the ship.
4. If a ship has a rudder or rudders that, when correctly constructed to scale size and shape, has/have more actual surface area than allowed above, the ship may utilize the larger surface area rudder(s) provided that the scale size and shape can be verified as correct. An interested member may challenge the total rudder area of a ship prior to any event, and the captain of the challenged ship shall provide verification of the basis for the deviation in size. The Executive Board (or the Contest Director if a quorum of the Executive Board is not present) shall determine the outcome of the challenge.

Change Part II, D, to read the following:

Proposed:

Part II

D. RUDDERS

1. Only rudders shall be used to steer ships. No “turning motors” or other systems may be used to assist in turning.
2. The maximum movable rudder area allowed for a ship shall be determined by class as follows:

Ship Class	Rudder Area (sq. in.)
7	6.00
6	6.00
5	4.50
4	3.75
3	3.00
2	2.63
1	2.25

- 3. Deleted.
- 4. Deleted.

Summary:

This rule would allow all ships of the same class to have equal total rudder area. The proposed rudder area table is 150% of the current baseline rudder area for each class. I removed the clauses allowing for 150% rudder area to simplify the way the rule reads. It would still require all rudders to function as before. I see this proposal as a step towards evening the playing field, which makes battles in general more fun for both sides, and promotes the sustainability of the Axis/Allied format.

Reasoning:

In my opinion, the Axis boats have a significant maneuverability advantage in Class 4 and 5 due to many ships having multiple rudders. In order to minimize the disparity, I am proposing that all ships of the same class have the same total rudder area. I recommend focusing the discussion on class 4 and 5, since class 6 and above all have the same rudder area, and the importance of class 3 and below ships in minimal in the overall fleet performance (sorry to those captains who battle in that class).

See the table below. This data is taken from the shiplist, showing the breakdown of the ships in class 4 and 5 which can currently use 150% rudder size, and those ships which would be affected. I did not include neutral ships as they can fight on either side.

The impact in class 4 would be the South Carolina (and Espana). Due to the shaft/rudder configuration on these two ships (2 shafts, 1 rudder for the SC, and 4 shafts, 1 rudder for Espana), in my opinion, they still would not be able to turn with a Nassau with its 3 shaft, 2T rudder arrangement.

In class 5 there is a larger disparity, with 100% of the Axis ships able to use 150% rudder, but only 26% of the Allied ship classes. The impacted ships are the American “Pearl Harbor” ships, which all have 4 shafts, 1 rudder (w/ exception of Arkansas and maybe another one), so they still would not be able to turn with a Baden or Konig even with equivalent rudder surface area.

Some potential counterarguments to address would be the speed advantage of many of the Allied class 5 ships (most are 26 sec where the Baden/Konig are 28). To this, I believe that the potential for a ship (Class 4 or 5 specifically) to succeed in combat today is more closely tied to acceleration than 100ft speed, of which the Axis ships are equally capable of accelerating given a reasonable (and still legal) drive/drag combination.

From a historical perspective, I believe the shaft/rudder combination on the actual ships in WWI/WWII was arbitrary, and it has disproportionate implications on battle.

I think the impact of this rule passing would be minimal to moderate, as the gap between the Axis small boats and the Allied small boats would decrease, yet still leaving the Axis with the advantage. It would make more ship classes attractive to build and potentially increase ship variety (which to me is a good thing).

	Axis			Allied		
	Total	Number Currently with 150%	Percentage	Total	Number Currently with 150%	Percentage
Class 4	17	16	94%	21	17	81%
Class 5	9	9	100%	23	6	26%
Class 4 with 150% Currently	Viribus Unitis Kaiser Helgoland Nassau Derfflinger Moltke Hindenburg			King George V Orion Bellerophon Indefatigable Invincible Saint Vincent Colossus		

	Seydlitz Von Der Tann Conte Di Cavour Andrea Doria Dante Alighieri Kongo (B)	Courageous Lion Renown Dreadnought Erin Neptune Queen Mary Tiger Alaska
Class 4 Affected	Kawachi	Delaware Florida South Carolina
Class 5 with 150% Currently	Konig Bayern Scharnhorst Fuso (B) Hyuga (B) Nagato	Q. Elizabeth Revenge Iron Duke Hood
Class 5 Affected		Agincourt Canada New Mexico Colorado Nevada Pennsylvania Tennessee Texas Arkansas West Virginia

Note: Classes with original and bulged versions were reduced to a single name, but they were included in the percentage calculations in the first two rows.

YAY - Change Rudder area table & remove exceptions

NAY - No Change to current rules

Your signature: _____