



IRC Congress 2009

IIRC CONGRESS MEETING 2009

**Novotel Pont de Sèvres
Sèvres – France**

**Saturday, 10 October at 09.30
and
Sunday, 11 October at 10.00**

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Present :

Chairman	Paul King
Australia	Malcolm Runnalls
Belgium	Carl Sabbe
Brazil	Alcino Vazquez Moreira
Bulgaria	Nikola Dukov, Plamen Georgiev
Canada	John Crawley
Croatia	Nenad Plovanic
Dubai & Emirates	Barrie Harmsworth
Denmark	Flemming Nielsen
Finland	Olof Rytavaara
France	Jacques Pelletier
Germany	Volker Andreae, Robert Jacobsen
Great Britain	Andy Hill
Hong Kong	Gideon Mowser
Israel	Ronnie Barmatz
Ireland	Fintan Cairns, Tim Costello, Ed Alcock (Observer),
Japan	Haru-Hiko Kaku, Kazuyuki Suzuki
Malta	Godwin Zammit
Netherlands	John Van der Starre
Portugal	Rogério Chumbinho
South Africa	Gero Brugmann
Suède	Stefan Qviberg, Richard Goransson, Eva Holmsten
Spain	Vicens Domenech
Thailand	Simon James
Turkey	Alican Turali, Alp Dogluoglu
USA	John Brim, Dan Nowlan
IMA	Peter Lawson
RORC	Andrew McIrvine, James Dadd, Jenny Howells, Caroline Aubrey-Fletcher, Eddie Warden-Owen
UNCL	Ludovic Abollivier, Marc Alperovitch, Marc de Saint Denis, Jean-Claude Merlivat, Matthieu Visbecq
IRC Technical Committee	Jean Sans, Mike Urwin
Associate Member:	Peter Lawson, International Maxi Association
Observer:	Janet Grosvenor, ISAF Offshore Committee

1. Introduction

Paul King, Chairman of the IRC Congress is assisted by Malcolm Runnalls and Alp Doguoglu. Paul King welcomed all present, particularly those who had travelled long distances and reminded delegates that this was the sixth annual meeting of the International IRC Owners' Association.



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A few figures were presented to the delegates :

In 2009, more than 45 countries have delivered IRC certificates ;

- ✓ 28 countries have registered more than 25 boats, totaling 63 votes for the meeting ;
- ✓ 25 countries have sent at least one representative - 49 representatives and observers are attending the meeting
- ✓ 6 countries have not sent a representative but are officially represented ;
- ✓ 32 countries have sent a report.

Number of votes per country :

Country	end of 2008	31/08/09	Votes
Argentina	37	27	1
Australia	528	341	4
Belgium	100	81	2
Bermuda	9	3	
Brazil			2
Bulgaria	41	39	1
Canada	32	47	1
China		6	
Croatia	15	16	
Cyprus	0		
Estonie		3	
Finland	13	33	1
France	1074	867	6
Germany	64	59	1
Great Britain	2029	1758	10
Greece	101	100	2
Hong Kong	120	70	2
Iceland	14	12	
Ireland	455	433	3
Israel	23	20	
Italy	962	633	5
Japan	122	208	2
Korea		9	
Malaysia	23	11	
Malta	65	57	1
Maurice Island	9	4	
Netherlands	162	154	2
New Zealand	94	50	1
Norway	8	8	
Philippines	12	7	
Portugal	101	56	2
Romania		26	1
Russia	7	3	
Saint Pierre et M.		2	
Singapore	41	29	1
South Africa	76	47	1
Spain	165	157	2
Sweden	28	28	1
Switzerland	20	15	
Thailand	64	14	1
Turkey	327	237	3
UAE	67	12	1
Uruguay	47	36	1
Ukraine		8	
USA	611	449	4
World & Other (<5)	74	55	
	7740	6232	63

Nombre de VOTANTS	28
Nombre de VOTES	63



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2. Apologies for absence and proxy votes

Apologies were received from Rosa Perez Segui (RANC Spain), Martin Hannon (New Zealand), Guido Leone and Riccardo Provini (UVAI Italy), Yannis Kontaxopoulos and Marina Psychogiu (Greece), Ulfur H. Hrobjartsson (Iceland), Kristaps Dzenis (Latvia) and Gianfranco Alberini (IMA).

The chairman notes proxy votes from New Zealand (to USA), Romania (to Bulgaria), Greece and Latvia (to UNCL).

3. Minutes of the meeting of the IRC Congress held on 18th October 2008

The minutes of the meeting held on 18th October 2008 were accepted as a true record.

4. Matters arising not covered by the agenda

No matters arising

5. To receive contributions from attending National IRC Representatives (not including submissions for proposed rule changes)

Representatives are requested as far as possible to limit their contributions to 10 minutes.

Written reports (attached) were received from Australia, Belgium, Bulgaria, Canada, Croatia, Dubai and Emirates, Finland, France, Great Britain, Germany, Greece, Hong-Kong, Iceland, Ireland, Israël, Italy, Japan, Latvia, Malta, Netherlands, New Zealand, Portugal, Romania, South Africa, Spain, Sweden, Thailand, Turkey, Uruguay and USA.

Once again, representatives are reminded of the importance of submitting reports earlier to enable circulation prior to the meeting.

Additional information and issues discussed were :

Australia :

There are several slight problem which prevent the IRC fleet numbers to increase except in one part of Australia where there was an increase of 15%. Almost all certificates are endorsed (95%) to minimise data errors. This seems to minimise problems. P. King noted that Ireland was one of the most successful in 2009 and however they also have a majority of endorsed certificates. Nevertheless, he thought that it is better to provide the option and leave decisions to Race organisers discretion.

Belgium :

It is the first time that Carl Sabbe comes at the IRC Congress meeting. In Belgium, there is a split between French and Flemish speaking side, mainly because the coast is on the Flemish side. In 2008, the number of IRC certificates decreased but the number of IRC boats participating to races increased. Another concurrent rating system in Belgium is called CR but now there is an evolution towards collaboration between IRC and CR

Brazil :

It is the first time that a Brazilian representative attends the meeting. There are potentially 200 boats in Brazil which actually race under ORC. A change to IRC is expected next year.



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Bulgaria :

Nikola Dukov represents Bulgarian and Romanian owners (proxy vote). There was a very good start in Bulgaria and the aim for 2010 is to get 50 boats. They are preparing an agreement to start the measurement of Ukrainian boats next year.

Canada :

There were 47 boats in 2009, 37 of which are in the Toronto area. The other handicap system used in Canada is PHRF which seems to be slacking off. IRC should attract 15 or 20 more boats next year.

UAE :

Federation rules are now part of the laws of the country. In 2009, participation, either IRC races or others dropped off due to lack of suitable races and preparation. It looks likely that there will be shift towards Abu Dhabi.

Denmark :

It is the first time that an observer from Denmark has attended the meeting. There is an intention to start the use of IRC next spring. There is a lot of racing across Scandinavian borders which is why they are going to adopt IRC. The local handicap system is more than 100 years old.

Finland :

There are three different categories of racing in Finland. The use of IRC is steadily growing in IRC but mainly sportboats race under this system. Generally speaking, activity is low and they need to do something about it ; especially to convince the ORC fleet (about 60 boats) to come to IRC.

France :

The number of IRC certificates has slightly decreased (about -8%) due to recession possibly. IRC has progressed on the Mediterranean coast where 2 or 3 years ago ORC was dominating. There are approximately 15% boats of boats which are endorsed.

Germany :

Noting that there were some figures missing in the presentation, Mike Urwin confirmed that at the end of August 2009, 57 German boats are rated. The correct figures are in the technical committee report. It appears that bigger boats race more under IRC than the smaller boats. German sailors are look to encourage other countries to join in their racing.

GBR :

Numbers of certificates are slightly down, probably due to the economic climate. However participation to races are holding up (Fastnet was over subscribed). IRC owners are confident that racing will continue at a good level but not sure what will happen next year with IRC, mainly due to the backlash of this years recession.

Hong-Kong :

It is the first time that Gideon Mowser had attended the meeting. The IRC market in HK is now mature. Not much growth is expected. Possible growth will come only from existing owners buying new boats and rating them under IRC and their old boats to continue under this system with new owners.

Ireland :

The 2009 figures are a bit down but nothing to worry about. They have issued certificates for a lot of smaller boats under 10m. Performance system runs in tandem with IRC and it encourages people to progress to IRC.

Japan :

There was a big increase in the number of certificates in 2009. Figures are now above 200 boats and IRC outnumbers ORC. Unfortunately there were several big races cancelled due to an intense storm season.



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Discussion took place about SSS, STIX and their use by race organisers. Mike Urwin stated that for STIX, theoretical stability data (as opposed to a physical inclining) degraded by a certain margin can be used as long as a hull files and other related data is held. Noting that despite efforts at simplicity, some difficulty in understanding current documentation was still experienced. The possibility of producing a layman's guide, would be explored. The USA has sailing stability measurements performed on 4000 boats representing about 700 designs which will be available on their websites. Mike Urwin noted that standard STIX data for 250+ designs is on the IRC website.

There is a request for a central resource that Race organisers could go to and it was reported that this is being actively pursued with ISAF.

The total number of racing fleet in Japan is 800, of which approximately ORC 100 and IRC 250 ; there is also a local rating system.

Malta :

Godwin Zammit stated that they had 60 boats rated. There is a slight but continuous increase over last few years due to increased interest. The local organisers try to attract boats from the Mediterranean Sea to their races. The only comment was that many owners were trying to get benefits with different headsail options.

Netherlands :

It was reported that the IRC system was introduced in 2008 as a trial and it has been successful. Most of the boats are big boats and internationally orientated. There are 1500 ORC boats in Holland and for these boats the certificates are automatically renewed this year. He went on to say that Netherlands owners are hoping to have two or three teams entering the Rolex Commodores' Cup in 2010.

Portugal :

The year 2009 was a transition year due to change of ANC board members. IRC is seen as an elitist activity, so they are now trying to open it up to other owners.

ORC is used as the official cruiser/racer system, so there was a decrease in IRC (60 to 70 boats) and decrease in number of boats racing. However, a number of boats racing under ORC are considering going back to IRC due to the ORC system being hard to use.

They are expecting next year to be better for IRC.

South Africa :

Numbers of certificates have significantly dropped in all regions and for all sizes of boats. Probably due to economic situation and bad exchange rate of rand.

People seem to like getting some sort of rating without paying for it which is a problem. In the Durban area there was a navy crane they could use for free now they can't and this makes it expensive for weighing. Everyone is working hard for IRC development and they are sure that numbers will climb when things improve.

There is not a requirement for endorsement but it is definitely encouraged.

Sweden :

ORC and LYS are two other systems competing against IRC.

Spain :

Same number of certificates as 2008, 150/165 boats. Owners are getting more professional so Endorsed certificates are on the increase.

Thailand :

Simon James reported an increase in numbers. There are in Thailand two sailing areas separated by two counties and large body of water – only 20 boats registered are constant. There are a lot of charter boats rated.

Turkey :

Numbers increasing for 2010 hopefully – half of the certificates are endorsed.



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USA :

Dan Nowlan introduced John Brim, chairman of US-IRC..

IRC in the USA has suffered significantly from the economic downturn. It is anticipated that a lot of boats will revalidate to do the Bermuda race in 2010. About 85% of the certificates are endorsed.

Other fleets :

TP52 fleet racing under IRC in California.

ORR (Offshore Racing Rule) is very popular in Bermuda race.

PHRF : There are between 15,000 and 20,000 racing certificates which cost is between \$20 and \$30. They expect a growth in IRC rated boats when the financial situation improves.

International Maxi Association :

There is a growth of approximately 50% among the IMA boats which are divided into maxi and mini maxi fleets to make for fairer racing. 2009 has seen a strong increase in the mini maxi fleet (4 new boats this year). Dual scoring was used last year on request. Generally owners are happy to race under IRC.

The ISAF Executive Committee has approved maxis and mini maxis as classes. The first world championship will take place under IRC in 2010.

IMA are the Organising Authority for a transatlantic race starting from Saint-Martin. So far 10 boats have registered.

The biggest issue is accurate measurement of displacement of the large boats. Pete Lawson is working with Mike Urwin and James Dadd to improve this, aiming for a uniform standard for the measuring of big boats.

Chairman

Paul King commented that the analysis which most countries had provided, of the number of boats in each size length, was interesting but it was not easy to see the differences between countries and the changes, if any, from year to year. He showed an analysis which he had done of average boat length and average TCC for several countries. He also a histogram of the number of boats in each TCC range. These show the large differences between one country and another, but little change from one year to the next for any country. His paper and accompanying charts are attached to these minutes.

6. To receive a report (attached) from the Technical Committee, Mike Urwin and Jean Sans.

The Technical Committee report was presented by Mike Urwin. He reported that the Technical Committee have seen quite a decline of the number of certificates at the end of August 2009 while 2008 saw an increase in the number of rated boats. This year has seen a decline everywhere in all long established fleets – this is not thought to be due to IRC but the economic climate – the less mature fleets are increasing while the more developed countries are down in number. especially Great Britain.

There have been no international measurement seminars this year but Mike Urwin has been to Australia and New Zealand. Work continues on the development of ERS and co-operation with ISAF in developing standard measurement courses. One of the prime targets is standard training material.

In response to a question asking when training material would be available, Mike Urwin replied that he was unsure. Sail measurement course material is already available. The position that would be ideal is to obtain common standards for all measurers and to have international measurers in due course.



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7. To receive, consider and decide proposals for IRC Rule changes for 2010

7.1 From the Technical Committee

7.1.1 Incorporation of the ISAF Equipment Rules of Sailing and Housekeeping Rule Changes

Currently, IRC Rules invoke ERS Section G related to sails, and Section H in respect of the measurement of sails. With the increasingly international use of IRC, it is desirable that IRC as far as possible adopts standard international measurement definitions and measurement practices. The most practical way to achieve this would be by the adoption of the ERS in their entirety.

The primary benefits of this lie in the potentially significant improvements in the consistency and accuracy of measurement generally, and also in improvements to the consistency and standard of measurer training. With the ever increasing demands on measurers, these benefits are of significant value to IRC.

In drafting the proposed changes, the IRC Technical Committee has consciously attempted not to make changes of significance to IRC Rules. However there are inevitably a number of detail changes to IRC Rules and a few minor nomenclature changes to note.

Beam has been re-named as **Hull Beam** to differentiate it from **Boat Beam**, Length Overall, LOA has been re-named as **Hull Length**, LH which is actually the dimension we want, and Empty Weight has been re-named as **Boat Weight**. The ERS definitions of **Hull Beam**, **Hull Length**, and **Boat Weight** are entirely consistent with the current IRC definitions. In practice therefore, there is no real change.

A notable outcome of the work to date on this proposal is that ERS, as now published, work well for IRC. No changes to ERS definitions have been required and only 2 minor ERS clauses deleted.

In parallel with this exercise, and noting that there will anyway be a noticeable change to the appearance of IRC Rules, it is also proposed to take this opportunity to tidy up IRC Rules in a number of respects. It is stressed that as with the incorporation of ERS, the following will not change the substance or meaning of IRC Rules. It should be regarded as necessary housekeeping.

1. References to the Channel Handicap System and CHS are now irrelevant and should be removed.
2. Rule 15, Index of Abbreviations, is largely a repeat of Appendix 1, Measurement Definitions. It is proposed therefore to combine Rule 15 and Appendix 1
3. Current Rules 17, Measurement and Compliance, 19, Rating Review, and 20, Rating Protests, should more logically be in Part 2, General Information.
4. Heralding a move at some point in the future towards the ISAF Standard Class Rules format, it is proposed that Parts 1, 2, 3, and 4 should be re-named as Parts A, B, C, and D.
5. Finally, the last major re-write was 10 years ago when the IRC Rule was first introduced. This proposed change to incorporate ERS, together with all the above proposed changes have resulted in a significant number of 'spare' rules. It is proposed that spare rule numbers are deleted and the rule re-numbered.

Some concern was expressed relating to the proposed re-numbering. This aspect of the proposal was accepted on a vote of 43 in favour and 4 against.

Congress accepted points 1, 2, 3 and 4 without a vote.

All of the above does of course raise the issue of presentation of IRC Rules in a manner which is complete and readily understandable by owners. To achieve this, the ERS practice that when a word is



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used as defined by ERS, it is printed in **bold** has been adopted. This has then been extended such that when a term is used within IRC Rules as defined by IRC Definitions, it is printed underlined.

Eg:

HHW The **half width** of the largest area headsail.

Headsail is thus used as defined by IRC and **half width** as defined by ERS.

Considerable thought has also been given to the presentation of IRC definitions. Noting that these will in future rely very heavily on ERS definitions, the ERS definitions could simply be repeated as appropriate. This would however result in much repetition, significantly increase the chance of inadvertent error, and make rule maintenance more difficult into the future.

Presentation of the IRC rule into the future (JD and MU). How do we incorporate all needed

The alternative solution that is proposed is an electronic presentation using a 'portfolio' of PDF documents. The primary document is of course the IRC Rule text. Linked to that is the ERS Rule text. Embedded within the IRC definitions are hyperlinks to the relevant ERS definitions.

This principle has then been extended into the main body of the IRC Rule text such that references to IRC Rule definitions are then hyperlinked to the IRC Definitions. A brief demonstration followed. These documents would also contain hyperlinks to ERS, RRS and IRC to provide definitions.

The final version of this is not yet complete, but it is already believed that irrespective of the changes proposed, this 'portfolio' approach is a very significant step forward and offers the future possibility of linking also measurement instructions and other relevant documentation.

Dan Nowlan from US asked if it was possible to have the old rule number next to the new – James Dadd suggested that there was a pop up text box.

Haru-Hiko Kaku asked for a version in Japanese – James said that he would provide how to do it so that people can translate.

Alp Doguoglu considered that the first challenge to RORC and UNCL is to do this at the same time as there will be a lot of work to do for the rule authorities to incorporate the large amount of change. It was planned that the 2010 rule would be published by the end of the month.

Decision: Congress accepted the submission.

7.1.2 Proposed IRC Rule changes for 2010 from the IRC Technical Committee

Preliminary remarks

- ✓ A word used as defined by ERS is printed in **bold**.
- ✓ A word used as defined by IRC Definitions is printed underlined.
- ✓ Proposed additions are printed in **blue**.
- ✓ Proposed deletions are printed in ~~struckthrough red~~.
- ✓ References to Rule numbers in the header of each proposed change refer to 2009 Rule numbers.
- ✓ As appropriate, changes, including changes to Rule numbers, as a result of the proposed adoption of ERS and general housekeeping changes are included



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7.1.2.1 - Rule 5.4

Reason for change: The 2008 IRC Congress agreed a change to the composition of the IRC Policy Steering Group to include a representative of the IIRC Owners Association. A general re-wording, without overall change of sense, is also desirable.

Delete: ~~5.4 The RORC Rating Office and UNCL shall also appoint an IRC Policy Steering Group to which Rule Authorities may report. The Policy Steering Group will advise the IRC Technical Committee in the interests of owners and will oversee the text of the IRC part of the Rule.~~

Insert:: 4.4 The Policy Steering Group is responsible for the overall direction of IRC. The IRC Policy Steering Group comprises representatives appointed by RORC and UNCL, and a representative appointed by the IRC Owners Association.

Effect of change: Implementation of a 2009 IRC Congress decision.

Decision: Congress accepted the submission.

7.1.2.2 - Rule 9.2.1

Reason for change: Currently, Rule 9.2.1 does not permit variation in mainsail widths for a short handed certificate. The rating offices received a number of requests to vary these during 2009. Noting that boats often have two mainsails, permitting this would be sensible. However, it is considered that it would not be sensible to permit variations in P and E because these would require changes to the positions of black bands, ie modifications (albeit minor) to the boat.

Amend:: 8.2.1 A **boat** may additionally hold a separate short-handed certificate. This short-handed certificate shall be valid only for racing in classes, or divisions of classes, for no more than 2 **crew**, included in a Notice of Race. The short-handed certificate will be clearly identified and shall only vary from the primary certificate in respect of **mainsail widths**, **headsail** dimensions, single furling headsail allowance, SPA, STL, **spinnaker pole/bowsprit**, **moveable ballast** and **variable ballast**.

Effect of change: Greater freedom of choice for boats holding short handed certificates without introducing any physical modifications to boats.

Discussion: Malta : There should be some sort of rule that says people should present which cert (primary or Short Hand) they are going to use by a certain deadline (as defined by the race organisers) to stop them changing due to conditions. This is a matter for Organising Authorities but will be considered.

The 'mainsail widths' change was generally accepted, but it was suggested that E should be included. Mike Urwin noted that E is not a sail measurement; it is a rig measurement.

Decision: Congress accepted the submission.



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7.1.2.3 - Rule 11

Reason for change: Rule 11 defines which Rules may be amended by Sailing Instructions. However, other IRC Rules (not listed by Rule 11) explicitly state that the Rule may be varied by Notice of Race. This is firstly inconsistent, secondly all IRC Rule changes for an event should be included in the Notice of Race, not just the Sailing Instructions, and thirdly it could be more clearly drafted. It is proposed therefore to amend Rule 11 and other relevant Rules to prohibit IRC Rule changes unless a Rule specifically permits it to be changed.

As a separate but related issue, currently there are no restrictions on how Rule 19.6, may be amended. It is desirable that there be some restrictions on changes to this Rule. Additionally, it is now considered undesirable that Rules 19.7 and 19.8 should be changeable for an event. This should therefore not be permitted

Delete: ~~11.1 Sailing Instructions may vary the requirements of IRC Rules 9.4.2, 13.1, 19.6, 19.7, 19.8, 26.1.5 (d) and (e), 26.8.4, 27.4. No other IRC Rules may be amended.~~

Insert: 11.1 Notices of Race may amend IRC Rules when so stated in a Rule. No other IRC Rules may be amended.

Amend Rules 9.4.2, 13.1, 26.1.5 (d) and (e), 26.8.4 by the addition to each Rule of :

This Rule may be amended by Notice of Race.

Amend: 19.6 Where the TCC is reviewed and found to be not more than 0.005 greater than before, the contested rating shall be valid up to the date that the request for review was lodged with the Rating Authority

except that if Rule 9.6 applies then from the date of the change. This Rule may be amended by Notice of Race only to the extent that the 0.005 limit may be reduced.

Amend: 27.4.5 Race committees may invoke crew limitations, by number or by weight, in the notice of race ~~and/or sailing instructions.~~

Add new Rule: 27.4.6¹ Rule 27.4 may be modified by Notice of Race.

Effect of change: Improved understanding. Restriction on modifications to Rule 19.6. Removal of the right to modify Rules 19.7 and 19.8.
Leave 11.1 as a list of rules that may be amended.

Decision: Congress accepted the submission.

7.1.2.4 - Rule 12

Reason for change: Rule 12.1 requires linear measurements to be taken to three decimal places. On certificates however, data is shown to two decimal places. This is therefore inconsistent. Practice in the IRC rating offices is to round data to two decimals for input to the database. This should be reflected in IRC Rules.

Amend: 12.1 Measurements shall be taken in units of the metric system. Sail measurements shall be taken in metres to two decimal places. All other linear measurements shall be taken in metres to three decimal



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places [and rounded to two decimal places for input](#). Weight shall be taken to the nearest kilogram except in the case of boat weight which shall be to the nearest 10 kilograms. Normal mathematical conventions shall apply and full calculated values will be carried forward to subsequent calculations. Final ratings shall be rounded to three decimal places.

Effect of change: None except consistency of Rules and actual practice. Normal math calculation will apply

Decision: Congress accepted the submission.

7.1.2.5 - Rule 14.2

Reason for change: It is becoming increasingly common practice, particularly on larger boats, for powered winches to be used for the hoisting of headsails and spinnakers while racing. This confers a potentially significant racing advantage. Currently, Rule 14.2 excludes the hoisting, reefing and furling of sails from the requirement to declare the use of stored power and hence the application of a rating tax for the use of stored power. This is not the original intention of these exclusions which were to permit more cruising oriented boats to make use of powered systems. It is proposed therefore to limit the exclusion to mainsails only. Any boat using

powered systems to hoist a headsail or spinnaker will be required to declare this and will see an increase in TCC.

Secondly, a significant number of boats are now equipped with powered systems to adjust their backstays. Should use of stored power for this purpose alone be rated in the same way as more extensive stored power systems?

Option A

Amend: 14.2 **Boats** using stored power for the adjustment or operation of **running rigging** shall declare this to the Rating Authority. The use of stored power for the hoisting of [mainsails, or the reefing or furling of sails](#) need not be declared.

Effect of change: Closure of a loophole. Increase in the equity of IRC Rules.

Option B

Amend: 14.2 (a) The use of stored power for the hoisting of [mainsails, or the reefing or furling of sails](#) need not be declared.
(b) [Boats using stored power solely for the adjustment or operation of backstays](#) shall declare this to the Rating Authority.
(c) **Boats** using stored power for the adjustment or operation of **running rigging other than as noted in rules 14.2(a) & (b)** shall declare this to the Rating Authority.

Effect of change: Closure of a loophole, but allowing for the increasing use of powered backstay adjustment, which has a reduced performance effect relative to a fully powered system.



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Discussion: USA is happy with powered winched for cruising boats but is less happy about racing boats with their high powered winches. They had concerns that this was OK for the bigger boats but not for the smaller boats.

USA were of the view that powered backstays were a help, but that adjusting a backstay under power is not the same as running rigging generally being powered. USA is therefore of the view that option B should be and the use of stored power to adjust a backstay should be a separate issue.

Mike Urwin noted that the rating cost of the various systems is also being reviewed.

Decision: Congress accepted the submission, option B.

7.1.2.6 - Rule 24.2

Reason for change: Rule 24.2 is redundant in that the practice of adding 50% of the span of a wing keel to a boat's draft ceased many years ago. It should be deleted.

Delete:: ~~24.2 The Rating Authority reserves the right to add up to 50% of the span of a wing keel to a boat's draft.~~

Re-Number accordingly.

Effect of change: None. Deletion of a redundant Rule.

Decision: Congress accepted the submission.

7.1.2.7 - Rule 24.4

Reason for change: While not formally an 'Open Class Rule', the nature of a rating rule is that variations in design and features of boats are permitted and rated. The IRC Rule is thus not generally prescriptive on what is and is not permitted. It is thus illogical to specifically permit twin rudders but to be silent on triple rudders. Similarly, IRC permits twin keels, but the Rule does not overtly say this. It would be impractical to define every feature that was permitted. To be consistent, this Rule should therefore be deleted.

Delete:: ~~24.4 Twin rudders are permitted.~~

Re-Number accordingly.

Effect of change: None. Consistency of Rule drafting.

Decision: Congress accepted the submission.

7.1.2.8 - New Rule 24.2

Reason for change: Increasingly, the rating offices are receiving rating applications for boats with steel keel fin structures with composite fairings to form the final finished foil shape. Designers adopt these structures to produce as light a keel fin as possible in favour of a heavier bulb and hence lower vcg. This design feature of boats is already rated under IRC. To avoid confusion with both owners and designers, there is a need however to formally define 'fairings'. A slightly revised version to that originally circulated was tabled as shown below.



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Add new Rule: 24.2: Any keel fin fairings with a nominal density, including any cavities and/or core material, significantly lower than the main structural elements of the keel fin shall be declared. For the purpose of this rule, a keel fin fairing does not include surface fairing, filling and painting materials up to a total thickness of 10mm, measured normal to the local surface of the keel fin. Exceptionally, on an individual basis, the IRC Rating Authority may vary this definition.

Re-Number accordingly.

Effect of change: Clarity and inclusion of modern keel manufacturing techniques.

Decision: Congress accepted the submission, but with the final sentence (shown in red above) to be omitted.

7.1.2.9 - Rule 26.1.5 (d)

Reason for change: The Technical Committee is concerned that the requirement to carry on board for all races all sails that may be used in a regatta is often misunderstood. A minor amendment to the Rule would remove this misunderstanding.

Amend: (d) except in the case of significant damage, during a regatta run on consecutive days, including any lay days, the sails on board shall remain the same and be on board for all races.

Effect of change: Clarity only.

Decision: Congress accepted the submission.

7.1.2.10 - Rules 26.1.5 (d) and (e)

Reason for change: Currently, except in the case of significant damage, Rule 26.1.5 (d) requires all sails to be on board for the duration of a regatta. Rule 26.1.5 (e) however prohibits a spare mainsail carried on board from ever being used. There is no exemption for damage. If however a spare mainsail was not carried on board, it could then be used in the event of damage. This is illogical and inconsistent.

Secondly, pedantically, a lost sail may not be replaced.

Thirdly, there are no restrictions on replacement with similar sails.

Finally, it is unclear whether a boat needs to seek permission to replace a sail.

Amend:: (d) ~~except in the case of significant damage,~~ during a regatta run on consecutive days, including any lay days, the sails on board shall remain the same and be on board for all races. This Rule may be amended by Notice of Race.

(e) a spare mainsail may be on board but may not be used as a racing replacement, either during a race or during a regatta run on

consecutive days, including any lay days. This Rule may be amended by Notice of Race.



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- (f) exceptionally, in the case of significant damage or loss, sails may be replaced with similar sails. A Notice of Race may require that boats obtain permission from the Race Committee before replacing a sail. This Rule may be amended by Notice of Race.

Re-Number accordingly

Effect of change: Clarity and completeness. Re-wording to say what is intended, inclusion of omissions.

Decision: Congress accepted the submission.

7.1.2.11 - Rule 26.3.4

Reason for change: Rule 26.3.4 (now the Definition of a spinnaker) is erroneous to the extent that it should say 'equal to or greater than'.

Amend:: Spinnaker RRS 50.4 shall not apply. A spinnaker is defined as a **sail** set forward of the foremost **mast** with **half width** (measured as a **spinnaker**) **equal to or** greater than 75% of **foot length** and without battens.

Effect of change: None. Correction of an error.

Decision: Congress accepted the submission.

7.1.2.12 - Rule 26.3.5

Reason for change: During 2009, it became apparent that in the rare cases of boats rated with no spinnakers, while the calculation of TCC was correct, Rule 26.3.5 was defective in that there was no requirement for a boat to declare that she carried a whisker pole.

Secondly, there is no practical reason why in the case of boats rated without a spinnaker pole that the length of a whisker pole should be limited to J.

Thirdly, the current language of this rule is inconsistent.

Amend:: 21.3.4 RRS 50.3 (c) is deleted and replaced by:
A headsail may be sheeted or attached at its **clew** or **tack** to a **spinnaker pole** or **whisker pole**, provided:
a) that a spinnaker is not set,
b) that the HSA and LLmax dimensions do not exceed ~~those shown on her certificate~~ the rated values,
c) that for a **boat** rated with no spinnakers ~~that~~ a **whisker pole** is declared,
e)d) that the pole length measured as ~~spinnaker tack length (STL)~~ STL does not exceed the rated STL.
e)e) that for a **boat** rated under Rule 21.3.6 (a) with no **spinnaker pole**, the **whisker pole** (measured as STL) shall not exceed ~~the rated STL~~ the rated STL.

A second headsail may be set simultaneously.



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Effect of change: Correction of an omission, deletion of an unnecessary restriction, and consistency of language.

Decision: Congress accepted the submission.

7.1.2.13 - Rule 26.8

Reason for change: Increasingly, 'superyachts' are using IRC for their events. The majority of superyachts do not qualify for the rating credit for a roller furling headsail because they do not satisfy the requirement in Rule 26.8.1 b) that rated LP be greater than $1.3 * J$. Superyachts cannot generally however in practice change headsails while racing. It is therefore common to select, hoist and furl the headsail to be used before the boat leaves the dock. This is an unseamanlike practice in that it must be carried out irrespective of wind direction, weather conditions, and proximity to other boats. The owners and crews of the boats would like to avoid the necessity to do this and also to avoid the expense of buying and maintaining a wardrobe of headsails

Noting that superyachts do not generally sail against mainstream IRC rated boats (the LOA limits for the four original classic offshore races are 30 or 30.5m), this relaxation could be tailored to be applicable to this group of boats only. There should also be a limiting DLR to exclude 'racing' superyachts.

Amend:: 21.8.1 b) Rated LP shall be greater than $1.3*J$. *Exceptionally, this rule shall not apply to boats of LH greater than 30.5m and with IRC DLR greater than 100.*

Effect of change: Elimination of an unseamanlike practice without effect on the mainstream IRC fleet, and compliance with IRC policy to discourage unnecessary expense.

Decision: After some discussion, Congress accepted the submission.

Post meeting note: The IRC Technical Committee has subsequently concluded that the DLR limitation of 100 is incorrect in that this value would split boats of otherwise similar nature. The Technical Committee concludes that a more equitable figure is 60.

7.1.2.14 - Rule 26.8 and the Definitions of Storm Jib and Heavy Weather Jib

Reason for change: At the ISAF Conference in 2008, the maximum permitted sizes defined by Offshore Special Regulations (OSR) for storm jibs and heavy weather jibs were reduced with the change to take effect from 1st January 2010. These decisions are now subject to review by an ISAF Working Party with existing storm and heavy weather Jibs being grandfathered until the Working Party has reported. To avoid confusion, until such time as the maxima for storm and heavy weather jibs has been resolved, references in the IRC Definitions of Storm and Heavy Weather Jibs to OSRs should be deleted.

The definitions below are for the purposes of IRC Rule 26.8 only. They do NOT replace the definitions of Storm and Heavy Weather Jibs in ISAF Offshore Regulations with which boats must comply for the purpose of OSRs.

Delete:: **Heavy-Weather Jib** ~~A headsail which complies with Special Regulations Paragraph 4.26: A heavy-weather jib of area not greater than 13.5% height of the foretriangle*~~



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~~squared and without reef points. *vertical height from sheerline abreast the mast to forestay attachment point on mast.~~

Insert: HWJ Heavy weather jib. A headsail of area not greater than 13.5% **foretriangle height** squared and without reef points.

Delete: **Storm Jib** ~~A headsail which complies with Special Regulations Paragraph 4.26: **A storm jib** of area not greater than 5% height of the foretriangle* squared, and luff maximum length 65% height of the foretriangle. *vertical height from sheerline abreast the mast to forestay attachment point on mast.~~

Insert: Storm Jib A headsail of area not greater than 5% **foretriangle height** squared, **luff length** not greater than 65% of **foretriangle height**, and not containing aromatic polyamides, carbon or similar fibres.

Effect of change: Immediately, none. Holding position until OSR definitions of Storm and Heavy Weather Jibs are clarified.

Decision: Congress accepted the submission.

7.1.2.15 - Rule 27

Reason for change: It is common in events held during winter months for Organising Authorities to permit boats weighed and rated with bunk cushions on board to remove these. The logic is that in cold and wet conditions, the bunk cushions become saturated and deteriorate. This affects the value of boats.

In a strict interpretation of IRC Rules, this is however not currently permitted. It is therefore desirable that IRC Rules are amended to permit this long standing common practice.

Insert new Rule: **27.2** For races requiring compliance with Offshore Special Regulations Category 4 only (or local equivalent), a Notice of Race may state

that boats rated with bunk cushions on board may remove the bunk cushions. No compensating weight need be carried.

Re-number accordingly.

Effect of change: Recognition of a common long standing practice and compliance with IRC policy to discourage unnecessary expense.

Decision: Congress accepted the submission.

7.1.2.16 - Definitions of P and E

Reason for change: Currently, the definitions of P and E include options for boats without black bands. An informal survey of GBR measurers during 2009, revealed that of some 20 measurers present, only 2 had ever used this option, one once and

one twice. It is apparent therefore that the options are not used and should therefore be deleted.



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- Delete: **P** ~~The hoist of the mainsail measured on the mast, from the top of the boom when set at right angles to the mast, or the mainsail tack~~
- ~~whichever is the lowest, and the bottom of a permanent 25 mm band of contrasting colour at the top of the mast above which the mainsail shall not be hoisted. If there is no band the measurement shall be taken to the top bearing surface of the halyard shackle. In the case of a gaff rig, the upper measurement point is the head of the mainsail at the peak or the head of the topsail if on board.~~
- Replace: **P** The distance between the **mainsail** (in the case of a **schooner**, the **foremast sail**) **upper limit mark**, which shall be permanently marked by a 25mm band of contrasting colour, and the top of the **boom** when set at right angles to the **mast**, or the **mainsail tack point** whichever is lower, on the **mainmast** (in the case of a **schooner**, the **foremast**). In the case of a gaff rig, the upper measurement point is the **peak point** of the **mainsail** or the **head point** of the topsail if on board.
- Delete: **E** ~~The foot of the mainsail measured along the top of the boom set on the centre line and at right angles to the mast, from the back of the mast to the inside of a permanent 25 mm band of contrasting colour beyond which the mainsail clew point shall not be set. If there is no band the measurement shall be taken to the aft end of the boom.~~
- Replace: **E** The **outer point distance** of the **mainsail** (or in the case of a **schooner**, the **foresail**). The **outer limit mark** shall be permanently marked by a 25mm band of contrasting colour.
- Effect of change: Deletion of unused elements of IRC Rules.
- Discussion In discussion, it was noted that some large yachts (eg Wallys) do not like having the black bands as it spoils the look of the boat. There was a discussion, and no clear view emerged. On a proposal from the chairman, it was agreed that the status quo should be maintained.
- Decision: Congress did not accept the submission.

7.1.2.17 – Green boats

At the end of their presentation, in connection with a US Sailing submission related to electric winches, Jean Sans and Mike Urwin have made the following proposition

"Under the IRC rule, it is allowed to run backstays, canting keels, winches using electro-hydraulic rams and (or) electric engines. The use of stored power increases boat's TCC.

Nowadays, almost only Maxis or Mini Maxis are using these technologies. But these devices are getting smaller in size and will get affordable for smaller yachts. (40', 50' footer)

Moreover, with modern computational technologies, it can be imagined that these devices (winches, backstay, etc) can be linked to the navigation central or a software recording wind angles, wind speed, heel...

Running these equipments requires a significant amount of power onboard so that the batteries have to be charged very often.



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The Technical Committee does not wish that the engineering industry working for racing yachts goes “backwards”. That is why the Technical Committee will consider penalising the use of fossil energy to run these devices at the beginning of 2012.

We encourage owners of these yachts to ask their designers, engineers, naval architect to find solutions in order to produce “green” energy. (wind, sun, water)

To give an example, a 20m sailing yacht will produce a power when sailing around 200 – 300 kW. A hydro-turbine will produce 1 to 3 kW. This power will be enough to charge a reasonable numbers of batteries. Moreover, hydro-turbine can be lifted up.

This is interesting and challenging and can be the first step to the development of new technologies that may invades the cruising market in few years."

Discussion

Some delegates considered that penalising non-green boats might be inappropriate but providing a rating allowance for boats using green energy devices, such as solar panels and hydro-turbines ought to be considered.

Decision

Noting that IRC was a rating rule, and not a ‘green’ organisation, Congress was nevertheless generally in favour of further study of this idea.

7.2 From IRC Rule Authorities

7.2.1 - Australia. Rule 17.2

Reason for change: In countries or events where Endorsed Certificates are required, it will assist organising authorities and boat owners if all sails carry evidence that the sail has been measured by a Measurer. This internationally applicable rule will bring consistency between ‘endorsed boats’ across all nations, speed up registration and equipment checking at events, reduce the risk of disputes between boats, and add to the integrity of IRC as a whole.

The maximum size sails on a boat with an endorsed certificate shall be marked by the Measurer and the dimensions and area noted in those markings. The

Measurer’s Manual and Endorsement Guidelines are updated to reflect the same.

Amend:: 17.2 Sails shall be measured in accordance with ERS Part III, Measurement Rules, Section H5, Sail Measurement. [Sails on a boat with an endorsed certificate shall carry a Certification Mark in accordance with ERS Part II, Definitions, Section C, General Definitions C3.4.](#)

Amend IRC Measurement Manual by adding : [The maximum size sails on a boat with an endorsed certificate shall carry a Certification Mark in accordance with ERS Part II, Definitions, Section C, General Definitions C3.4, which shall show the measurer’s mark, the dimensions and area.](#)

Amend IRC Endorsement Guidelines appropriately.

Effect of change: Consistency between ‘endorsed boats’ across all nations, speed up registration and equipment checking at events.



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IRC Technical

Committee Comment: The IRC Technical Committee is unaware of problems arising from the current position. Administration of this requirement would be far from easy and would require co-operation from all sailmakers. For example, at the recent 'Sail for Gold' Olympic classes regatta in Weymouth, a significant number of boats arrived with uncertified sails. There would also be a cost to owners.

The IRC Technical Committee does not support the proposal and notes that an IRC Rule Authority could require marking of sails for racing under its jurisdiction under current IRC Rules.

Decision: After some discussion, Congress did not accept the submission.

7.2.2 - France. Rule 2.3

Preamble : Historically, the CHS, ancestor of the IRC, was born on the debris from the IOR, which in particular by measuring the stability of the boats, had objectively encouraged boats which stability was mainly assured by the weight of the crew. The tragedy of Fastnet 1979 recalled that one "does not discuss" with stability, main safety parameter of a ship. By taking the "party" of safety and the "seaworthiness", the CHS, by not measuring stability supported boats secure and stiff. This orientation belongs to the bases of the philosophy of IRC Rule (Basic Rule, Article 2.3). That forged amongst other things (with the secrecy of the rule) the world success of the IRC. Pushed by the

competition of the IMS, the lobbying of ex-holding of the IOR and the concern of (re)integrating the boats into traditional ballast (without torpedo, bulb, etc...), the ballast bringing of stability were taxed gradually more and more, to arrive at the paradox today, which it is preferable to have a keel with low stability (but high hydrodynamic output) associated with a weight of important crew (see another note on this subject), to obtain a competitive rating.

Proposal : Rule IRC *must support the* boats stiff, stable and safe (Article 2.3). It is thus time to make set out again the beam of the good side. The IRC should not seek, on this subject, the equivalence of rating in term of performance between a keel with bulb (or other) and a keel with low stability.

IRC *must support the* keels with strong stability. It of in the same way for the double rudders, currently very penalized. On modern hulls, the double rudders are good for directional stability and safety which the IRC should support and not penalize.

IRC Technical

Committee Comment : The IRC Technical Committee strongly supports the philosophy behind this submission. It is already the Technical Committee's position that stable seaworthy boats should be encouraged. As an example, a boat moving internal ballast from inside the boat onto the keel will not be penalised. Similarly, modern IRC designs have a range of keel types from fins to deep bulb keels.

Double rudders are not penalised under IRC.

The IRC Technical Committee supports the submission and is reviewing the effect of keels on IRC TCC.



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Decision: Congress noted the Technical Committee's comments and accepted the intent of the submission.

7.2.3 - France. Crew Number

Reason for change: By default there is no limitation in crew numbers for races that don't require an endorsed certificate. For races requiring an endorsed certificate, there is a default crew numbers that can be changed by the sailing instructions.

The PROPIRC has polled French IRC owners and has obtained 200 answers. 150 would like the crew numbers to be always limited to the number displayed on the certificate. 11 would like to be always able to sail with a larger number.

36 have said that they would like the limit on crew numbers to be set to the value specified in the EC certificate.

The PROPIRC realizes that some country have been sailing with a larger crew numbers for years and that it might not be practical to limit the crew numbers in all situations.

The PROPRIC notes that in many races, the sailing instructions don't mention anything on crew numbers which means that theoretically there is no limitation at all on crew numbers. This is often based on the false understanding by the organizers that there is an implicit limit on crew numbers in IRC.

The proposal would simply establish a default value for crew numbers but would let organizers set up a larger crew numbers if they wish.

Delete: ~~27.4.1 There is no limitation on crew numbers or weight under IRC except in the case of a short handed certificate (see Rule 9.2), for one designs, and in races requiring boats to hold an 'Endorsed' certificate (see Rule 9.4). Attention is drawn to Rule 3.4~~

~~27.4.3 In races requiring boats to hold 'Endorsed' certificates, the crew number printed on each boat's certificates shall not be exceeded.~~

~~27.4.4 In all other cases, the crew number printed on each boat's certificate is for information only, has no effect on TCC, and has no relevance under these Rules unless invoked by notice of race and/or sailing~~

~~instructions. Crew number may be amended by notice of race or sailing instructions.~~

Insert: 27.4.1 The crew numbers printed on each boat's certificates shall not be exceeded. Crew number may be amended in the notice of race or sailing instructions except in the case of a short handed certificate (see Rule 9.2) and for one designs.

Effect of change: Identical to current situation, but the rule would now require organizers to define the crew numbers limitation if they want a larger number than the one printed on the IRC certificate.

IRC Technical Committee Comment: Currently, unless invoked by NoR/Sis or in the case of a race requiring Endorsed certificates, there are no crew limitations under IRC. Acceptance of this submission would effectively reverse this current



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default position. The stated effect of the proposed change is thus erroneous.

The Technical Committee invites comment from the IRC Congress.

Discussion: Paul King explained that if this rule was not put in then nothing was changed. A discussion was held about whether the crew number was the same as crew weight.

Decision: On a vote of 19 for and 32 against, Congress did not accept the submission.

7.2.4 - France. Crew Number for Races Requiring an Endorsed Certificate

Reason for change: Currently, there is no limitation on crew numbers for races requiring an Endorsed certificate. Despite 27.4.3 which states the opposite, organizers have been using 27.4.4 to allow larger crew numbers on races requiring an endorsed certificate.

The absence of limitation on crew numbers has pushed some designers to build boats which require a very important crew number to be sailed efficiently. This encourages less stable boats which is damaging for IRC.

It is assumed that the impact of the crew is used in defining the TCC. Adding more crew may have a different impact on different boats. Races that require "Endorsed" certificate are often high profile races where the objective is to have the most equitable TCC. By allowing the boats to have a larger crew numbers, it provides an advantage to some boats and a disadvantage for other boats.

If proposed change 4 has been accepted:

Amend: 27.4.1 The crew numbers printed on each boat's certificates shall not be exceeded. Crew number may be amended in the notice of race or sailing instructions except in the case of a short handed certificate (see Rule 9.2) and for one designs [and in races requiring boats to hold an Endorsed certificate..](#)

If proposed change 4 has not been accepted:

Amend: 27.4.3 In races requiring boats to hold 'Endorsed' certificates, the crew number printed on each boat's certificates shall not be exceeded. [Rule 27.4.4 shall not apply to such races.](#)

Effect of change: Limit the crew numbers for races requiring an Endorsed Certificate. Increases the fairness of the competition.

IRC Technical Committee Comment: The Technical Committee invites comment from the IRC Congress.

Decision: The submission was withdrawn.



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7.2.5 - USA. Rule 14.2

- Reason for change:
1. Originally the use of powered winches for trimming sails was thought to be restricted to the larger designs and cruisers. The racing success of the King 40, Soozal, that was optimized to exploit the performance gains offered by powered winches suggests that the original rating tax needs review.
 2. The current position excludes hoisting of headsails and spinnakers which can impact race performance.
- Proposed changes:
- Review rating tax, especially with respect to smaller boats.
- Extend declaration and rating tax to hoisting of headsails
- Effect of changes:
- Fairer ratings and avert forcing smaller boat racers to costly retrofits or new designs.
- Close loophole.
- IRC Technical Committee comment:
- The IRC Technical Committee supports the submission and notes that it mirrors the Technical Committee's own submission number 5.
- The Technical Committee have already reviewed the treatment of boats using stored power and have a change to the calculation of TCC prepared for 2010 which achieves the aim of this submission.
- Decision:
- Congress accepted the submission.

7.2.6 - USA. Mainsail Headboard

- Reason for change:
- Square top mainsails are becoming more prevalent among competitive race boats. Adding a headboard measurement will permit the rule to more accurately capture total mainsail area and assess the performance benefit of sail area at the masthead. Rule 26.5 only captures mainsail seven eighth width (MUW), mainsail three-quarter width (MTW), and mainsail half width (MHW). No headboard widths are captured.
- Add new Rule:
- 26.5.5** Headboard measurements in excess of the greater of $0.04 \cdot E$ or 0.152m shall be declared.
- Effect of change:
- Close loophole.
- IRC Technical Committee Comment:
- The IRC Technical Committee supports the philosophy of the submission. However, the perceived 'loophole' is actually already closed. As an example, changing the mainsail on a typical TP 52 from default widths to a square top increases TCC by +c0.006.
- Additionally, in developing the current IRC treatment of mainsails, the Technical Committee noted that the clear definition of mainsail headboard is difficult and has been abused in other rules.
- Noting that current IRC methods effectively deal with square top mainsails, the IRC Technical Committee notes that the gain in accuracy of calculated



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mainsail area would be very small indeed and would result in additional complexity for owners.

The Technical Committee therefore supports the intent of the submission, but notes that there is no actual need to make any change to current IRC treatment of mainsails to achieve this intent.

Decision: Noting that the intent of the submission is already dealt with by the current treatment of mainsails, Congress did not accept the submission.

7.2.7 - Spain. National Championships

Reason for change: Certain IRC National authorities are in conflict with their national Federation. This amendment may avoid this kind of conflict and can improve the races technically speaking.

Add new Rule: The IRC National Authority in a given country is the authority that issues the IRC certificates in this country. This authority should be able to attend the races technical committees that count for the IRC National Championships.

Effect of change: Not stated.

IRC Technical Committee Comment: We presume that 'IRC National Authority' should read IRC Rule Authority. This sentence is redundant and should not be included because IRC Rule Authority is already defined by IRC Rule 5.1.

We understand the second sentence of the submission to mean:

The IRC Rule Authority shall be involved in the technical management of a country's IRC national championships.

This is not a matter for IRC Rules. It is a matter for the Constitution of the International IRC Owners' Association. This already says:

6.2 Organising Authorities wishing to run national and/or regional IRC championships shall obtain approval from the local national IRC Owners' Association.

6.3 National IRC Owners' Associations may set regulations for the conduct and format of, and approval for, national and regional IRC championships under their jurisdiction.

The IRC Technical Committee expresses no view.

Decision: Noting that there is no National IRC Owners Association in Spain, and that this issue is already addressed by the IIOA Constitution, Congress did not accept the submission.



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8. To discuss proposed amendments to the IIRCOA Constitution from the IIOA chairman

Chapter 4 - Governance

Reason for change: IRC Congress 2008 agreed firstly to admit associate members such as the International Maxi Association, and secondly that a third member should be added to the IRC Policy Steering Group. These both need inclusion in the IIOA Constitution.

Insert: 4.2 IRC Congress may admit organisations as Associate Members. Associate Members may attend and speak at IRC Congress meetings, make submissions to IRC Congress, and, with agreement from the IRC Rating Authority, may make prescriptions to the IRC rules. Associate Members shall not have voting rights at IRC Congress meetings.

Amend: 4.1 Policy direction of IRC is controlled by the ~~RORC and UNCL~~ IRC Policy Steering Group taking into account recommendations from the IRC Congress. The Policy Steering Group comprises representatives of

RORC and UNCL, and one representative of IIOA elected by the IRC Congress. The IIOA representative shall be re-elected annually.

Amend: 4.2 ~~This~~ The IRC Congress comprises one elected member from each country, as recognised by ISAF, with an IRC fleet of a minimum of 25 boats at 31st December the previous year (30th May of the current year for boats rated from 1 June to 30 May of the following year) or by 31st August of the current year and two representatives from each of the RORC and UNCL.

Re-Number 4.2 to 4.7 as 4.3 to 4.8

Effect of change: Formal implementation of Congress decisions.

Decision: Congress accepted the submission.

9. To discuss IRC submissions to ISAF

9.1 - IRC 1-09

Title : Role of Rating Systems in Oceanic and Offshore Committee

Subtitle: Regulations 15.17.2 and 6.1.1

A submission from the International IRC Owners Association

Proposal:

That Regulation 15.17.2 should be amended as follows:

15.17.2 The Committee shall consist of a Chairman, a Vice Chairman, the Chairmen of its Sub-committees and not more than 14 other members that shall be appointed by Council from time to time as provided by Article 59 **and two members nominated by International Rating Systems.** Members shall have expertise in Offshore or Oceanic racing, and shall have relevant experience and current involvement in such racing or its administration. The Chairmen of the International Regulations and Sailor Classification Commissions shall also be members of the committee.



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That Regulation 6.1.1 should be amended as follows:

6.1.1 In addition to provide for special representation required for organizations of sailors which are not directly represented through the process set out in Regulation 6.1 or for required speciality knowledge the following additional nominations may be made:

(a) (i) An ICA Member may appoint one member to the ISAF Classes Committee. The ICA Members which have specific fleets for disabled sailing may appoint a second member to the ISAF Classes Committee to represent the interests of disabled sailing. The names of these members shall be advised

to the ISAF Secretariat in writing not less than fourteen days prior to any meeting of the ISAF Classes Committee. There shall be only one vote per class association so represented.

(ii) The Chairman and Vice-Chairman of the ISAF Classes Committee shall be elected by the ISAF Classes Committee at the meeting held during the session of an ordinary meeting of the General Assembly or at any other time should a vacancy arise.

(iii) The Women referred to in Article 39.1(f) may select a women's representative for membership of the ISAF Classes Committee. The woman selected for this position shall be drawn from the women referred to in Article 39.1(f).

(iv) The ISAF Classes Committee may nominate candidates for membership of the Equipment, Events, Equipment Control, International Measurers Subcommittee, Class Rules Sub-committee and Windsurfing Committees;

(v) International Rating Systems may nominate candidates for membership of the Oceanic and Offshore Committee

Current Position:

As above

Reason:

Both the reasons already stated in the first sentence of Regulation 6.1.1 (above) are applicable. Because ORC and IRC are international organisations they are not directly represented through Member National authorities and their nominees have specialised knowledge of a major branch of offshore racing..

This submission would not introduce any new principles but would put rating systems in a similar position to the ISAF Classes Committee, in respect of nominations to other committees.

Two nominees of International Rating Systems were members of the Offshore Committee from 2003 to November 2008, when the terms of reference were changed to merge the Oceanic sub-committee with the Offshore Committee.

It is considered important that the committee continues to include people directly connected to the international rating systems (ORC and IRC). Unlike dinghy racing, most offshore racing is not one-design but uses boat handicaps provided by the rating systems. The great majority of medium and top level offshore races use ORC or IRC ratings. ORC and IRC are fully occupied on a daily basis in managing the technical systems much of our sport depends on. Their knowledge, expertise, and contact with offshore sailors must be fundamental to the Offshore Committee. By issuing certificates and measuring they are in direct contact with the owners of about 14000 boats which are sailed by about 140,000 sailors.

Decision: Congress supports the submission.

9.2 - IRC 2-09

Title : World Championship

Subtitle : IRC

A submission from the International IRC Owners Association



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Proposal:

- 1) Delete Regulation 28.3 and the preceding heading

World Championships

~~28.3 A designation as an international rating system shall not automatically entitle the rating system to hold a world championship.~~

~~Rating systems not covered in Regulation 18 shall apply to ISAF for approval to hold a world championship.~~

~~Qualification to hold a world championship shall include rating systems which are based on measurement and scientific formulation available to all certificate holders.~~

- 2) Renumber Regulation 18.7 as 18.7.1. [This is the Regulation which defines ORC's rights to hold World Championships].

- 3) Insert new Regulation

18.7.2 The International IRC Owners Association may hold an annual World Championship under the IRC rule. It shall comply with regulation 18.2

Current Position:

As above

Reason:

The current wording effectively prohibits IRC from holding a world championship because it is a secret rule. It is contended that this should not be a bar to holding a world championship. The secret nature of the rule is a major factor in its longevity. Designers are unable to exploit loopholes which might

enable them to design boats which can win under the rule despite having other undesirable characteristics. It embraces both old and new boats of a wide variety of types and it encourages the build of new boats which are fast, safe and fun to sail. Its increasing use at the highest level of racing, both inshore and offshore, reflects the confidence of competitors that it provides fair handicaps. It brings the emphasis back to sailing rather than designing.

IRC is the largest high level rating system in the world, with about 8000 boats holding IRC Certificates in 2008. Many of the world's most prestigious and highly competitive offshore events are held under this system including Fastnet Race, Rolex Commodores Cup, Sydney-Hobart race, Middle Sea race, Key West regatta, Spi Ouest regatta, Les voiles de St Tropez, and many more.

The wording of the proposal does not directly affect ORC and it concentrates regulation of Offshore World Championships in Regulation 18, alongside ISAF Classes, Classic yachts, Radio Sailing and Disabled Sailing.

Decision: Congress supports the submission.

9.3 - SR IRC 1-09

OFFSHORE SPECIAL REGULATIONS 2.01

Categories of Events - A submission from IRC

Introduction

The current description of categories is based primarily on the area in which races take place, rather than wind strength or sea state. It is considered that this is the correct approach, because it is not possible to



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forecast weather with any accuracy well in advance, when Notices of Race have to be issued. On the other hand choice of category can take account of the fact that races in some areas and at some times of year are more likely than others to encounter bad weather. For example the Sydney-Hobart race requires a higher category than a race of similar length in other places because it is well known that bad weather is likely in the Tasman Strait. The ARC has a lower category than some trans-oceanic races because it is held in warm waters in a trade wind belt and outside the Hurricane season.

However the current descriptions are not quantified and can be interpreted in widely different ways. It is felt that Organising Authorities would welcome the addition of some quantified guidelines (not firm rules) to assist in choosing the appropriate category for each race. This would result in a greater degree of uniformity in specifying the category for a race.

Proposal

Reg 2.01.2 Category 1

Add "Typically races of several thousand miles in length, up to 1000 miles from a safe haven."

Reg 2.01.3 Category 2

Add "Typically races of races of 600 miles in length, up to 150 miles from a safe haven."

Reg 2.01.4 Category 3

Add "Typically races of 150 miles in length, up to 50 miles from a safe haven."

Reg 2.01.5 Category 4

Add "Typically races of up to 20 miles in length, up to 10 miles from a safe haven."

Discussion

Paul King explained that this submission would affect the definitions used for deciding which category should be specified for a race. These are a bit vague – this proposal is a suggestion to give a few more guidelines but not rigid lines. A suggestion was made (by Barry) that it does not take into account the region that these races are held in – conditions,.. etc. Also the cost of kitting out a boat safety wise especially between cat 2 and cat 3 is quite a big step and might be prohibitively expensive for some. Dan Nowlan from USA went on to say that the US also thinks that the conditions are of paramount importance. GBR opposed this proposal for the same reason. RSA also strongly against the proposal.

Decision: After some discussion, it was agreed that the submission would be withdrawn.

9.4 - SR IRC 2-09

OFFSHORE SPECIAL REGULATIONS 4.26.4 g)

Storm Trysail - A submission from IRC

Introduction

The current regulation requires that a yacht racing in Categories 3 and 4, with a mainsail which cannot be reefed to reduce the luff by at least 40%, shall carry a storm trysail. To reduce the luff by 40% normally involves fitting 3 reefs on the sail. Many modern racing yachts which only race inshore cannot reduce luff by 40%, and it is believed that some of them do not carry a storm trysail.

Proposal

Delete the application to Category 4 from 4.26.4 g).

Reason

- a) It is considered that yachts in Category 4 do not need to carry a storm trysail. If their mainsail becomes unusable they will normally retire because the time taken to lower it and hoist a trysail



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will be too long in relation to short cat 4 races and would prevent a competitive result. They can retire to a safe haven under genoa and/or engine.

- b) Some owners and crews are unaware of the need to carry a trysail. This puts those who do at a disadvantage because of the extra cost and weight. Boats are not normally scrutinised except in top level competition.

Decision: Congress supports the submission.

9.5 - SR IRC 10-09

Special Regulations Sub-committee – November 2009 Item 5(d) - Oceanic and Offshore Committee Offshore Special Regulations – 4.26.4

Storm Sails - A submission from the IRC Rating System

Proposal:

By E-Mail vote earlier in 2009, Special Regulations SC and Oceanic and Offshore Committee agreed that the November 2008 decision to reduce Storm Sail sizes should be reviewed by a working party, who would look at the whole issue of storm and heavy weather sails and to report with recommendation which potentially should include length and weight of a boat.

It is proposed that the current, larger maximum sizes in 2008-2009 OSR be retained until such time as the working party have had sufficient time to make their report and give any recommendations.

Current Position:

Sails made after 1 January 2010 will be required to meet the smaller sizes and sails made before 1st January 2010 will be permitted to meet the existing larger maximum sizes in 2008-2009 OSR.

Reason:

1. The reason for the formation of the working party is to review the maximum sizes and the whole issue of storm and heavy weather sails following considerable concerns that the revised smaller sizes recommended in November 2008 may be too small, unsuitable and unsafe for some boat types.
2. It is acknowledged in the brief for the working party that the length and weight of a boat should probably also be included when determining the size of storm sails. The revised smaller sizes do not include these parameters, and as such it demonstrated that the committee is concerned about how appropriate such smaller sizes may be.

3. As the conclusions of the working party are unknown, the current position may result in inappropriately sized storm sails being built (causing owners additional expenditure), which would then need to be replaced for safety reasons once the working party has drawn their conclusions and given their report and recommendations.

4. The working party should also be tasked with assessing the grandfathering issues of changing the storm sail size requirements, and as such, making any changes prior to review of the report would not be fully considered.

Discussion: Mike Urwin thinks that there seems to be a certain amount of confusion – the previous submission was initially accepted – since talking to owners and designers it has not come to the attention of the rating office that these smaller sizes would in fact be unsafe. The reality would have been that 95% of boat

owners around the world would have to replace their storm sails. Special Regulations committee agreed to set up a working party to discuss this – this working party has never been set up. The meeting was meant to be in November and then the rule to come into force in Jan ,10. The submission says "do not implement the decision taken last November until working party



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set up – hold fire and do not change the sizes (which have held for 30+ years)".

Decision: Congress supports the submission.

10. Continental and International Regional championships

To consider an application from the Royal Temple Yacht Club, GBR, to hold the East Coast and Western European IRC Championships

Andy Hill invited comment from Congress. Paul King noted that International Regional Championships might be easier to organise than Continental Championships. It was thought that due to the location of Royal Temple they thought that they would have boats from France and other countries. This has not been confirmed and could interfere with the holding of regional championships. PK volunteered to discuss the matter with AH and the Royal Temple YC and then that the IRC Committee would take a decision.

Decision: Congress accepted Paul King's proposal

There then followed an informal discussion that agreed that International regional championships were in theory a welcome idea. It was also agreed that if a club or organisation wanted to run an event with "Continental" or "International" in the title then it would have to be put before the congress.

11. Any other business

Volker Andrae (Germany) noted that with the rapid development of racing yachts, the more radical designs might be a threat to the IRC rule's aim of protecting the existing fleet. Responding, Mike Urwin noted that the IRC Technical Committee were very aware of this risk and were working to mitigate it.

In a general discussion on measurement, it was proposed that IRC measurers should be able to take advantage of any training that UNCL and RORC are offering. The RORC and UNCL should not only service the Rule Authorities but they should also help the measurers in those countries. Mike Urwin noted that the measurers seminar in GBR this year was an internal GBR IRC Rule Authority issue and not a rating office issue. He nevertheless agreed that there should be more international measurer seminars, but asked for more time to get the necessary administrative details together. James Dadd stated that the maximum number of people at these seminars should be no more than 25 people and to have more seminars with less people would be better. Mike Urwin suggested that individual IRC Rule Authorities should write to ISAF and ask them when they can expect to see the training material for measurer training courses.

12. IRC Congress – Meeting on Sunday 11 October to discuss ISAF submissions

12.1 - Introduction

Paul King, Chairman of Congress, opened the meeting by explaining that its purpose was to note any submissions which might affect IRC and to form an opinion. It was hoped that those present at the ISAF Conference would take IRC opinion into account when deciding their own position.

12.2 - Submissions to be considered by Oceanic and Offshore Committee

12.2.1 Submission 007-09. Incorporation of rating systems into the terms of reference of the Empirical Handicap Sub-committee. It was felt that there was no advantage to IRC in this, and



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it might be seen as an alternative to membership of the Offshore Committee. It would also affect ORC but their views are unknown. IRC is opposed to this submission.

- 12.2.2 Submission 109-09. World Championships.** It was noted that, in addition to IRC's own submission, there is a submission from the Executive Committee to the same effect. It includes conditions on reporting requirements and minimum number of boats, and a fee to ISAF of £2000 per championship. IRC would be content with this proposal in place of their own. Significant thought would still be required on the wisdom of running an IRC World Championship. Andrew McIrvine, RORC Commodore, said that there was already an offer from Melbourne, Australia, to host the first event.
- 12.2.3 Submission 057-09. ORC.** An update on the regulation concerning ORC was noted. This would bring up to date, the rights of ORC.
- 12.2.4 Submission 013-09. Advertising** The regulation governing advertising has been re-written in less legalistic words. Clubs would now be permitted to charge higher entry fees for boats with advertising than for boats without. Advertising is now the default and permission would be needed from the National Authority if a club does not want to permit advertising. Paul King said that this control appeared unnecessary: there was no guarantee that every MNA in the world would give this permission. He would like to remove references to advertising from the IRC rules but until all obstacles in the ISAF Regulation had been removed it was better to leave our rules as they are. We explicitly permit clubs to choose for themselves whether or not to allow advertising. The position would be reviewed in 2010 in the light of any further changes in the ISAF regulation.
- 12.2.5 Submission 019-09. Sailor Classification Code** This would allow a Group 1 competitor, as an owner of a boat, occasionally to be paid a charter fee and remain a Group 1 competitor provided he does not steer the boat in that competition. Agreed with no comment.
- 12.2.6 Offshore Special Regulations**
- 12.2.7 SR02-09. Non-steel lifelines** ORC are proposing that lifelines made of Dyneema® should be permitted. The meeting was doubtful about specifying Dyneema, a proprietary product, rather than a generic material. Additionally concerns were expressed concerning chafe and 'creep'.
- 12.2.8 SR04-09. Safety Harness and Safety lines (tethers)** This submission from RYA aims to make products more than nine years old illegal. It would be difficult to police equipment without a manufacturing date. Age does not necessarily determine condition. Barrie Harmsworth (UAE) was against having a time limit.
- 12.2.9 SR06-09, SR10-09. Storm Sails** The submissions on storm sails were discussed on the previous day, along with the two Submissions from IRC.
- 12.2.10 SR07-09. Personal Safety refresher course** The meeting agreed with this submission from the Swedish Sailing Federation
- 12.2.11 SR002-08. Working Deck** This submission from US Sailing defines the working deck, limits its angle from the horizontal to 10 degrees, and avoids the possibility of stanchions insufficiently high. The Rating office agreed in principle with this submission but considered it needs re-writing (again) to make it clear. James Dadd offered to draft new words.
- 12.3 Other Submissions** Mike Urwin reported that there were two submissions on racing rules which he considered might cause problems for offshore boats.



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- 12.3.1 138-09.** This may not take account of boats going aground. Mike Urwin noted that, as written, it is unclear whether a boat that goes aground infringes the proposed rule: “held in any way that restricts her movement over the ground”.
- 12.3.2 162-09. Definition of finish** Federation Française de Voile propose to alter the rule so that a boat finishes when its hull crosses the line, instead of any part of its equipment in normal position. The note in the reasons says “it is intended that a fixed bowsprit would count as part of the hull”. This is contrary to ERS and ISO 8666. It would not be practical for a race committee to determine a) whether a bowsprit is fixed and b) where the bowsprit stops and the hull starts.
- 12.3.3** Mike Urwin has made his concerns on the above two points known via the RYA.

* * *



IRC Congress 2009

**REPORTS FROM
NATIONAL IRC REPRESENTATIVES
AND OBSERVERS**



IRC Congress 2009

AUSTRALIA – Glen STANAWAY and Malcolm RUNNALS

IRC Overview

In Australia we enjoy a strong IRC fleet and competitive environment. Australian boat owners continue to sail hard and push the rules, conditions and their boats to the limit.

At present we estimate that we will have stability in the total number of certificates issued and the number of boats rated. The IRC rule in Australia, through Yachting Australia, has been in a strong position to weather the current financial circumstances and we envisage a growth in numbers as confidence is restored.

Boat owners are also willing to pursue the best possible rating with Trial and Amendment applications streaming in consistently during the year, naturally with spikes of activity leading up to key events.

All major events use IRC as the main rating system and each of these events have strong numbers of participants in their IRC divisions reflecting the popularity of IRC in Australia. The principle events are the Audi IRC Australian Championship which incorporates Geelong Week, the Audi Sydney Harbour Regatta, the Audi Sydney Gold Coast Yacht Race and Audi Hamilton Island Race Week, all of whom attract interest from international competitors. Each of these are events in their own right whom all attract strong fleets, with the Australian IRC Champion being determined by a point score from these four events.

There are a large number of other events all across Australia all year round which use IRC as the premier rating division for offshore and inshore use. These range from the international Rolex Sydney to Hobart in the east to the Geraldton Ocean Classic on the opposite seaboard, and the Lexus Adelaide – Lincoln Yacht Race along Australia's vast southern coastline..

All boats in Australia are measured and all certificates endorsed. This enables competitors at such events to feel confident that they are racing on the fairest and most accurate terms possible.

Yachting Australia has recently invested heavily in measurer training with Mike Urwin coming in from the UK to assist the Australian IRC Chief Measurer Malcolm Runnalls deliver training to all Australian IRC measurers. These IRC measurers were invited by Yachting Australia to attend and were brought in from all corners of Australia. Their respective home fleets benefitted from their enhanced knowledge and understanding of the rule and measurement techniques and boats travelling between events are assured of racing on an equal basis.

2009 IRC Congress – Issues for general discussion

1. **Power Winches** – Boat owners in Australia have concerns about the rapid development of power winches and that many racing boats are adopting them for general use for sheeting sails or hoisting crew up the rig. The use of these powered winches for trimming sails may significantly improve performance as
 - a. it may reduce the crew requirements carried on board thus reducing weight,
 - b. it may reduce the physical load on crew thus increasing human performance,
 - c. the speed of the winch may be greater than that of a manually operated winch thus improving trim and speed optimisation, and
 - d. the use of powered winches may not be to the spirit of RRS 52.

Yachting Australia would like the issue discussed amongst the present IRC Congress members and observers. We hope that the Technical Committee would consider these views when considering how powered winches should be treated in determining a boat's IRC rating.

2. **Trial Certificates** – boat owners would benefit from having TRIAL marked clearly as a watermark on trial IRC certificates. This may be large transparent red text on an angle behind the certificate information. We think this may be adopted consistently between the UNCL and RORC Rating Offices. This would also be a considerable help to organising authorities and measurers.

3. **Developing MyIRC** – Yachting Australia would like to the MyIRC online tools currently available to GBR boat owners developed and expanded to be an IT tool that can be incorporated by other IRC Rule



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Authorities within their own websites for their boat owners to use. Features that may be useful could include:

- a. I-frame based web programming allowing the Rule Authorities to 'plug in' the MyIRC into their own websites.
- b. Secure Measurer ID and passwords for endorsing certificate applications.
- c. Access to all boats in a country for the Rule Authority with the ability to effect changes.
- d. Automatic notifications to the Rule Authority.
- e. Reporting tools showing what application types, boat identification etc over a given time period, allowing export to CSV format file.
- f. Options to hold applications until the Rule Authority has approved the application to address issues such as payment.

Yachting Australia will develop a proposal to send to the RORC Rating Office in time to address what we see as our requirements, however we recognise that such a development would be of interest to the UNCL and all other IRC Rule Authorities, and as such it may be more beneficial if the lead came from the RORC and UNCL.

4. IRC Activity Reporting – An online tool that may be useful to each IRC Rule Authority is one that we can access key statistics about our fleet over a given time period. Features that may be useful could include:

- a. List all boats and all data that would show on a certificate, filter by size, area/region or data shown.
- b. List all application types, filtered by date range, boat size, measurer, endorsed status.
- c. List all fees from the Rating Authority invoiced to the Rule Authority, filtered by date range, paid status etc.

Yachting Australia will develop a proposal to send to the RORC Rating Office in time to address what we see as our requirements, however we recognise that such a development would be of interest to the UNCL and all other IRC Rule Authorities, and as such it may be more beneficial if the lead came from the RORC and UNCL.

5. Publicly Accessible IRC Boat Listings – There is currently a listing facility on the IRC website that shows all boats globally with key details. It would be beneficial if this could be developed further to allow IRC Rule Authorities to link to an up-to-date listing that is limited to boats of their own country. Features that may be useful could include:

- a. A country specific list
- b. The ability for an IRC Rule Authority to incorporate this in their own website
- c. Sort boats by sub-regions

This is a very effective promotional tool within each country and helps organising authorities by providing ready access to key boat information. Yachting Australia will develop a proposal to send to the RORC Rating Office in time to address what we see as our requirements, however we recognise that such a development would be of interest to the UNCL and all other IRC Rule Authorities, and as such it may be more beneficial if the lead came from the RORC and UNCL.

BELGIUM – Hans VERBAANDERD, Carl SABBE,

1 – Activity report

- Number of boats on December 31, 2008 → IRC 1: 60
→ IRC 2: 28
- Number of boats on August 31, 2009 → IRC 1: 40
→ IRC 2: 23



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The following for both 2008 & 2009 :

- Number of new boats → 9
- Number of boats below 10 meters → 26
- Number of boats between 10 and 12 m → 15
- Number of boats between 12 and 15 m → 16
- Number of boats above 15 m → 6
- Percentage of endorsed boats → 5%

2 - The evolution of IRC in Belgium in 2009

Since more than 10 years now, the Belgian IRC circuit consists in the first place of the 5 races of the Open North Sea Championship (ONZK), organized along the Belgian coast and Breskens (NL). In 2007 this ONZK circuit was extended to the North of France (YCMN of Dunkerque and YCB of Boulogne), and South-East England (RTYC of Ramsgate). In 2008 an international extension was created to the ONZK circuit, with the UNCL trophy Gaëtan Janssens (TGJ). It's results are calculated as the best 4 of 6 races, where the participants have to sail a race that starts or ends in each of the participating countries (Belgium, France and England).

In 2009 this same circuit continued in a successful way. In most events of this circuit more than 40 IRC boats participated. The Breskens Sailing Weekend, which is part of both the ONZK and TGJ, was the top weekend of this season as it was also the Open Dutch IRC Championship. It could attract an international fleet of more than 60 boats.

This year the TGJ was won in IRC1 by the Belgian boat Alegria of Carl Sabbe, followed by Moana (BEL) of François Goubau and Marine Diffusion (FRA) of Philippe Bourgeois, the winner of last year. In IRC2, Capella (NED) of Frans Maas was the winner for the second year in a row. Capella won all races of TGJ in which she participated, a truly fantastic performance. The second place was for Calvito (FRA) of Fabien Talpaert, where the 3rd place was for Mr Sandman (BEL) of Christiaan Pottiez.

The ONZK circuit was won by Moana of François Goubau in IRC1 and Capella of Frans Maas in IRC2. For Moana this was a very successful return to the North Sea racing area, after having spent several years of racing in Brittany and the Solent.

The move of the Dutch fleet from ORC to IRC in 2008 had a positive impact on IRC racing, as it allowed the Dutch fleet to compete with Belgian, French and English North Sea sailors, and this in one handicap system.

Next to ONZK and TGJ, the half ton fleet gathered in Nieuwpoort for the 4th edition of the Half Ton Classics Cup. More than 20 half tonners sailed for 1 week along the Belgian coast. The cup was won by General Tapioca of Phil Pilate.

The main other evolutions of IRC in Belgium is the transfer of the IRC administration from Lucien Lejeune to VYF, the Flemish Yachting Federation. Ludovic Abovillier of UNCL came over for 2 weekends in January, to train five new Belgian IRC measurers. In the months of May and June, two collective IRC measurements were organized in Nieuwpoort, where 10 IRC boats were weighed and measured. This helped them in making their IRC rating conform to the real weight of their boat.

All together, we can say that 2009 was a very successful year for IRC in Belgium. It was a year of a new start with a dynamic push of VYF, and a continued internationalization of the fleet and the race circuit in our area. It was also a year in which the race organizers with the best reputation attracted the best fleet. May this be an encouraging sign to all clubs to continue their efforts to improve the quality of their events, both on the water and ashore, so that we may look forward to an even more successful 2010, where more boats will participate in our local events, next to their participation to the big international events like Spi Ouest-France and Cowes Week.



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BULGARIA – Nikola DUKOV & Plamen GEORGIEV

	2008	2009
Number of boats on August 31:	38	39
Number a of new boats:	37	16
Number a of revalorized:		23
Number of boats below 10 meters:	16	16
Number of boats between 10 and 15 meters	21	21
Number of boats above 15 meters	1	2
Number of boats on December 31, 2008	41	
Number of boats on September 31, 2009		41

All of certificates are Endorsed. IRC is the only rating system in Bulgaria, officially adopted by BULSAF

Comments

The contract between **UNCL** and **BULSAF** was officially signed on 20 Oct. 2007.

The set up of the Bulgarian IRC Owners Association in August 2008.

A seminar for training of 14 measurers was held 20 – 23 Nov. 2007.

All rules and documentation was translated into Bulgarian language in order to make IRC easier to comprehend by the sailors in Bulgaria. A new Web site was open from Bulgarian IRC Owners Association (www.ircoabg.com)

Development of IRC in 2009 is going successfully. The number of certificated boat has increased ; in first week of September we have three boats measured and the total number of boats until September 10th is 42.

By the end there were seven regattas held under IRC with participation of 22 to 28 boats in each regatta. In the national championship, at the end of September, we expect approximately 40 entries.

The second International Black Sea Regatta was organized under IRC in 2009 with good relationship between YC Romania, which already represents IRC in Romania and Bulgarian YC Pontos, with more then 35 boats participating from Bulgaria, Romania, Ukraine.

CANADA – John CRAWLEY

Data report from Canada. Note that overview reports were requested of our active regions, but no reports received.

- Number of boats on December 31, 2008 : **16**
- Number of boats on August 31, 2009 : **47**

For both 2008 & 2009

- Number of new boats : **18**
- Number of boats below 10 m : **12**
- Number of boats between 10-12 m : **36**
- Number of boats between 12-15 m : **14**
- Number of boats above 15 m : **1**
- Percentage of endorsed boats : **85.2%**



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CROATIA – Nenad PLOVANIC

IRC REPORT

- NUMBER OF BOATS ON DECEMBER 31, 2008	:	18
- NUMBER OF BOATS ON AUGUST 31, 2009	:	18

FOR BOTH 2008 AND 2009:

- Number of new boats	:	3
- Number of boats below 10 metres	:	7
- Number of boats between 10 and 12 metres	:	11
- Number of boats between 12 and 15 metres	:	14
- Number of boats above 15 metres	:	4
- Percentage of endorsed boats	:	0

OVERVIEW

We have started to issue IRC certificated in March 2008 only and 18 certificated has been issued at that year.

Considering the number of boats participating regularly at regattas in Croatia we confirm the growing interest for the IRC. In 2009, until August 31st, 18 certificates have been issued and there are several more boats which will be measured and apply for certificates for autumn/winter regattas.

We have put a lot of efforts to present IRC rules to the yachtmen, boat owners and race organizers and it brought results in rather short time.

More and more regattas have been sailed under IRC rules and yachtmen have definitely accepted IRC as better alternative to ORC which number of issued certificated is falling considerably and constantly.

The problem that we are facing is in relation with Croatian Sailing Federation. Its Measuring Commission insists on being the only authorized body to issue certificates for the sailing boats in Croatia. The ORC certificates goes through them. They are pure technical body who do not want to enter deeply into the problem.

The issue has been presented to the UNCL Office – Mr. J-C Merlivat and has to be solved at or during IRC Congress 2009.

DUBAI and EMIRATES – Barrie HARMSWORTH

Further to you request for a report from the UAE IRC Owners Association we advise as follows:

- 1 The UAE has just formalize their MNA status with the UAE Ministry of Sport. this was published in the Government Gazette in January this year.
- 2 The ISAF were duly notified and accepted the UAE Sailing & Rowing Federation as the sole body responsible for all sailing activities in the UAE.



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- 3 Subsequently the former UAE IRC Owner's Association Constitution was submitted to the MNA and they recognized the UAE IRC Owners Association as the sole authority for the IRC Class in the UAE. Documentation to that effect has been sent to the International IRC Owner's Association.
- 4 The previous President Sk Khalid Bin Zayed Al Nayan has accepted to become the new President but we are yet to hold an annual general meeting.
Meanwhile, IRC activities continue in the UAE and for the coming season there will be a Dubai Muscat race, a Bill Nelson Memorial Trophy Race and in all probability at least two other major IRC races.

We regret that we cannot provide you with a more substantial report but this year has been one of fairly chaotic activities.

FINLAND – Sampo VALJUS & Olof RYTOVAARA (IRC Rating Office)

This is a brief report from the second IRC season in Finland.

The short news is that we managed almost to triple our numbers – from 13 certificates to more than 30. Yes, the total is still a bit low, but at least the trend is clear. We do have room for improvement. The certificates are concentrated in the 35-40 feet range – which keeps the racing good for them – but for some reason we have not been able to attract but very few smaller boats. Maybe one reason is that the boats are a bit older in that range, and they seem satisfied with the existing rating systems. On the faster (and newer) end of the spectrum we were happy to get the new Classe 40 Akilaria “Tieto Passion” racing with us with Jouni Romppainen & Sam Öhman in the Suursaari race.

Tripling the numbers went surprisingly smoothly, with Pekka Lopmeri and Olof Rytövaara using the skills acquired last year. IRC measuring processes were also Caroline served us perfectly, even when the entry deadline for the season starter, and popular, Volvo Suursaari Race created what now seems to be an inevitable rush-hour. We also had our first rating review – issues, which were solidly handled by Mike U. & rest of the RORC/UNCL crew.

On the racing side, we had our first IRC class championships (Hanko), with 11 boats attending, among them two Estonians. Lauri Tammik / EST-608 Archambault A40RC “Charisma” was crowned as winner. We also ran a season-long ranking series, which consisted of two of the major “offshore” races in the Gulf of Finland, Volvo Suursaari Race and Helsinki-Tallinna Race, plus two other coastal/W-L races. The list shows now 25 boats (two from Estonia), ranging from a Platu 25 through a Henderson 30 to Swan 45 and the aforementioned Classe 40, not forgetting those more conventional racer/cruisers. Lauri Tammik & crew with their A40RC proved to be the undisputable “king of Gulf of Finland”, with three wins out of three regattas! Most of the offshore races were also run under what we call the double scoring system, ie. the boats were given to participate in two rating rule classes, and thus have a “second opinion” on their rated performance.

Gotland Runt (Sweden) is of course also an important IRC event for us. This year we had nine Finnish boats racing in the 27 boat IRC fleet, with Jaakko Olkkonen on his Swan 45 SD “Two Fast” finishing fourth as our spearhead. In numbers, the Finnish fleet was second only to Sweden’s home team of 10 boats. It’s perhaps worth mentioning that this race will be remembered for the notoriously weak winds, the fastest IRC boat on course Charlie (363 nm), Landmark 43 Air IV spent 73h04min, and the last finisher 102h13min!

For the 2010 season we are expecting to growth to continue. Tripling again might be a challenge, but twenty new certificate boats is a good target. From the preliminary interest we have received there seems still to be certain potential. The boat market seems also to be surprisingly livid this fall, and many of these new or newly purchased boats are clearly well suited for IRC racing. The Finnish Offshore Racing Association is also working to fine tune the racing calendar, regatta format and the rating range divisions to create an even more attractive series for the next summer! There have also been some talks of a



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Finnish team for the Commodores Cup 2010, but as this is written it remains to be seen if that idea will materialize.

FRANCE – Jacques PELLETIER (PROPIRC)

IRC Activity in France

- Number of boats on December 31, 2008 : 980
- Number of boats on August 31, 2009 : 860

The following for both 2008 & 2009 :

- Number of new boats in 2009 : 196
- Number of boats below 10 meters : 388
- Number of boats between 10 and 12 m : 294
- Number of boats between 12 and 15 m : 148
- Number of boats above 15 m : 30
- Percentage of endorsed boats

GREAT BRITAIN & NORTHERN IRELAND – Andy HILL

Numbers of boats with IRC certificates:

	2008 Dec 31 st	2009 Aug 31 st
Number of boats below 10 metres :	783	701
Number of boats between 10 and 15 m :	1076	973
Number of boats above 15 m :	94	75
Total	1951	1749
Number of new boats:	282	154

Comments

- IRC rated boats at the end of 2008 was close to the all time high. There has been a significant decrease to the end of August 2009. This is ascribed to the financial situation
- A very wide range of different boat types, sizes and ages has been reported as winning races during 2009. Reports suggest that boats fitted with bowsprits as opposed to spinnaker poles are very competitive.
- Four IRC area or regional championships were successfully held in GBR in 2009.
- The GBR IRC Committee has noted the increasing number of 'Gentleman's' or 'white sail' classes. This is seen as a positive development in that it was an ideal use of IRC and encourages the less keen and committed owners to go racing. Concern was however expressed in that in some cases not all boats in these classes held IRC certificates.



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GERMANY – Volker ANDREAE

IRC situation

- Number of boats on December 31, 2008 : 45
- Number of boats on August 31, 2009: 48

The following for both 2008 & 2009 :

	2008	2009
Number of new boats :	15	14
Number of boats below 10 meters	1	2
Number of boats between 10 and 12 m	5	8
Number of boats between 12 and 15 m	19	21
Number of boats above 15 m	20	17
Percentage of endorsed boats	20%	25%

Overview of the situation:

- A considerable number of new applications came through the 2009 Rolex Fastnet Race where 14 German Yachts participated.
- In the Med other German yachts participated in IRC Races
- In the North Sea and Baltic Sea IRC scorings were offered in 4 big events:
 - Nordsee Woche
 - Warnemünder Woche
 - Baltic Sprint Cup
 - Flensburger Herbst Woche
- The German National Federation (DSV) started 2009 to act as the German IRC Rule Authority
- ORC is still the common rating rule in Germany (446 ORC-Club and 258 ORC-International certificates)

GREECE – Marina PSICHOIOU and Yannis KONTAXOPOULOS

We have nothing special to report.

IRC numbers in Greece have been the same with 2008. The “higher” level of Greek sailors prefer to sail under IRC while the “lower” level tend to sail ORC classes.

We will change the administration system in 2009 and we hope that this will allow for a further growth of the system.



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HONG - KONG – Gideon MOWSER

	2008	2009
No. of new boats	38	5
No. of boats below 10m	24	14
No. of boats between 10 – 12m	67	23
No. of boats between 12-15m	25	19
No. of boats above 15m	13	12
Percentage of Endorsed boats	11.63%	17.64%

Number of boats rated on December 31st 2009 : 129
Number of boats rated on August 31st 2009 : 73

It should be noted that while the number of certificates issued in 2009 looks significantly lower than in 2008, we are operating on the 'South' year and are only 2 months in to the year. In addition the sailing season in HK traditionally runs from September through to May with the main racing events happening in October & November. With that in mind I would expect to see at least 30 to 40 more boats rated by end of November.

The increased percentage of endorsed certificates in 2009 is partly to do with the fact most 'hard core' racing boats have re rated early in the year, whilst many of the 'occasional' racers still have to re rate. Thus at this early stage they are a higher percentage of the total.

In addition there has been a concerted move this year in the Asian region by Regatta Organisers to require endorsed certificates for yachts competing in the top Racing Division. Whilst many were already in possession of endorsed certificates, it has been a contributory fact in the rise.

ICELAND – Ulfur H. Hrobjartsson

I will start this report on a note that should be drawn to the IRC conference.

I find it rather strange that you are asking for an report from us on information that should be readily available to you through your own database.

All boats that are raced under IRC should be registered with you as well as their country. The one of the basic numbers in your calculation is the length of the boat. It would be a good advice for IRC that is in a competition with other rating rules that is would not impose to much unnecessary work on it customers. We have spent about 25 man hours on IRC applications and reports this year. This includes all activities relating to IRC

- Number of boats on December 31, 2008 **14**
- Number of boats on August 31, 2009 **12**

The following for 2008 :

- Number of new boats **1**
- Number of boats below 10 meters **7**
- Number of boats between 10 and 12 m **5**
- Number of boats between 12 and 15 m **0**
- Number of boats above 15 m **0**
- Percentage of endorsed boats **0**



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The following for 2009 :

- Number of new boats **0**
- Number of boats below 10 meters **8**
- Number of boats between 10 and 12 m **6**
- Number of boats between 12 and 15 m **0**
- Number of boats above 15 m **0**
- Percentage of endorsed boats **0**

IRELAND – Fintan CAIRNS, Tim COSTELLO

1 – Report from the ISA Racing Department

Year to : Dec. 31 Aug. 31

	2008	2009
Total IRC Boats	452	439
New IRC Boats	70	9
IRC Boats under 10m	272	258
IRC Boats 10 – 15m	173	145
IRC Boats 15m +	7	4

Notes: 2008 is 12 months, 2009 is 8 months.

New IRC Boats :

Total number of new applications processed. Includes new build boats and boats which reapplied in 2009 that had ratings before 2006 and are required to re-apply as new boats this year. Not included are boats which previously held an IRC and were imported from other jurisdictions, mostly FRA and GBR. These boats are accounted for in Revalidations.

2 – Report from the Irish Cruiser Racing Association Report

Total	438		TCC Breakpoints
Class 0	0	28	1.151<
Class 1	1	131	.980-1.050
Class 2	2	145	.920-.980
Class 3	3	99	.860-.920
Class 4	4	35	.859>
Avg TCC	0.958	Endorsed 355	

- The total number of IRC certificates issued to early September is 438. This is approx 11% of the total of RORC issued certificates. The final figure for 2008 was 452 so it is reasonable to conclude that the 2009 outcome will be similar. 2010 may be a different matter!

- The average [median] Irish TCC is .958

- Typically the Irish fleet is divided into four or five classes as shown in the table above. Class divisions vary from club/region to club/region.



IRC Congress 2009

- 81% of the boats are endorsed as compared with 60% in the main RORC list. Endorsement numbers are high because generally it is a requirement for most regattas.
- The whitesail [non-spinnaker] scene continues to grow in importance in Ireland and this would account for a good number of the remaining unendorsed boats/certificates as endorsement is not required for whitesailing.

The turnout for our national championships this year [11-13 June] was 58 boats, down from other years but the principal reason for this was that they were held on the West coast [Tralee Bay] which is quite a distance from the main centres of sailing on the East and South coasts. Notwithstanding the lower turnout, we consider that they were a great success – and the event will go back to Tralee again.

[http://www.traleebaysailingclub.com/tbscjs/index.php?option=com_wrapper&view=wrapper&Itemid=60]

ISRAEL – Ronnie BARMATZ

Number of boats below 10 meters	2
Number of boats between 10 and 12 m	9
Number of boats between 12 and 15 m	10
Number of boats above 15 m	1

The number of IRC certificate in Israel is steady for the last 5 years. We are racing every 3 weeks, we have two major championships a year and 2 international regattas, to Cyprus and to Turkey.

ITALY – Guido Leone and Riccardo PROVINI

Certificates issued for Italian boats:

- -IRC certificates on August 31st 2007 : 685
- -IRC certificates on August 31st 2008 : 766
- -IRC certificates on August 31st 2009 : 660

- New certificates : 139

- certificates for boats less than mt. 10 : 135
- certificates for boats between mt. 10 and mt. 15 : 464
- certificates for boats over mt. 15 : 61

Comments

The decrease of certificates issued, shown by a minus 13,8% , is basically due to the general crisis which has struck our country as well as all other industrialized countries. In any case the decrease has involved also the other "family" of certificates issued by UVAI and it could not have been differently.

In the light of the above it must be considered further that a similar negative pattern has involved also other relevant countries like :

- France (-) 12,75 %
- UK (-) 11 %
- Turkey (-) 21 %
- USA (-) 27 %



IRC Congress 2009

Coming back to Italy, it can be forecast that the Fleet and therefore the number of certificates issued will increase at the starting of the various "Winter Championship", like in the past seasons, by an average of 20-25%

During 2009 the IRC System has been used as a major or exclusive measurement system in many relevant sailing events, among which :

- The Maxi Rolex Cup in Porto Cervo, with more than 40 maxi boats entering the competition among the classes of Maxi, MiniMaxi, Wally, Classic and Spirit of Tradition;
- Giraglia, with 107 boats using IRC system;
- Gavitello d'Argento, traditional event organized by YC Punta Ala;
- Various of the regattas of high technical level all around the coasts of our country.

We have also positively cooperated, with mutual satisfaction, with preminent boat designers who, after an initial prejudice due to the "secrecy" of the system, had understood the spirit of the Rule and applied its positive aspects.

Finally, we underline that also under the new management of the Italian Sailing Federation - FIV (the new managing committee chaired by Carlo Croce has been elected in December 2008), the cooperation remains extremely positive and the strategies and rulings for "rating" boats remain along the lines of the previous seasons.

JAPAN – Haruhiko KAKU

Number of boats on December 31, 2008: 118
Number of boats on August 31, 2009: 206

	2008	2009
Number of new boats:	50	100
Number of boats below 10 meters :	48	104
Number of boats between 10 and 12 m :	41	61
Number of boats between 12 and 15 m :	27	40
Number of boats above 15 m :	2	1
Percentage of endorsed boats	67%	48%

• Overview situation

Japan still officially supports 2 international rating systems for offshore yachts namely IRC and ORC, so that owners and race organisers have freedom to choose whatever they want to adopt. 2009 is the year we saw the IRC fleet outnumber the other system.

The number of the IRC boats is expected to be around 250 at the end of 2009 more than double as much as 2008. "Small boat less than 10m" has the most increase rate of all. This is because more local fleets or clubs are now using IRC.

Most Japanese major keel boat sailing events use IRC this year including Japan Cup, The 50th Pearl race, Middle boat regatta east and west.

We feel IRC system became well understood in Japan now and it will keep growing for at least a few years before it becomes stabilized.



IRC Congress 2009

- IRC issues

There was an issue brought up by a race organiser for a long distance. When considering stability eligibility of participating boats for the race, applying SSS value or STIX may need to be clarified.

As for STIX, actual stability data including GZ curve for a boat is required to calculate the index, which is not very practical.

SSS value, on the other hand, is supplied for every IRC boat now. However the mechanics for the index are not disclosed to public.

Therefore, at a moment, as a national authority we are not recommending any stability indexes to a race organiser to use as screening scheme.

LATVIA – Kristaps DZENIS

Report from Latvia (Jahtklubs Auda)

Sailing season of 2009 come with decrees in local sailing event organization and participants in them. We were started desiccations with yacht owners and yachtsman's to start organize our regattas under IRC, but there was very weak respond to changes because of costs and willing to participate in regattas.

I was in contact with Estonians and they also proposed to overcome this year and try with IRC on next year in local regattas. From Latvia only one yacht was participating in Gotland Runt but they also participated in ORC group.

ORC Club at this point is much cheaper and its works in all Baltic States where our yachtsmen were participating this year (Me too with Archmanbault A35 even if my rating was not good under ORC).

To start IRC next year we are currently working on next year's regattas calendar where we find two Latvian regattas that could insert IRC groups as they start to attend yachts from other countries (Autumn Cup 2010 and Baltic Open 2010). Very favorable would be if Estonians would accept to lunch IRC group in Muhu Vain 2010 regatta, that is the most popular offshore regatta (Estonian Open Championship) in Baltic States. We will keep in touch with them regarding that point and we hope to organize one short distance regatta in middle of season where we also would like to put IRC group.

All plans depend on financial situation that is very weak in Baltic States, so the marketing will be very important but more in political decision making. Good thing is that in Sweden, IRC is becoming stronger than ORC Club, which should help. Somehow we need to find sponsors to support and finance some part of IRC certificate costs (for first year that should help a lot).

MALTA – Godwin ZAMMIT

- Number of yachts on December 31, 2008 : 65
- Number of Yachts on 31 August 2009 : 60
- Number of new boats in 2008 and 2009 :

- Number of IRC Yachts between 10 and 15 m : 51
- Number of yachts below 10 meters : 5
- Number of yachts over 15 meters : 4



IRC Congress 2009

Racing

The RMYC maintains a very active racing calendar held almost exclusively under IRC. These include local coastal races, weekend regattas and short offshore races to destinations in nearby Sicily. Two offshore international races the Malta- Syracuse race and the 607 mile Rolex Middle Sea Race due to start on the 17th October include both IRC and ORC Categories with the IRC Category normally being the larger although significant number of entries enter both categories. An impressive fleet of over 70 boats are lining up for this race, practically all of which will enter the IRC Category. Dual scoring these races attracts entries that normally race under either of the two rating systems while enticing them to enter in the other as well.

The number of local IRC rated boats has this year stands at 58 maintaining the level of 2008. The majority of boats fall within the 10 – 15 metre length band and are mostly modern production boats with a few all out racers.

The IRC Cruising Class introduced last year within which boats may only sail with a Single Furling Headsail and one Asymmetric Spinnaker set without a pole was retained to keep the more cruising oriented sailors racing and small fleets in this class take part in most club events. The definition of the class seeks to limit sails and costs to the minimum as well as to reduce the need to change over a boat from cruising mode to race mode and back again every other weekend. It also keeps boats with a similar sail set up together so that the IRC rating system delivers better results in varying conditions.

Generally the rating system is still generally perceived to work sufficiently well over a range of conditions. IRC being a single number rating system there is the inevitable problem that different types of boats will be affected differently by the weather, with some being more favoured than others in the particular conditions of the day. This can only be reduced by keeping boats that are very different apart. With mixed fleets and limited numbers it is not always easy to make suitable class division.

Although not all boats are thoroughly measured, applications for rating are checked before being submitted to assess the reliability of the data and where it is considered necessary, verified by actual measurement.

Comment

1 - Headsail Options

Owners of boats are sometimes tempted to optimise headsail set up for one set of conditions getting an advantage when these conditions occur.

A boat may be rated with either a small non-overlapping jib instead of a large genoa getting a significant advantage when the wind is moderate. There is little that can be done about this especially since a number of modern boats are designed with rigs that only take a small jib. The IRC technical committee should continue to ensure that the rule produces as far as possible an equitable treatment of different headsail area for different boat types.

The option is to rate with a single furling headsail typically results in a reduction in TCC of the order of 2% and which is a significant advantage in conditions when a good furling headsail can be kept fully open. The single furling headsail option was presumably intended to make it possible for cruising boats to sail along with boats that are better set up for racing. However it may be exploited in this way and one possibility to avoid this is where possible to keep boats rated with furling headsails in a class of their own thus reducing the distortion in results that arises when differently set up boats race together. There may be reason to reconsider the concept of the rating benefit allowed for furling headsails in mixed fleets.



IRC Congress 2009

2 - Hull Form

Hull form and appendages are clearly very relevant to performance. The basic information given in a rating application is not sufficiently detailed to allow the proper assessment of these aspects so the rating office must presumably resort, where available, to additional knowledge of the boat for this purpose. As from this year further details of keel types are being requested and this was a positive step. The IRC technical committee should continue to examine ways to improve the accuracy of the assessment of hull form and appendages.

3 - Code Zeros

Sailmakers strive to produce reaching sails that can sail as high as possible while still fall within the definition of a downwind sail. Some sailmakers have reportedly produced a code zero which while being wide enough in the middle has a slack leech which flaps free allowing the sail to be set tighter forward although it must lose some efficiency due to turbulence at the leech. It is debatable whether such a sail is legal as it might be considered to be in conflict with IRC rule 2.

4 - Suggestions

It would be useful to have more information available on the rating office website. Boat listings are now available and this was a good first step. It would be useful if more rated information were put on line. Standard data for boat types could also be made available thus making it easier for IRC authorities to check data submitted for rating.

NETHERLANDS – John VAN DER STARRE

• Name of the owners' association : Noordzee Club

• Number of yachts on December 31, 2008	:	160
• Number of Yachts on 31 August 2009	:	158
• Number of new boats in 2008 and 2009	:	23

• Number of IRC Yachts between 10 and 15 m	:	117
• Number of yachts below 10 meters	:	29
• Number of yachts over 15 meters	:	12

Comments:

In 2009 IRC was chosen as the top rating system in Holland after a trail in 2007/2008.

Open Dutch Championchips were sailed under IRC, not endorsed.

In mixed regattas the rate between IRC and ORC is 40-60

IRC measured yachts are mostly the large and international oriented yachts.

Number of yachts in ORC 1450

NEW ZEALAND – Martin HANNON

NZ IRC Numbers

Year to date	:	58 (6 unendorsed)
2008/2009	:	76 (100% endorsed)
2007/2008	:	92 (100% endorsed)

As the New Zealand season is just beginning we are happy with the year to date number. First major event is not for another month (October).



IRC Congress 2009

New Zealand formed an IRC owners association this year who have taken a more direct ownership of promoting IRC in New Zealand. Following a valuable visit from Mike Urwin to NZ, the owners association voted to allow the availability of Unendorsed IRC certificates but leaving it to the individual events to state the requirement of Endorsed certificates. It was felt that this was an important step to help encourage use of IRC at club level. The main aim is to allow the club racer to obtain an IRC certificate more easily and cut out some cost that is associated with endorsed measurements. During the various meetings it was noted that lighter displacement yachts more prominent in NZ were discussed and also the problems canting keel yachts were having with rating competitively.

New Zealand IRC Calendar 2009/2010

HSBC Coastal Classic - October

IRC Owners Association Mini Series - October - December

Bay of Islands Race Week - January

Around North Island Race - February

Royal Port Nicholson Regatta / NZ IRC National Championships - February

BMW Auckland Regatta - March

Auckland IRC Championships - March

Auckland to Tauranga Race - April

Auckland - Fiji Race - June

New Zealand Concerns with IRC :

- 1) Treatment of canting keel yachts
- 2) Effect IRC has on light displacement yachts lightly furnished
- 3) Treatment of powered winches and systems in use aboard a yacht whilst racing

PORTUGAL – Rogerio CHUMBINHO

ANC – ASSOCIAÇÃO NACIONAL DE CRUZEIROS IRC IN PORTUGAL

The board of ANC - Associação Nacional de Cruzeiros elected in January 2008 has been working to fulfill its commitment to promote better cruiser racing in Portugal. We continue to sustain that IRC is the most reliable and easy to use international handicap system for both offshore and inshore racing.

2009 is revealing itself a transition year, during which some changes are expected to occur but whose results will not be visible or noticed before one or two years; the major project closely dependent on these changes is the creation of The Portuguese IRC Owners Association.

We hope that the National Authority will finally adopt a new policy giving equal rights and opportunities to all handicap systems, instead of promoting a particular rating system or club or association. This will foster equal chances for development. The main idea is to let the boat owner choose which regattas or ratings he or she judges the fairest.

Therefore, under these new guidelines that we all look forward to, the IRC Owners Association will be competing with other rating systems supporters and must have the means to assemble and make part of Organizing Authorities of sufficiently attractive regattas (fair sport and good social events). This will make the IRC rule grow in Portugal.

Portugal is divided in five sailing Regions, three continental (North, Centre, South), Madeira and Azores Islands. The northern region and Madeira have seen a slight increase in cruiser racing activity; the South is the most active region in IRC racing. In the Lisbon area racing in IRC has basically disappeared since the endorsement of ORC by the former board of the National Authority (something that currently is under considerable discussion and is subject to change).



IRC Congress 2009

The number of certificates issued in 2009 has decreased significantly to less than an half compared to last year, mostly due to the general decrease in regatta participants (probably related to the well-known economical crisis). We noticed that the geographic distribution of certificates is about the same as it was last year, with all regions reporting less certificates. The certificates issued in the Lisbon area were requested by boats racing elsewhere, since there have been no significant IRC regattas in the Centre.

At this moment IRC is the main handicap system in:

- South Region (Algarve) - 16 certificates
- Madeira Island - 15 certificates

Other Regions:

- Centre Region (Lisbon) - 11 certificates
- North Region - 1 certificate
- Azores Island - 0

Most significant IRC regattas in Portugal in 2009:

- South Region (Algarve) : International Lagos/Palos Regatta - 26 participants
- Around the Algarve Regatta - 18 participants
- IRC National Championship - 13 Participants
- IRC Regional Championship - 10 Participants
- Madeira Island : IRC Regional Championship - 12 participants

Other statistics :

Number of boats on August 31, 2008 : 98

Number of boats on August 31, 2009 : 43

Situation in 2009 (from the certificates issued)

Number a of new boats : 3
Number of boats below 10 meters : 18
Number of boats between 10 and 15 meters : 24
Number of boats above 15 meters : 1

Situation in 2008 (from the certificates issued)

Number a of new boats : 32
Number of boats below 10 meters : 36
Number of boats between 10 and 15 meters : 59
Number of boats above 15 meters : 3

ROMANIA – Bogdan ALEXANDRESCU

First year for IRC in Romania - First Romanian Offshore Yachting Championship

After introducing IRC at the end of 2008, in 2009 the First (ever) Romanian Offshore Yachting Championship was initiated by Yacht Club Romania having IRC like rating system.

The Championship includes four competitions, four regattas:

1. Black Sea International Regatta (Romania & Bulgaria), 2. Bricul Mircea Cup 3. Bavaria Blue Marine Regatta and 4. Regatta Romania.

So, at the end of September, after the Regatta Romania, we will know the name of the first Romanian Champion.



IRC Congress 2009

The first regatta of the Championship, Black Sea International Regatta, organized with the support of our friends from the Pontos Yacht Club Varna and with the participation of the Odessa International Yacht Club has been a very successful competition. 34 yachts from Romania, Bulgaria, Ukraine and the Republic of Moldova have competed for the Black Sea International Award that was won in the end by Petra – Pontos Sailing Team Varna, skipper Nikola Dukov.

There was also a very important international presence at the level of the Race Committee and the Jury – Marina Psychogiou, IRO Greece, Yannis Kontaxopoulos -IRC, Ludovic Abollivier - UNCL, George Paunov IJ, Bulgaria, Dan Mitici, Romania, IJ, Plamen Georgiev, BULSAF IRC Chairman.

We do expect at the next edition (26-29 May, 2010) the participation of the Turkish and Russian yachtsmen – we have a very good relationship with the Turkish Offshore Racing Club as well as with the Russian Offshore Racing Association.

In 2009 we will introduce only endorsed certificates for Romanian and Ukrainian yachts (we expect to have in Romania no less than 40 IRC boats in 2010), as we have discussed with our friends from the Odessa International Yacht Club (the first 8 IRC certificates in Ukraine were issued for the Black Sea International Regatta this year).

We will also add a number of three brand new IRC regattas in Romania and we will help Odessa International Yacht Club to develop the first IRC regatta in Ukraine.

- Number of boats on December 31, 2008 - 1
- Number of boats on August 31, 2009 - 25

2009 :

- Number of new boats - 24
- Number of boats below 10 meters - 10
- Number of boats between 10 and 12 m - 6
- Number of boats between 12 and 15 m - 9
- Number of boats above 15 m - 0
- Percentage of endorsed boats – none yet

If there will be no report from Ukraine – they have now 8 boats

SOUTH AFRICA – Gero BRUGMANN (IRC SA)

Number of yachts on December 31, 2008: 74
 Number of yachts on August 31, 2009: 42
 Percentage of endorsed boats: 100%

	December 31, 2008	August 31, 2009
Number of new IRC yachts	15	3
Number of IRC yachts below 10 meters	30	21
Number of IRC Yachts between 10 and 12 m	16	7
Number of IRC Yachts between 12 and 15 m	23	13
Number of IRC Yachts above 15m	5	1



IRC Congress 2009

Comments

- The economic slow down has a visible impact on big boat sailing in South Africa. The Vasco da Gama Race (Maputo/Mozambique to Durban) attracted only 3 entries as opposed to 20+ in the past.
- The < 30 foot boats can not get full advantage from IRC, as they can only sail 1 or 2 local IRC Provincials or a National per annum, in contrast to the bigger boats that can do coastal and ocean races.
- The Pacer 27 and L 26 received IRC OD status last year, and this has stabilized numbers in the < 30 foot sector.
- A newly emerging local rating system (SAKRS) designed for club racing is being tested that predominantly attracts < 30 foot boats that previously rated under IRC.
- Durban sailors lost the opportunity to use a 50 ton Navy crane, which substantially escalates costs for weighing boats for the endorsed IRC certificate.
- Southern hemisphere summer will see more revalidations being done towards year end.

SPAIN – Rosa PEREZ-SEGUI and Vicens DOMENECH

Rule concerned : 3 Important Notice

Proposed change

A add a point which should say that the National Authorities of rating IRC in a country, is the Authority Administrator of him. And these have to be present in the Technical Committees of the races to count for the National Championship of the IRC.

Effect of change

There are countries in which IRC can to crash, the National Federation of Sail with the Authority of Rating IRC. This change could avoid this conflict. And we will have, technically better races.

SWEDEN – Richard GORANSSON and Stefan QVIBERG

1 - IRC Activity

Number of boats on December 31, 2008	:	26
Number of boats on September 31 2009	:	36

For both 2008 & 2009

Number of new boats this year	:	21
Number of boats below 10 m	:	5
Number of boats between 10-12m	:	15
Number of boats between 12-15m	:	10
Number of boats above 15m	:	6
Percentage of endorsed boats	:	86 %



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2 - Comments

Boat owners and sailors in Sweden have been requesting to sail under IRC for a number of years and in 2008 the rule was made available at a number of regattas, most notably "[Eurocard Gotland Runt](#)" which attracted a class of 15 boats in 2008.

In 2009 the IRC class at [Eurocard Gotland Runt](#) grew to 35 boats and brought a number of high profile boats such as TP52's [Ran](#) and [Artemis](#). Finally in July of 2009 the [Swedish IRC Owners Association](#) was approved by the [Swedish Sailing federation](#) and the first Swedish Nationals were hastily organized and held in September of this year. 18 entrants enjoyed a weekend of very close inshore, windward/leeward racing.

The Swedish IRC Owners Association aims to promote IRC through a number of club racing events as well as organizing annual Swedish Nationals. Initially endorsed certificates were required in Sweden but at this years nationals we dropped that requirement in order to lower the threshold for entrants. This is likely to change next year but at club events we will not require endorsed certificates.

3 - Submissions

1) In order to make it easier for measurers to check the size of spinnakers would it be possible to publish more information about its shape such as width,... etc ?

2) Race Organizers in Sweden would like lists that they receive from RORC to include boat type and not just boat name and TCC.

4 – Question

Certificate Policy :

As we understand it an individual can apply for as many as 30 certificates annually. Say we have a race with 20 entrants would one person be able to apply for certificates for each boat in the race just to compare?

THAILAND – Simon JAMES

1 – IRC activity

Numbers of boats with IRC certificates:

	2008 May 30 th	2009 May 30 th
Number of boats	49	65

2 - Comments

- After IRC 3 years of static growth, rated boats at the end of 2008 Season was an all time high of 65. There is a lull in sailing activity during the August – October period due to the Monsoon Weather in most of the region, this combined with the current financial situation leads boats to delaying renewals until the season recommences.
- During the year, a wide range of boats have won events with very close corrected times throughout the fleet, giving some great PR to the IRC system.



IRC Congress 2009

- Due to lack of numbers, there is a move away from SBR by the true Sports Boats who now want to race in combined fleets under IRC despite their penalties. Even the Platu fleet is struggling to get good numbers out on the water and looks like joining the IRC activities in Pattaya.
- The number of “one time” regatta competitors with increased performance profiles is growing as the Asia fleets become more transient. For 2009, regattas will experiment using IRC as opposed to current Thaicap system or performance based rating systems.

TURKEY – Alp DUGUOGLU and Alican TURALI

Name of the owners’ association : TURKISH OFFSHORE RACING CLUB

Name of the representative : ALICAN TURALI

1 - IRC Activity

- Number of yachts on December 31, 2008 : **335**
- Number of boats on Aug. 31,2009 : **265**
- Number of new boats : 2008 - **71** 2009 - **61**
- Number of boats below 10 meters : 2008 - **98** 2009 - **90**
- Number of boats 10-12 meters : 2008 - **128** 2009 - **87**
- Number of boats 12-15 meters : 2008 - **104** 2009 - **79**
- Number of boats above 15 meters : 2008 - **5** 2009 - **9**
- Percentage of endorsed boats : 2008 - **37 %** 2009 - **51 %**
- Evolution of the IRC fleet compare to the other rules (PHRF, IMS, ORC...): **NO OTHER RULES !**

2 - Comments

- The yachting and regatta scene was active in Turkey despite the economic recession.
- IRC Rule is the sole rating rule with TORC as the Rule Authority since 1995.
- The Turkish Offshore Racing Club Trophy, the most prestigious among sailors in Turkey, consists of 26 races for a period from March to December . The attendance varied from 75 to 40 yachts in 5 IRC classes, split only by TCC factor.
- Single and double handled regattas were launched first time this year by TORC and found good resonance with the sailing community and shall be continued .
- Several sailing clubs in Istanbul have since last year initiated Club’s Joint Trophy by assigning one or more races in their program thereto, and this has now successfully settled. In 2009, it consisted of 19 races with participation of 40-60 boats.



IRC Congress 2009

- The highest participation this year again occurred in the Turkish Navy Cup Offshore Regatta, celebrating the 38th edition, with a fleet of 75 boats, starting in Istanbul and finishing in Bodrum in 3 legs, totaling 360 nm.
- In other venues, namely Cesme, Bodrum, Gocek and Marmaris activity was also strong with Bodrum leading by 14 number of races and a very successful Winter Trophy covering 14 races in 7 weekend legs from January to May. Indeed Bodrum regatta season is over 12 months with Bodrum Offshore Sailing Club being the main organizer .
- Marmaris International Race Week by End October, organized by Marmaris International Yacht Club with TORC supporting for race management, this year is in its 20th edition and will attract more than 1000 sailors in 130 boats from 23 different countries with many charterboats - as a matter of fact this is the limit imposed by the Race Organizer with 30 boats in the current waiting list. MIYC in 2008 also started a winter trophy and participation is gradually increasing, currently around 20 yachts totally 10 races. They also co-organize the Channel Regatta with Rhodes Yacht Club, now in its 4th year.
- Göcek Yacht Club is continuing with Spring (60-70 yachts) and Autumn regattas with 30 to 40 yachts.
- All those venues are supported by TORC/UNCL trained measurers.
- In 2009, the number of endorsed yachts increased considerably, 51% of the certificates.

URUGUAY – Gustavo COLL & Rodolfo Hernandez

After a very successful first year in the number of boats with a certified IRC rating, 2009 saw a decline in the number of renewals. Still we had 9 new boats measured for the first time. Highlights for the year were the Rolex Cup in January that took place in Punta del Este, where out of a fleet of over 70 boats, 20 raced in the IRC class. In April in the city of Colonia, 30 miles across de Río de la Plata from Buenos Aires, Argentina, took place the first Rioplatense IRC Championship, where 15 boats competed over 2 weekends. In early September we had the first National IRC Championship with the participation of 17 boats. During the year we average about 2 races per month with 10 to 15 boats competing. It is worth noting that Handicap Class races organized by the Yacht Club Uruguayo only take place using the IRC measurement system, and all boats must have a certified IRC rating. Another point of interest is the way we have arranged the IRC classes. We have the Cruising Class where only dacron sails are allowed and the Regatta Class where any sail is allowed. The Cruising Class permits the participation of older boats on a more equal footing without having to compete with those that possess racing sails.

- Number of boats on December 31, 2008 : 43
- Number of boats on September 15, 2009 : 35

Details of certificates issued:

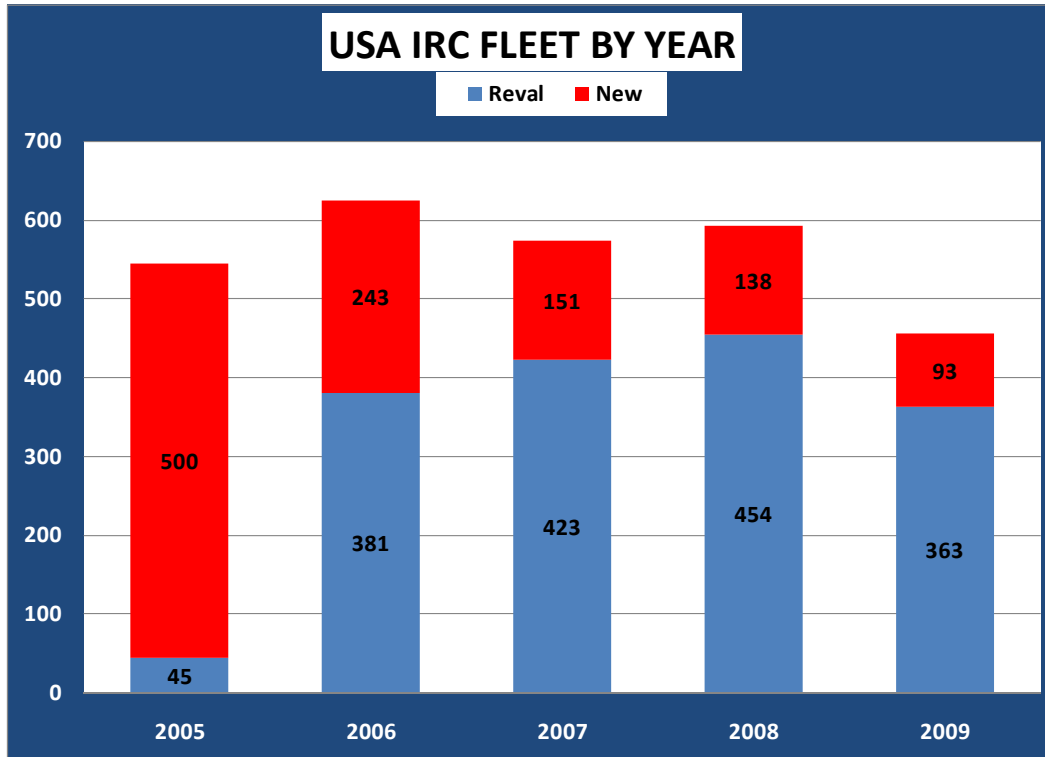
	2008	2009
Number of new boats :	11	9
Number of boats below 10 meters	28	27
Number of boats between 10 and 12 m	9	3
Number of boats between 12 and 15 m	5	3
Number of boats above 15 m	1	1
Percentage of endorsed boats	100%	100%



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USA – John BRIM, Luiz KAHL and Dan NOWLAN

Number of Boats on December 31, 2008	620	
Number of Boats on August 31, 2009	454	
	2008	2009
Number of new boats:	138 (22%)	93 (20%)
Number of boats below 10 meters	46 (7%)	36 (8%)
Number of boats below 10 and 12 meters	211 (34%)	168 (37%)
Number of boats between 12 and 15 m	260 (42%)	175 (39%)
Number of boats over 15m	103 (17%)	75 (17%)
Percentage of Endorsed boats	89%	84%



USA Handicapping Rules

In the USA the dominant rule used for mixed fleet racing of boats over 6 to 7 meters LOA is PHRF (Performance Handicap Racing Fleet). Approximately 20,000 boats are rated by PHRF in the USA. The primary reasons for the dominance of PHRF are that it is inexpensive (\$35 to \$50 annually), is administered locally, and no measurements are required. Because of the informality of PHRF, a given boat can have greatly differing ratings under PHRF from region to region. However, for the mainly local PHRF racers, this deficiency in PHRF is more than offset by the attraction of a cheap and easy rating system.

IRC and ORR (ex Americap) are the two more sophisticated measurement rules active in the USA. ORR is a VPP rule, with different ratings for different wind conditions, like the former IMS. IRC has attained a



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strong position on the US East Coast as the primary measurement rule for “serious” handicap racing, with additional pockets of strength in the Great Lakes and northern California. The strongest selling points of IRC are the broad international acceptance of IRC, and the attractive boats that have emerged under IRC “type-forming.” ORR is favored by several important distance races, including Newport to Bermuda, but is not as widely used for regattas. IRC has not to date meaningfully penetrated Florida, the Gulf Coast, Pacific Northwest or Southern California. The cost and effort of obtaining an IRC rating is currently an obstacle to the further spread of IRC in Florida, the Gulf Coast and the Pacific Northwest. In Southern California, the prevalence of light air, down wind distance races has been an issue, since IRC is perceived not always to rate boats accurately in these special conditions. It should be noted that there is substantial overlap between IRC and ORR registrants. The same boat will often be “dual-scored” when the race organizers offer both systems, or alternate between systems depending on the scoring of the respective events.

There is good potential to increase the areas in the US where IRC is adopted. To do so, however, will require strong leadership from the US IRC organization promoting the rule with regional race committees, including possibly subsidizing initial rating costs. A positive development this year was the introduction of the TP 52 class in Southern California. The SoCal 52 Class has required race committees to offer IRC as a condition of their participation in regattas. One way to increase IRC penetration would be to relax requirements for an Endorsed rating, for example by allowing one-design offshore boats to be rated based on builder’s measurements, rather than an actual IRC measurement. While this would reduce costs and enhance penetration, it can also lead to rating inaccuracies, since in reality one-design offshore boats do differ in weight and other measurements.

Both IRC and ORR had declining numbers this year, as shown in the chart below. We believe that this decline is due mainly to the weak economy and stock market, which particularly affected the larger boats in the fleet, many of which did not sail this year. We believe that there is likely to be an increase in IRC numbers in 2010.

Major IRC Events

- ✦ Ft. Lauderdale to Key West Race - January
- ✦ Key West Race Week - January
- ✦ Miami to Nassau Race - February
- ✦ Pineapple Cup Montego Bay Race - February (alternating years)
- ✦ Miami Grand Prix - March
- ✦ Fort Lauderdale to Charleston Race - April
- ✦ Charleston Race Week - April
- ✦ American YC Spring Series - April/May
- ✦ San Diego YC Yachting Cup - May
- ✦ Storm Trysail Block Island Race - May
- ✦ St Francis YC Stone Cup
- ✦ New York YC Annual Regatta - June
- ✦ Newport to Bermuda Race - June (alternating years)
- ✦ Port Huron to Mackinac Race - Bayview YC - July
- ✦ New York YC Race Week and IRC National Championship - July
- ✦ IRC Pacific Coast Championship - St Francis YC - August
- ✦ Ida Lewis Distance Race - August
- ✦ Stamford YC Vineyard Race - August
- ✦ St Francis YC Big Boat Series – September
- ✦ American YC Fall Series - September
- ✦ Long Island Sound IRC Championship-September
- ✦ IRC East Coast Championship-October

Summary

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- In the USA, IRC registrations declined this year, but we believe that this is an anomaly driven by the economy. (This situation prevailed in ORR, too).
- The USA IRC fleet has reached an initial plateau around 600 boats. Further growth will depend on expansion from the current areas of strength into new regions and possibly will require subsidizing the high initial costs of measurement.
- 2010 should see a recovery to past fleet size.
 - 2010 is a Bermuda year and boats that sat on the sidelines this year will return
 - We are seeing signs of economic recovery here in the USA

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REPORT FROM THE IRC TECHNICAL COMMITTEE

1. IRC Activity

The total number of boats issued with IRC certificates in 2005 to 2008 and to 31st August 2009 is shown below.

Area Code	Country	Continent	Region	Certificate Year				
				2005	2006	2007	2008	2009 to 31/8/09
1-13, 17-20, 98	Great Britain	Europe	North	1878	1839	2043	2029	1749
27	France	Europe	North	904	966	924	1074	860
	Italy	Europe	North	763	840	931	962	624
100-129	USA	N America	North	549	589	610	611	449
51-54, 56-58	Australia	Oceania	South	527	578	570	528	341
88	Ireland	Europe	North	389	402	429	455	433
	Turkey	Europe	North	260	280	292	327	236
	Spain	Europe	North	934	155	164	165	146
24	Netherlands	Europe	North	58	54	152	162	153
48	Japan	Asia	North	1	33	89	122	208
41	Hong Kong	Asia	South	76	85	94	120	70
	Greece	Europe	North	0	56	109	101	100
	Portugal	Europe	North	127	133	95	101	56
	Belgium	Europe	North	79	91	99	100	80
55, 59	New Zealand	Oceania	South	15	142	97	94	50
71	South Africa	Africa	South	91	91	84	76	47
31-36	UAE	Africa	South	67	56	79	67	12
22	Malta	Europe	North	49	42	47	65	57
75	Germany	Europe	North	16	24	39	64	57
45	Thailand	Asia	South	50	48	49	64	14
	Uruguay	S America	North				47	33
	Bulgaria	Europe	North				41	39
42	Singapore	Asia	South	29	45	41	41	29
	Argentina	S America	North	0	50	90	37	27
150-152	Canada	N America	North	22	24	23	32	49
25	Sweden	Europe	North				28	28
80	Israel	Europe	North	27	27	21	23	20
44	Malaysia	Asia	South	19	23	27	23	11
	Switzerland	Europe	North				20	15
	Croatia	Europe	North				15	15
23	Iceland	Europe	North	18	14	15	14	12
85	Finland	Europe	North				13	33
43	Philippines	Asia	South	19	13	13	12	7
	Maurice Island	?	North				9	4
131	Bermuda	N America	North	0	4	8	9	2
87	Norway	Europe	North				8	8
	Russia	Europe	North	0	16	7	7	3
83	Cyprus	Europe	North	0	23	19	0	0
89	Korea	Asia	North					9
	World & Other (<5)	N/A	N/A	164	102	95	74	138
	Totals:			7131	6845	7355	7740	6224
	As % of previous year:				-4%	7.5	5.2	



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Between the 2007 and 2008 Certificate Years, there was an increase in the number of boats rated of 285 boats, or 5.2%. IRC continued therefore to grow at a satisfactory rate over this period.

For reference, the latest available data at 31st August 2009 is also shown. Care should be taken in reading this data, particularly for South countries which are only 3 months into their year.

At the end of 2008, 26 countries on all 6 continents had fleets of 25 boats or more, satisfying the requirements of ISAF Regulation 28.2(e)(i). At the end of August 2009, 24 countries had achieved this level with the likelihood of a further 2 by the end of the year. At the end of 2008, 37 countries had fleets of 5 or more boats. At the end of August this year, this number was 34.

IRC continues to be used at a huge number of events around the world including the four original classic ocean races, the Fastnet, Sydney to Hobart, Newport to Bermuda, and Middle Sea Races. In 2009, the Baltic Sprint Cup and Round Gotland Race were again raced under IRC.

Growth in the number of rated boats in new IRC countries, CAN, FIN, GER, JPN, and NED continues with in addition IRC certificates issued to 9 boats in Korea during 2009.

As forecast last year, a formal agreement has now been signed with the German Federation. Growth in the Baltic countries continues with 128 boats rated in 2009. Additionally, discussions continue in Chile and UNCL have signed agreements with two Chinese representatives, one in Qingdao (Northern China) and one in Shenzhen (Southern China).

The table below shows the comparison of the numbers of boats rated at 31st August for the period 2006, to 2009 :

Country	Boats at 31/08/2006	Boats at 31/08/2007	Boats at 31/08/2008	Boats at 31/08/2009	Change 31/08/2008 to 31/08/2009	Comment
Japan	14	81	117	208	91	
Finland	1	3	13	33	20	
Canada	25	22	30	49	19	
Netherlands	50	129	134	153	19	
Korea				9	9	
Croatia	0	1	8	15	7	
Germany	17	38	51	57	6	
Philippines	0	13	1	7	6	South
Hong Kong	58	85	65	70	5	South
Singapore	21	45	25	29	4	South
Greece	43	101	98	100	2	
Bulgaria	0	1	38	39	1	
Israel	24	19	19	20	1	
New Zealand	36	142	49	50	1	South
Argentina	39	56	27	27	0	
Cyprus	23	14	0	0	0	
Malta	41	41	57	57	0	
Norway	0	0	8	8	0	
Iceland	14	15	14	12	-2	
Malaysia	4	23	13	11	-2	South
Russia	14	3	5	3	-2	
Sweden	1	3	30	28	-2	



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Country	Boats at 31/08/2006	Boats at 31/08/2007	Boats at 31/08/2008	Boats at 31/08/2009	Change 31/08/2008 to 31/08/2009	Comment
Switzerland	2	10	18	15	-3	
Maurice Island	0	0	8	4	-4	
Thailand	10	48	19	14	-5	South
South Africa	37	91	53	47	-6	South
Uruguay	0	21	39	33	-6	
Bermuda	4	7	9	2	-7	
Spain	141	154	156	146	-10	
Turkey	212	237	249	236	-13	
Ireland	396	415	447	433	-14	
UAE	21	56	26	12	-14	South
Belgium	80	89	95	80	-15	
Australia	328	285	357	341	-16	South
Portugal	130	85	100	56	-44	
France	829	858	980	860	-120	
USA	562	574	584	449	-135	
Italy	604	685	766	624	-142	
Great Britain	1785	1952	1987	1749	-238	
World & Other (<5)	56	36	51	138	87	
Totals:	5622	6438	6746	6224	-522	
		14.5	4.8	-7.7	-8.4	

We believe that the decline in certificate numbers in established IRC countries reflects the current economic conditions.

We are encouraged by the growth during 2009 in newer IRC countries. Of particular note is the increase in Japan from 117 in 2008 to 208 boats in 2009.

In overall summary, and noting the economic climate, IRC numbers appear to be generally stable.

2. Measurement

While no international measurers meetings were held in 2009, measurement/technical seminars were held in AUS, GBR, NZL, BEL, ROM, EST and CHN. The measurement seminar in GBR was jointly presented by ISAF technical staff and was focussed on the Equipment Rules of Sailing, in the sense firstly of training GBR measurers and secondly of developing standard training material in co-operation with ISAF for use internationally around the world.

3. Technical

The primary objective of the Technical Committee continues to be to make available a rule that is the most equitable for the greatest number of competitors. The challenges that face the Technical Committee are therefore frequently related to technical advances in the sport. In recent years, significant advances have been seen in many areas ranging from materials and structures through analytical design methods to sail design and keels. The Technical Committee remains committed to IRC continuing to be a 'permissive' rule which accepts novelty. A very large element of our work therefore is in marrying this novelty to the requirement to maintain the competitiveness of the existing fleet.



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Considerable effort has also been expended during 2009 in integrating IRC with the Equipment Rules of Sailing. This project has included not just the actual integration, but also how the revised rule should be presented to maximise the gains inherent in adopting ERS while minimising the potential for confusion among owners and sailors. The solution that we have arrived at is an electronic presentation using a 'portfolio' of PDF documents. The primary document is of course the IRC Rule text. Linked to that is the ERS Rule text. Embedded within the IRC definitions are hyperlinks to the relevant ERS definitions.

We have then extended that principle into the main body of the IRC Rule text such that references to IRC Rule definitions are then hyperlinked to the IRC Definitions. While we are still working on the final version of this, we are already convinced that this 'portfolio' approach is a very significant step forward and offers the future possibility of linking also measurement instructions and other relevant documentation.

4. Technical Meeting

The Technical Committee is in regular contact by E-Mail throughout the year and met formally once in 2009 in Lymington in June. As a result of this meeting, and the usual regular contact by E-Mail, a number of generally minor changes will be made in the calculation of IRC TCCs for 2010. In addition, the Technical Committee has a number of ongoing longer term research projects underway.

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ANALYSIS OF AVERAGE LENGTHS AND TCCs (P. King)

Introduction

This paper is an analysis of the boat list published on www.ircrating.org. It shows the average (median) length and average (median) TCC by country and overall. At present the analysis is only of boats with certificates issued by RORC, but I think there is sufficient information to see a general picture and perhaps to be able to draw some conclusions.

Method

I used the excel spread sheet with about 25 columns of data per boat. I am indebted to Jenny Howells for providing four versions of this sheet – for 2007 and 2008 certificate years and for 2008 and 2009 certificate years up to 31 August.

The first attachment shows, for all countries combined, the distribution of TCCs, as a table and a bar chart. The area codes for each country were amalgamated to produce a single list for each country. It was then sorted by country and then by LOA or TCC. The second attachment is a summary of that analysis. I can supply the full spreadsheets to anyone who is interested.

Conclusions

The bar chart shows that the spread of TCCs is not symmetrical. The lowest TCC is 0.76 but at the high end there is a long tail extending to 8 boats with TCCs of more than 1.70. Median TCC is 1.01, rising very slightly to 1.02 in 2009 so far. There are an equal number of boats with TCCs lower than 1.01 and higher than 1.01. Because of the long tail at the top end the arithmetic average would be higher than 1.01. However, if the same pattern applies in individual countries, I believe that using arithmetic averages would not alter the pattern of change from year to year or the differences between relative position of countries.

The list by country has been sorted by LOA. Statistics are not significant in countries with very few boats. For example the average LOA in Finland decreased by 2.7 metres between 2007 and 2008 but this is because there were only 2 boats in 2007 and 2008: I have included Finland because their fleet increased to 29 boats by 31 August 2009.

The country with the smallest boats (On average) is Ireland and the country with the largest boats is Germany. I believe that Ireland is the most successful IRC country in that it has more boats in relation to its size than any other country (though it does have a long coastline). I believe that Ireland has achieved this by targeting all boats including the average club racer, and not concentrating on the largest, fastest, most competitive, boats.



IRC ANALYSIS3
2009.10.06.xls



tcc frequency graph
2008.xls

Pfk 2009.10.07

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