



## IRC Congress Meeting 2015

Saturday, 10<sup>th</sup> October 2015  
Société Nautique de Marseille

### MINUTES

**Present:**

Chairman Peter Wykeham-Martin  
Vice Chairman Alp Doguoglu  
Vice Chairman Malcolm Runnalls

IRC Technical Committee James Dadd  
IRC Technical Committee Jean Sans

AUS Glen Stanaway  
BEL Carl Sabbe  
BUL Nikola Dukov  
CAN John Crawley  
FRA Jean-Philippe Cau  
FRA Yves Ginoux  
GBR Mel Sharp  
GER Kay-Enno Brink  
HKG Gideon Mowser  
IRL Mark Mills  
JPN Kenji Sakamoto  
JPN Haru-Hiko Kaku  
MLT Godwin Zammit  
NED Erik van Vuuren  
TUR Cahit Uren  
USA Nathan Titcomb  
USA Eric Baittinger

IMA Andrew McIrvine  
IMA Peter Lawson

RORC Michael Boyd (Commodore)  
RORC Steven Anderson (Vice Commodore)  
RORC Eddie Warden-Owen (CEO)

RORC Rating Office Jenny Howells  
RORC Rating Office Emma Smith  
RORC Rating Office Mike Urwin  
RORC Rating Office Andrew Yates

UNCL Centre de Calcul Jean Claude Merlivat  
UNCL Centre de Calcul Matthieu Achard  
UNCL Centre de Calcul Rose Lounes

RYA Technical Sebastian Edmonds



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### 1. Introduction and welcome from Peter Wykeham-Martin, Chairman of the IRC Congress.

The Chairman, on behalf of Congress and IRC owners worldwide, formally recorded thanks to Mike Urwin for all his work.

New members Nathan Titcomb (USA) and Erik van Vuuren (NED) were introduced.

### 2. Apologies for absence and proxy votes.

Apologies were received from Catherine Pourre (UNCL), Simon James (SEA) and Denis Kiely (IRL)

There is a proxy vote from Italy to France (JP Cau).

### 3. Minutes of the meeting of the IRC Congress held on 11th October 2014.

These were signed as an accurate record.

### 4. Matters arising not covered by the agenda.

None

### 5. To comment IRC 2015 Notices

None

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

[See Appendix 1.](#)

**AUS** – decline of weekly club racing scene, while individual events are still well attended. 50% of other delegates reported seeing a similar trend in their country. In France the need was seen for a ‘correspondent’ in clubs to help promote the Rule.

Sail stacking - Regarding the Australian survey, surprise was expressed at the number of people who have admitted to it (30%). It was agreed that stacking is cheating and James Dadd pointed out that crews on eg. Volvo boats do not want to have to stack to be competitive. There was some discussion about the difficulties of policing and protesting. Mel Sharp said that one problem in UK is getting people to protest. In his area they are introducing compulsory arbitration in 2016. Protesting should be encouraged, and some people don’t realise they are breaking rules.

Glen Stanaway said that children in Australia treat (racing) rules with contempt and wondered whether this is part of the problem with the attitude being carried on into the older ranks.

It was suggested that those boats struggling to find enough crew to match their certificate number/weight would be more likely to stack as they felt they were disadvantaged.

**BUL** –Bulgaria and Romania race as one country as they are only 60 miles apart and usually had around 40-50 boats in regattas. There had been some issues of mismanagement but this had been helped by UNCL holding a measurer’s seminar.



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- CHN** – no representative present but it was noted that China shows good numbers & potential. The number of certificates had been stable for two years with no growth, perhaps because of the economical crisis in China.  
Gideon Mowser said that some Chinese regattas are close to HKG and overall it is growing and developing.
- UAE** – no representative present but it was noted that the IRC fleet seems to be growing.
- FRA** - owners see IRC as a very good system. However there are no new/young owners into IRC. There is also a contrast between high level and low level of IRC.
- GER** – there is no IRC racing in Germany but certificates are issued to bigger boats racing mainly in the Med.
- GBR** – IRC numbers are up mainly due to Start Up and Single Event Rating. One club had over 50 new boats through Start Up. Participation is down but mainly because of lots of other activities, pressure on time etc. and this is not a problem just for IRC. IRC is the most popular rating system in the UK although there are lots of local systems.
- HKG** – only have IRC as a rating system and numbers are stable. There is sometimes the impression (but not fact) that some boats are favoured.
- IRL** – numbers are fairly stable but seeing same trend as AUS with big events well attended but not weekly racing. Mark Mills reiterated the success of dual scoring with ECHO (Irish progressive handicap system).
- JPN** – now in their 10<sup>th</sup> season and fairly stable. ORC Club certificates are also issued but the data is not reliable and often old. Boats without proper measurements are therefore rated in IRC with standard hull data. IRC management is stable. There is some confusion with different abbreviations ERS, RRS, IRC, ORC etc.
- MLT** – main concern is participation especially club racing. No one wants to do windward/leeward racing as they prefer coastal and round the cans. Similar issues of aging boat owners, lack of crew, too many other things to do. Younger sailors have moved to windward/leeward racing on one-design J/70s rather than joining bigger boats. RMYC has started a sailing school which is popular but too soon to say whether the students will move into big boats.
- NED** – ORC & IRC dual scoring results are almost the same and owners are happy. Boats with IRC certificates are mainly those racing internationally. There used to be a contrast between ORC & IRC ratings, but now it's more about the way the boats are configured/raced. NED are hoping to have a team for Brewin Dolphin Commodore's Cup in 2016.
- TUR** – number of yachts is stable and they only use IRC, no other rules. International Race Week in Marmaris will bring in 80-100 late applications. TORC runs an annual measurement seminar and there is a minimum of two measurers in each club.
- USA** – IRC numbers have stabilised at 250 boats, mostly on the NE coast – New York to New England. There are too many rules in the US. IRC, ORR, HPR, PHRF, TN+, and now the National Reference Rating System NRRS. It seemed that when participation declines it is blamed on the rating or handicap rule



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so clubs and sailors change to a different one. There is some confusion amongst the fleets about the different rules and some owners choose to race under the rule that will benefit the boat the most.

There was a plea from the Chairman for reports to be submitted early in future years. He also asked that in future reports should be submitted using the BEL report as a template as it lists new boats (2015), new apps, non-renewals, etc.

**Action: All delegates**

### **7. To receive a report from the IRC Technical Committee, including IRC distribution worldwide.**

#### **See Appendix 4**

James Dadd summarised the report. He also reported that the recently appointed new President of RFEV in Spain has opened racing up to allow other rules ; previously it was limited to ORC only.

Regarding the IRC software, the largest area of change is for 30 foot sportsboat types.

Alp queried the final 2014 number of boats recorded for TUR – 357 should be 450? It will be checked.

**Action: Rating Office**

### **8. To receive answers from the Technical Committee to subjects still pending at the end of the last meeting (Crew weight, multiple TCC).**

James Dadd reported that both items are with the Policy Steering Group (PSG). Regarding crew weight, a summary of the proposed approach is to be given to PSG to be considered. Regarding multiple TCCs, there is still work to be done on this.

Malcolm Runnalls, representing the PSG, had no comments to add.

### **9. To receive, consider and decide proposals for IRC Rule changes for 2016.**

#### **9.1 From the IRC Technical Committee.**

#### **See Appendix 3.**

James Dadd (JJD) summarised each change.

1. Various corrections and changes to the Rule text. Thanks were expressed to Carl Sabbe for his rigorous checking. ACCEPTED
2. Furling headsails – ACCEPTED
3. Dayboat rig adjustment – ACCEPTED
4. Dayboat definition – ACCEPTED
5. Multiple headsails set simultaneously. It was questioned how to measure headsail LP etc. On theseboats. JJD referenced later Rule change re new definitions. ISAF defines ‘when on a beat to windward’ and there is an ISAF submission to include it in the RRS. ACCEPTED again after discussing cutter definitions.
6. Addition of bulb weight to the certificate. JJD added that the measurers’ manual will also be updated to include several ways of determining bulb weight. Eg. weighing, Simpson’s rule from



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measurement, photogrammetry/laser scan measurement. Also bulb immersed weight that RORC had tested on 8-10 boats and the results have been very close.

Mark Mills (MM) asked how a rating review on bulb weight would be addressed? JJD - use one of the above methods. MM also asked what is used for Endorsed certificates? Do we accept design declaration? JJD said that design declarations should be checked regarding the calculation method. MM thinks that designers are under pressure to under declare bulb weight. Malcolm Runnalls asked MM, as a designer, if he is happy for it to be printed on certificates, and also asked if other designer opinions were known? MM said he would prefer not, but yes it should be as it is in the interests of IRC, and JJD confirmed that the RORC Technical Committee had been circulated and voiced the same view. There were concerns that this would cause more queries from owners, but JJD noted that people need to be in a position to question bulb weights and they cannot do that the moment; and that bulb weight has been used for several years in the IRC program.

JJD explained more about immersed volume weighing and how easy it is (part of normal weighing). In reply to a question from Eric Baittinger, JJD said that in the majority of venues it was not necessary to measure Specific Gravity.

In reply to a question from Godwin Zammit about standard data, JJD confirmed that we have a good database of bulb weights, and that it only applies to keel types 9-13. ACCEPTED

7. Rating Review limits – ACCEPTED
8. Cutter rig definitions – Mark Mills expressed concern over the word ‘may’ and suggested it just say ‘that sets more than one headsail’. Some discussion ensued about the intention of the rule, did it intend to reflect ability or practice? It was agreed that ‘may’ will be removed and the new definitions were ACCEPTED. JJD noted that the measurement manual needs to be improved on this subject.  
It was suggested that we add a specific question about setting more than one headsail when on a beat to windward. However after some discussion it was agreed that in the interests of clarity that definition is sufficient.
9. Definition of spinnaker – ACCEPTED
10. Reorder definitions into category order – JJD added the minor changes to nomenclature in submission to ISAF and showed the full list of new acronyms. (nb. The ones that affect IRC are LL=HLU, LP=HLP, SF=SFL). A table of changes could be added to the definitions (nb. a table will be published on [ircrating.org](http://ircrating.org)). Opinion was expressed that owners looking for a definition find it easier alphabetically. However, it was agreed that an alphabetical list only works if you know what it’s called, and categories work better if you don’t know. ACCEPTED

Mike Urwin (RORC) presented a late possible IRC rule amendment to set a minimum LH for eligibility for an IRC certificate:

*“Except for designs first rated before 1<sup>st</sup> January 2015, boats shall have a minimum **hull length** of 5.00 m.*

In reply to a question by Malcolm Runnalls, James Dadd showed a list of boats below 6.00m that had been rated in IRC to date. Alp Doguoglu expressed concern about dayboats and cruiser/racers competing



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together and suggested that if dayboats want to race they should be separated. James Dadd pointed out that is a separate question from LH lower limit. ACCEPTED

### 9.2 From IRC Rule Authorities.

#### [See Appendix 2.](#)

1. FRA – crew limits for Endorsed boats. JP Cau summarised the submission. The Chairman thought it should say events requiring Endorsed certificates and this was agreed. Amend submission to read “...except for events requiring boats to hold an IRC Endorsed Certificate”.

The Chairman asked how many countries are actively pursuing and policing crew weight? AUS require declaration but no weighing. IRL police number not weight. Malcolm Runnalls has been to events where owner declared and scales are there for them to self-check, and there was never a problem. Stephen Anderson asked why FRA wanted to restrict organisers ability to change the rule?

The Chairman pointed out that the current rule allows maximum flexibility. James Dadd said that this rule change would apply to high level endorsed event organisers and they are the ones that should be allowed flexibility. Mel Sharp said that we’re trying to get people on the water and this will be a discouragement. The Chairman’s personal view was that it should be left as it is and Godwin Zammit agreed. Mike Urwin pointed out that IRC rules have evolved to be a framework for organisers to work within and mandatory requirements would be wrong. Rule Authorities can write prescriptions on some rules including the crew rule (22.4), so France could do that. JP Cau reported that FRA do not want to be flexible for the high level events, and that a prescription would not work as it is not French events that he is worried about. FORMAL VOTE: Unanimously rejected.

2. IRL - a late submission was presented from the floor. There is concern about the quality of Endorsed measurements and could the name and date of measurement be added to the certificate? Jenny Howells said that more information including dates is now included on RORC issued certificates and Emma Smith confirmed that she did this for IRL certificates.

Mel Sharp suggested Endorsed certificates could have a lifespan of eg. 3 years. Another suggestion was 10 years. James Dadd argued that this would be onerous for owners to have to completely re-measure. Eric Baittinger pointed out that the questionable certificates are those that have lapsed and should have checks, active boats are not so much a problem and it needs to be decided on a case-by-case basis. The Chairman asked IRL to put in a formal submission for 2017 as last minute submissions from the floor risked hasty decisions.

### **10. Item moved to end of meeting**

### **11. To discuss any proposed amendments to the IIRCOA Constitution.**

None.

Michael Boyd (RORC Commodore) presented the Policy Steering Group (PSG) background and a debrief from their early morning meeting.

RORC regards IRC as one of the jewels in the Club crown and it is very important to develop it. It is a unique joint venture between RORC & UNCL and covers so many countries, and it is good to hear from different countries about growth and challenges.



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The PSG has been mainly used to resolve disputes. It has five members: two from RORC (Commodore and Vice Commodore), two from UNCL (President and Vice President) and one Congress representative (Malcolm Runnalls). It acts to preserve, develop and promote the IRC rating system, serve as arbiter in disputes either with competitors or between the two rating offices. It had agreed to meet three times a year and would invite officials from the RORC Rating Office and UNCL in Paris. In 2015 it had met in April in Paris, June in Cowes, and October in Marseille. At the meeting that morning JP Cau had represented Catherine Pourre (UNCL President) and Mark Alperovitch (UNCL Vice President). There had been no conclusions and the PSG will meet again next month.

The promotion plan and publicity had been discussed, including the unfortunate published report from the La Rochelle IRC forum report that didn't read well in the online press. The PSG agreed that future IRC press releases would be agreed between RORC and UNCL before being sent out, and limited to 350 words to prevent truncation by publishers as happened with the La Rochelle press release.

Re technical issues, the PSG has asked for a formula to calculate a better way of calculating crew weight/number relating to righting moment. When this formula has been drawn up, the PSG will decide whether that gives a more acceptable solution than the current method. Multiple TCCs are also on the agenda. The PSG unanimously agreed that it is very important to maintain the strong relationship between RORC and UNCL.

Regarding major events, there is interest in Brewin Dolphin Commodore's Cup from NED and FRA, and GBR selection trials have been advertised. There are three other expressions of interest, and IRL intends to defend the Cup it won in 2014.

Antony O'Leary has offered Volvo Cork Week as an IRC European Championship and the event could rotate around Europe. Volvo Cork Week would want to host it in 2020 which is the 300<sup>th</sup> anniversary of the Royal Cork YC. More information is to come regarding this.

It was agreed that a PSG report should become a new permanent agenda item.

**Action: Congress Secretariat (ES)**

### **12. To discuss IRC submissions to ISAF.**

[See Appendix 5.](#)

**James Dadd presented submissions on screen and verbally summarised:**

1. Nomenclature additions to ERS 2017. AGREED
2. Defining corner points for sail measurement. (ERS H.5.4). Extremely important to clarify the method already used. The submission has the support of RYA and the ISAF Secretariat, and keeps the status quo for IRC. AGREED
3. Entitlement to hold a World Championship. A simple approach has been taken, with reasons given as equality between ORC and IRC, and increased participation.

The Chairman asked, if ISAF approve it, how would IRC stage a world championship? Does it rotate or are certain events nominated and winner is top scoring boat in those events, allowing discards?



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He asked that delegates discuss this within their own countries and put in suggestions on how it should be staged. If the submission is approved, RORC and UNCL could send an email to every owner asking how they think it should work.

AGREED.

Some reservations were later voiced by Godwin Zammit who was concerned that it would be difficult to have a meaningful world championship with the large number of IRC boats spread around the world. The Chairman reiterated that another option is to have a series of events in different venues. Mark Mills pointed out that this is an issue common to all class world championships, and James Dadd added that any major event will attract entrants, to which Godwin agreed.

### **10. To discuss and consider the future direction of IRC.**

*This agenda item had been moved to the end of the meeting.*

Single Event Ratings (in GBR) – James Dadd reported that it is still too early to say whether it is the best approach to take or whether it should be expanded overseas.

Start Up (GBR) – James Dadd explained that this is a discount on applications for clubs or individuals who act as central contact for applications. First year 50% discount on rating application, 2<sup>nd</sup> year 25% discount, 3<sup>rd</sup> year standard fees. 126 new boats have been rated through the scheme this year, 68 in Weymouth & Castle Cove (South Coast of England). It is felt that the reason for this success is not just the discount but the local club representative who helps the owners complete the form, as people are worried about the complexities of getting a rating and the application form. RORC would like to suggest to others to try the same and have a network of individuals in different areas to help owners. James noted that RORC Rating Office is doing this as GBR Rule Authority not as the Rating Authority. Rule Authorities would have to absorb the complement of discount, as the Rating Authority already discounts application fees to Rule Authorities.

Mike Urwin pointed out that SER and StartUp are a culmination of 3 years effort to grow IRC in GBR and it was a series of winter seminars that had led to them. No schemes like this are free of effort but they are of great value, and we cannot sit back and do nothing. Mike suggested that delegates look at their own countries to decide what might work – all are different, and the same thing does not work in every country.

Glen Stanaway reported that AUS is taking a different approach by arranging for a circuit of sailmakers, designers and event directors talking to boat owners about optimisation and preparation. Mike Urwin suggested that is the next level, whereas we're talking about bottom level getting people out on the water. However it was agreed that it's about trying something and showing a leadership role instead of just sitting doing nothing and waiting for it to happen.

Glen added that AUS is also talking about adopting the IRC Advocate idea, having influential people in an area to encourage owners. Yachting Australia would advertise an Advocate job description and expectations of the role. James Dadd applauded this and confirmed that in GBR RORC is looking at expanding Advocate role.

The RORC Rating Office is working on new version of their MyIRC online application system, with new software. They are trying to make it easier for owner, and once established it could be rolled out around the world as a standardised approach. James Dadd will report back on it next year.





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Other things mentioned were : SER in connection with dual scoring; specific certificates/ratings for single events for eg Transpac which is downwind; single event amendments for boats who want to change from racing to cruising mode. No conclusions were reached but James Dadd was worried about increasing complexity.

Alp Doguoglu had raced in Greece in an event with dual scoring IRC / ORC and the racing was very competitive. ORC had issued free certificates to allow ORC & IRC boats to race together. Alp suggested that dual scoring including ORC may be of interest to increase competition

### **Universal Measurement System (UMS)**

**Mike Urwin summarized the progress to date**

UMS is a co-operative venture between RORC, ORC and USS. A boat passport is the ultimate aim, with data in a format that can be imported into rating databases easily. Progress so far includes common nomenclature and sail input sheets, and exportable data in a common format. US Sailing is also working with a company called SAP towards a database system that could in the future become the home for the boat passports. In reply to a question from Alp Doguoglu Mike reported that the new sail data would first be used from 1/1/16, the rest will take longer.

### **13. Any Other Business.**

The Chairman pointed out that the agenda has been the same for many years and asked that if anyone has suggestions for changing how it is formatted then they should let him know.

**IRC Congress 2016 will be held in COWES, England on 7-9 OCTOBER**

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