



IRC Congress 2008

Saturday, 18th October 2008 at 09.30

Minutes

Present:

| | |
|-------------------------|--|
| Chairman | Paul King |
| Australia | Malcolm Runnalls |
| Bulgaria | Nikola Dukov |
| Estonia | Marten Vaikmaa, Tanel Kukk |
| France | Jacques Pelletier |
| Germany | Robert Jacobsen, Volker Andreae |
| Great Britain | Peter Bateson |
| Greece | Yannis Kontaxopoulos, Marina Psychogiou |
| Ireland | Simon McGibney, Tim Costello |
| Italy | Guido Leone, Riccardo Provini |
| Japan | Haru-Hiko Kaku, Kazuyuki Suzuki |
| Netherlands | Radboud Crul |
| Portugal | Jose Leandro |
| South Africa | Gero Brugmann |
| Spain | Vicens Domenech |
| Sweden | Eva Holmsten, Hans Drakenberg |
| Thailand | Simon James |
| Turkey | Alican Turali, Haluk Suntay, Alp Dogluoglu |
| USA | Dan Nowlan, Luiz Kahl |
| RORC | David Aisher, James Dadd, Jenny Howells, Faith Walshe, Eddie Warden-Owen |
| UNCL | Ludovic Abollivier, Marc Alperovitch, Philippe Baetz, Jean-Claude Merlivat, Matthieu Visbecq |
| IRC Technical Committee | Jean Sans, Mike Urwin |
| Observers | Pete Lawson, International Maxi Association Janet Grosvenor, RYA nominee to ISAF Offshore Committee |

1. Introduction

Paul King, Chairman of the IRC Congress, welcomed all present, particularly those who had travelled long distances. Paul reminded delegates that this was the fifth annual meeting of the International IRC Owners' Association.

2. Apologies for absence

Apologies were received from Emma Cary (RORC Rating Office), Jude Eades (New Zealand), John Ferguson (Malaysia), Barrie Harmsworth (United Arab Emirates), Kjell Marthinson (Sweden), Gordon Maxted (Singapore), Matthew Thomas (South Africa) and Keith Williams (Kuwait).

3. Minutes of the meeting of the IRC Congress held on 20th October 2007.



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The minutes of the meeting held on 20th October 2007 were accepted as a true record.

4. Matters arising not covered by the agenda.

The Congress noted that:

- Item 6.5 In response to the request from France to provide more explanation of Hull Factor, a paper entitled *HF Le Thermometre d'IRC* produced by the IRC Technical Committee had been published in the spring of 2008.
- Item 11.4.2 In response to the submission from Greece requesting listing of visible IRC measurement parameters the rating offices are publishing 'club listings' (ie listings containing the information a club needs to run a race) on the websites.
- Item 13 The RORC representative on the IRC committee has been changed. Peter Wykeham-Martin has retired and the new RORC Chief Executive, Eddie Warden-Owen, has replaced him.
- Item 15.1 As yet, no new IRC logo has been produced.
- Item 15.2 The IRC Technical Committee intend that IRC will adopt the whole of the ERS with effect from 1st January 2010. This will enable adoption of a common worldwide measurer training and certification programme in conjunction with ISAF.

5. IRC Notices 2008.

The Congress took note of IRC Notice 2008/01, Adjustment of Shrouds and Forestay While Racing (attached), and IRC Notice 2008/02, Measurement of Headsail Half Width (HHW) and Headsail Threequarter Width (HTW) (attached) and that notice 2008/01 was the subject of a proposed rule change under agenda item 8.1.

6. To receive contributions from attending National IRC Representatives.

Written reports (attached) were received from Australia, Belgium, Bulgaria, France, Germany, Great Britain, Greece, Israel, Italy, Japan, Malta, Netherlands, Portugal, South Africa, Turkey and USA. Members were reminded of the importance of submitting reports early to enable circulation prior to discussion at the meeting.

Particular issues discussed were:

- Australia: It was agreed that the IRC Technical Committee would address the consistency of the rating review process, including the possibility of a standard format review application document.
- Germany: The wish on occasion for boats to race with smaller crew numbers was noted. It was pointed out that under IRC Rules, an Organising Authority had complete freedom to impose whatever crew limitations suited its particular circumstances.
- Great Britain: It was agreed that in future the statistics presented would be further split by boat size, 10-12m and 12-15m. National representatives were also requested in future to report average length of boats in their fleet, and also the percentage of endorsed boats.

The questions from GBR relating to possible rating advantage enjoyed by larger faster boats, boats with non overlapping headsails, and older boats were discussed. It was agreed that generally larger faster boats tended to be better sailed and that the



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outcome of races was often dependent on conditions. It was agreed when well maintained and sailed that older boats should be capable of winning races. No firm conclusions were drawn.

It was noted that a change to the definition of Age Date had been considered but rejected two years ago, No salient factors had changed since then.

Greece: It was noted that currently there is very little IRC marketing generally. Delegates were agreed that this should be addressed, although no detailed proposals were discussed or agreed.

In response to a question, it was noted that in Greece events are not dual scored because the Greek MNA has banned this practice. Additionally, there was no Greek National IRC Championship because this was not sanctioned by the Greek MNA. As an alternative, an 'IRC Gold Cup' had been held. Both of these issues were deplored by delegates.

Israel: The wish for sail cloth to be rated was noted. This subject has been discussed before and is still regarded as inappropriate.

Italy: It was noted that in the Middle Sea Race currently taking place from Malta that of the 80 competing boats, 50 were racing under IRC, 25 under both IRC and ORC Club, and 5 under ORC Club only.

Japan: The Congress accepted the best wishes of the Chairman of the Japanese IRC Owners' Association.

The Technical Committee undertook to review the current published information related to the effect on TCC of the removal of furniture.

Malta: The increase in numbers due largely to the cruiser class was noted.

Netherlands: The greater use of IRC by larger boats was noted.

The suggestion that a third member should be added to the IRC Technical Committee was not supported. However, proposed by David Aisher, seconded by Philippe Baetz, and supported by other members, it was unanimously agreed that a third member, nominated by Congress to represent the owners, should be added to the IRC Policy Steering Group. Malcolm Runnalls (Australia) was unanimously elected. The IRC Committee will propose a suitable amendment to the Constitution of IIOA, for consideration at the 2009 Congress.

Portugal: Jose Leandro was congratulated on his recent election as the President of the Portuguese Sailing Federation. In Portugal, IRC is in direct competition with ORC Club. Generally, IRC is better supported.

USA: It was noted that virtually all US boats hold Endorsed certificates.

In discussion, the lack of penetration of IRC into the US PHRF fleets was ascribed to cost issues. US Sailing were conducting a survey at present. Preliminary findings form this suggest that the majority of IRC rated boats are happy with the IRC rule, but would like it to be free.

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



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Congress took note of the Technical Committee's report, noting particularly that the number of IRC rated boats had continued to grow in 2008.

Commenting on paragraph 3 of the report, Luiz Kahl advised that US-IRC encourages race committees to use a variety of course configurations.

8. To receive, consider and decide proposals for IRC Rule changes for 2009.

8.1 From the IRC Technical Committee.

8.1.1 Rule 8.4

Reason for change: Changes to the ISAF Equipment Rules of Sailing effective from 1st January 2009 make IRC Rules 8.4.1 to 8.4.6 redundant. They should therefore be deleted.

Delete:

- 8.4.1** ~~ERS G.2.2, Leech, shall not apply. MAINSAIL, HEADSAIL and SPINNAKER Leech is defined as: The aft edge.~~
- 8.4.2** ~~ERS G.2.3, Luff, shall not apply. MAINSAIL, HEADSAIL and SPINNAKER Luff is defined as: The fore edge.~~
- 8.4.3** ~~ERS G.4.2 (c) Head Point, SPINNAKER shall not apply. SPINNAKER Head Point is defined as: The intersection of the leech and the luff, extended as necessary.~~
- 8.4.4** ~~SPINNAKER Half Luff Point is defined as: The point on the luff equidistant from the tack and head points.~~
- 8.4.5** ~~ERS G.7.1(b), Spinnaker Foot Length, shall not apply. SPINNAKER Foot Length is defined as: The distance between the clew point and the tack point.~~
- 8.4.6** ~~ERS G.7.5(b), Spinnaker Half Width, shall not apply. SPINNAKER Half Width is defined as: The distance between the half leech point and the half luff point.~~

Effect of change: None. Administrative only.

Decision: Congress accepted the submission.

8.1.2 Rules 8.5 and 17.2

Reason for change: IRC Rule 8.5 is repeated by Rule 17.2 but using different terminology. Rule 8.5 should be deleted and the wording in Rule 17.2 replaced by the wording in Rule 8.5

Delete:

- 8.5** ~~Sails shall be measured in accordance with ERS Part III, Measurement Rules, Section H5, Sail Measurement.~~
- 17.2** ~~Sails shall be measured according to the current Equipment Rules of Sailing.~~

Insert: **17.2** Sails shall be measured in accordance with ERS Part III, Measurement Rules, Section H5, Sail Measurement.

Effect of change: None. Removal of repeated requirement.

Decision: Congress accepted the submission.



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8.1.3 Rule 9.4

Reason for change: The first sentence of Rule 9.4 refers to Appendix 2 which does not exist.

Change: **9.4 Rating certificates will be issued in the form as shown in Appendix 2 with the heading of the Rule Authority and any sponsorship as appropriate. An owner may apply to the Rule Authority to have an IRC rating certificate 'Endorsed'. The Rule Authority will inform the boat of any measurement or other checks required prior to issuing a certificate carrying the notation ENDORSED (see also rule 17).**

Effect of change: None.

Decision: Congress accepted the submission.

8.1.4 Rule 18.1

Reason for change: It is likely that at the ISAF Conference this year, the current ISAF Regulation 20, Advertising Code will be entirely replaced. Inter alia, this will a) probably make the default position that advertising is permitted and b) remove advertising Categories A and C. Subject firstly therefore to confirmation of a) and that the submission is then approved by ISAF, the following changes to IRC Rules will become necessary. In the event that the ISAF submission is not approved, then these proposed changes will not be implemented.

Delete: **18.1 With the approval of their Member National Authority, competitors shall comply with the ISAF Advertising Code, Category C.**

Insert: **18.1 Advertising may be displayed in accordance with ISAF Regulation 20, Advertising Code.**

Delete: **31.1 Advertising Competitors shall comply with ISAF Advertising Code, Category A.**

Insert: **31.1 Advertising displayed on hulls, spars and sails is restricted to advertising permitted by ISAF Regulation 20, Advertising Code, paragraph 20.9 only.**

Effect of change: Change of default position to permit advertising. Conformation with replacement ISAF Regulation 20, Advertising Code.

Decision: The submission was considered in parallel with submission 05-08 from the GBR Owners' Association. Congress agreed with the principle that the default position should be that in the absence of overt action by an Organising Authority, that IRC should permit advertising in accordance with ISAF Regulation 20, Advertising Code. Organising Authorities must still have the right to limit advertising to the current Category A or future equivalent. The IRC Technical Committee was requested to draft suitable wording if ISAF regulation 20 is changed.

Post meeting note: This change has been reviewed by the RORC Technical Committee which has recommended adding the word 'only' at the end of Rule 31.1.

8.1.5 Rule 19.8



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Reason for change: By omission, neither MUW nor HHB are included in the list of parameters in Rule 19.8

Change: **19.8 In either case where the TCC is reviewed, the certificate becomes invalid if any re-measurement which increases the boat's rating differs from the measurement shown on the certificate by more than 1% of: P, E, STL, LOA, LWP, Beam, Draft, FL, LLmax, J, MHW, MTW, MUW (see Rule 15.0, Index of Abbreviations and Appendix 1, Measurement Definitions); by more than 2% of SPA or HSA; by more than 5% of y, x h, or HHB; or by 5% or 200 kg, whichever is the less, in respect of Weights; or if specific detail is clearly in error.**

Effect of change: Correction of an omission.

Decision: Congress accepted the submission.

8.1.6 Rule 26.1.5 (e)

Reason for change: On a number of occasions, the use on its own of the word 'carried' has created confusion. Notwithstanding that the remainder of the Rule is entirely clear that a spare mainsail may not be used as a racing replacement, deletion of 'carried' and replacement with 'on board' would assist in reducing the potential for misunderstanding.

Change: **(e) a spare mainsail may be carried 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.**

Effect of change: Improved understanding.

Decision: Congress accepted the submission.

Post meeting note: Further review of the IRC Rule text has revealed the same potential misunderstanding in a number of other rules. The same change has therefore been made in all of these cases without in any case any change in meaning.

8.1.7 Rule 26.1.6

This change was superseded by the one described in 8.1.10.

8.1.8 Definitions of FL and J

Reason for change: With the increasing number of boats using 'code zero' type sails, the definitions of FL and J have proved in some circumstances to be defective. The IRC Technical Committee has therefore concluded that these definitions should be amended as follows. The amendment of the definition of J will also permit Rule 26.3.7 to be deleted as redundant.

Delete: **~~26.3.7 In the case of a boat fitted with a bowsprit for the primary purpose of flying a headsail, J is measured horizontally from the front face of the mast at deck level to the headsail tack attachment point on the bowsprit.~~**



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~~**FL** The forestay length measured from where the forestay meets the deck, or from the jib outhaul in the case of a bowsprit, to the forestay attachment point on the front of the mast or to where the forestay intersects the front of the mast, projected if necessary.~~

~~**J** The base of the fore-triangle measured as the horizontal distance from the front of the mast at deck level to the point where the forestay meets the deck, projected if necessary.~~

Insert:

26.3.3 RRS 50.3(a) is amended to the extent that a spinnaker may be tacked to a bowsprit. A headsail may only be tacked to a bowsprit if J is measured to the headsail tack attachment point on the bowsprit. See the definition of J.

26.3.7 Spare.

FL: The length measured from the forward end of J to the higher of either:

a) the forestay attachment point on the front of the mast or to where the forestay intersects the front of the mast, or:

b) if a headsail may be set forward of the forestay, to the highest attachment point on the mast to which a headsail may be hoisted.

J: The base of the fore-triangle measured as the horizontal distance from the front of the mast at deck level to the most forward point on the deck or a centreline bowsprit to which a headsail may be tacked, projected if necessary.

Effect of change: None for the great majority of boats. Improvement to the equity of IRC ratings recognising developments in the design of boats and sails.

Decision: Congress accepted the submission.

Post meeting note: *This change has been reviewed by the RORC Technical Committee which has recommended in the definition of FL that the words 'from a point above the forestay attachment point' be replaced by 'forward of the forestay'.*

8.1.9 Definition of P

Reason for change: By omission, the word 'permanent' with reference to 'black bands' has been omitted from the definition of P.

Amend:

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 carried.



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Effect of change: None. Inclusion of omission.

Decision: Congress accepted the submission.

8.1.10 Rule 26.1.6

Reason for change: Currently, IRC Rule 26.1.6 prohibits adjustment of a boat's standing rigging while she is racing. Anecdotally, this rule is abused by some modern boats carrying systems to adjust the forestay and/or the mast foot. While compliance with this rule is no different from compliance with any other rule, policing of it is very difficult if not impossible.

The Technical Committee therefore recommends that the rule should be amended to permit adjustment, but then to apply an appropriate rating to boats electing to do so. This would then require an explicit question on rating application forms, thus drawing the issue to the overt attention of all boats. Inclusion of a rating adjustment would be seen by the owners and crews of boats not equipped with such systems as reinforcing IRC policy of accepting all boats, but rating them appropriately. Noting that the ability to quickly and easily change rig settings between races is also a significant advantage, the Technical Committee also consider that the adjustment should be applied to any boat fitted with such systems unless they are disabled.

Delete entirely: **26.1.6**

Replace with: **26.1.6** **a) Adjustment or detachment of forestay and/or shrouds including diagonal and jumper shrouds, or movement of the mast foot while racing is not permitted except:**

- (i) in the case of a boat**
- (ii) in the case of Dayboats ...**
- (iii) as permitted by Rule 26.1.6 (b)**

b) A boat fitted with or carrying on board systems, to adjust the forestay or the mast foot while racing shall declare this to the Rating Authority. Locked conventional turnbuckles need not be declared. Unless the boat declares that such systems will not be used while racing, the boat may then adjust the forestay and the mast foot vertically and/or longitudinally while racing, but shall not detach the forestay.

Effect of change: Reduction in rule abuse and greater equity for all boats.

Decision: Congress accepted the submission, but with the caveat that boats should have the ability to declare the use of such systems rather than be penalised by their presence on board.

Post meeting note: This change has been reviewed by the RORC Technical Committee which has recommended various detailed wording changes to improve understanding without changing the meaning, as shown above.

8.1.11 Rule 26.2.2



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Reason for change: IRC Rule 26.6.2.2 is currently defective in that a literal reading of the rule does not limit the size of the additional spinnaker that may be carried. This should be corrected.

Amend: **26.6.2.2 An IRC Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ISAF Special Regulations Category 2 or above, a boat may carry one more spinnaker than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating. Any such prescription shall be referenced in a Notice of Race.**

Effect of change: Correction of an omission.

Decision: Congress accepted the submission.

8.2 From IRC Rule Authorities.

01-08 France.

Proposal: Changes in the Rule that affect a large number of boat should only be made during the annual review of the Rule, except in exceptional circumstances, and should be presented to the Congress in a way that does not compromise the secrecy of the rule.

Owners will be able to reasonably assume that if they don't change anything on their boat during a given year, their TCC will not change during that year. It will improve the perception of the rule as changes affecting a large number of boat during a year are very badly received by owners. This will also reinforce the role of the Congress defined in Rule 5.5.

IRC Technical
Committee Comment:

It is very rare indeed for changes to the calculation of TCC or assessment of IRC Factors to be implemented during a year. This is only ever done in 'emergency' if for instance a 'loophole' is found. The Technical Committee, in consultation with the IRC Policy Steering Group, should continue to have the right in exceptional circumstances to make changes during the course of a year.

Presenting proposed changes to the IRC Congress would almost certainly compromise the confidentiality of IRC.

The Technical Committee does not support this submission.

Decision: Congress requested the Technical committee to note this submission, which is in line with their current practice.

02-08 France. Rule 23.1.

Proposal: In computing LWP and in any measure that uses SO, the steepness of the stern overhangs (y/SO) should be floored at a minimum slope to be defined by the Technical Committee. Practically in all determinations SO should be capped at $S*y$. S being a value determined by the Technical Committee



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Designers have been launching boats where LWP is artificially reduced by having a large section of the stern of the boat just above the waterline. The measure of SO for these boats is extremely imprecise as a tiny wave or a very small change in the boat position changes SO dramatically. Given the importance of LWP in the TCC, this imprecise measure is a real issue for certain boats. It is also felt that boats with a small y/SO value tend to have favourable TCCs.

IRC Technical

Committee Comment: The proposal assumes that a function addressing stern slope is not already in place.

The Technical Committee is fully aware of the difficulty of measuring SO on designs with shallow transom slope. Without disclosing confidential detail, the IRC Congress is assured that error in the measurement of SO for these designs has minimal effect on TCC.

The Technical Committee notes the issue.

Decision: Congress took note of the Technical Committee's comments and proposed no further action.

03-08 France.

Proposal: The rule should impose that the Rating Authority takes all necessary measures to enforce the consistency of certificates issued by the RORC Rating Office and UNCL's Centre de Calcul including a common database, regular consistency checks, systematic check when the first boat of a given model is launched in an area depending of a rating office that its measures are consistent with what has been determined by the other office if such office has already rated a similar boat.

Effect of change : Improve fairness of international competitions.

IRC Technical

Committee Comment: To date, consistency has been achieved by regular exchange of data lists between the two rating offices. Work is currently in hand to merge the two databases into a single unit which will be available at all times to both offices.

It is already standard practice for data for new production series boats to be exchanged between the two offices. Additionally, assessment of Hull Factor in such cases is also agreed prior to issue of any certificates.

The Technical Committee believes that the existing processes allied to the database developments in hand already achieve what the submission proposes. No further immediate change is seen as necessary.

Decision: Congress took note of the Technical Committee's comments and proposed no further action.

04-08 USA and NED

Proposal: Add SLU, SLE, SF and SHW to the IRC certificate along with the existing SPA.



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Currently these parameters are only on the certificates issued by the UNCL Centre de Calcul and not on those issued by the RORC Rating Office.

Having the spinnaker dimensions on the IRC certificate would greatly facilitate checking new sail dimensions against the boat's rated spinnaker. Without the dimensions on the IRC certificate it is necessary to calculate SPA with each sail certificate received to be able to make the comparison.

Effect of change : Improved checking efficiency. Easier for owners to recognize changes.

IRC Technical
Committee Comment:

The IRC Rule limits SPA, not the individual spinnaker dimensions. It is thus firstly very common for boats to submit only SPA and not the actual spinnaker dimensions. Secondly, while the dimensions used in the calculation of SPA could (if known) be printed, it is likely (and in the case of a boat carrying both symmetric and asymmetric spinnakers almost certain) that one or more of the printed dimensions would be exceeded by another spinnaker on the boat. This would potentially cause confusion if on check measurement a larger dimension was found and would negate the advantage postulated above.

The Technical Committee also advise that we are in contact with representatives of other rating rules in an attempt to harmonise the calculation of SPA between different rules.

The Technical Committee does not support the proposed change.

Decision: Congress took note of the Technical Committee's comments and requested that the rating offices agree a consistent format for IRC certificates.

05-08 GBR

Proposal: That the preamble to the IRC Rule be amended to delete the last sentence and replace it with "If neither is specified then by default Part 3 shall apply."

This relates to advertising. The default situation in the preamble to the IRC Rule 2008 is that if Organising Authorities do not specify in their Notice of Race whether or not the open Category C advertising is permitted, then Part 4 (advertising Cat A) applies and only very limited advertising is permitted.

Many if not most Organising Authorities do not specify which should apply, but do in fact accept Cat C advertising.

It is therefore suggested that the default should be reversed so that if a Notice of Race does not specify, then Part 3 IRC-C should apply thus permitting the wider Category C advertising.

It is those organisers that do not want advertising that are aware of the issue and could reasonably be expected to note the change and specify Part 4 IRC-A in their Notices of Race so as to restrict advertising.

IRC Technical
Committee Comment:

This proposal is mirrored by a similar proposal from the Technical Committee related to the proposed new ISAF Advertising Code and may become irrelevant.



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In the event that the new Advertising Code is not adopted, the Technical Committee supports the proposed change.

Decision: Congress accepted the principle of the submission which was considered in parallel with Technical Committee submission 8.1.4. 4. If the existing advertising code is not changed by ISAF in 2008, then the GBR submission is accepted.

06-08 NED

Proposal: Agree with the ORC to standardize sail measurement definitions and names (and if possible area calculation) in ORC and IRC rating systems. Some definitions are already the same. Why not all? Supports users in their understanding of handicap systems. Boats which race in both systems (which is often the case) will benefit.

IRC Technical Committee Comment: There is already an ISAF working party on 'Nomenclature' on which Mike Urwin has a seat. The working party is due to report to the ISAF Offshore Committee this November.

Congress also draws attention to the Technical Committee's intention noted in its report to adopt the ISAF Equipment Rules of Sailing.

The Technical Committee supports the proposed change and is already working to achieve the stated goals.

Decision: Congress agreed with the Netherlands proposal, took note of the Technical Committee's comments and proposed no further action.

07-08 GRE

Proposal: World Championship
The ISAF regulation 28.3 prescribes that:
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.
This means apparently that IRC which is an international rating system does not have the right to hold a world championship and it can never get it as the formula is secret.

Action should be taken towards changing this and granting IRC the right to hold a World Championship

The IRC is spreading and the level of racing is increasing. Additionally to regional and continental championship, there should be the possibility of organizing a World Championship. Actually holding a World Championship or not has to be subject to further consideration with various parameters.

IRC Technical Committee Comment: Noting that this is not a technical matter, the Technical Committee offers no view.



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Decision: Congress agreed that a submission to the ISAF annual conference in 2009 should be prepared.

08-08 JPN

Proposal: Crew number for 9.9m LOA be changed to 8 from 7.

A 33 footer is popular size in Japan and GP33 just came out to the attention. The sailors feel crew of 8(640kg) is just right number for a competitive 33 footer. This also can allow extra room for the owner onboard.

IRC Technical
Committee Comment:

Making changes to affect Crew Number for a specific size of boat would not be possible without affecting all other boats of similar size.

Noting that no other similar comments or suggestions have been received, the Technical Committee is reluctant to make a change which has potentially significant ramifications.

Decision: Congress noted that IRC rules gave an Organising Authority complete freedom to specify whatever crew limitations suited its purposes, Congress did not accept the submission.

09-08 JPN

Proposal: Include short hand TCC in the IRC certificate.

Issuing short-hand TCC without extra fee for all boats attracts more boat owners in general while short-hand racings are increasing.

IRC Technical
Committee Comment:

A 'short handed TCC' is calculated in exactly the same manner as a normal TCC. There is no allowance for reduction in crew. A short handed certificate therefore simply reflects any physical changes to the boat for short handed sailing.

Acceptance of the submission would therefore require a change to policy to give a rating allowance for reduction in crew number/weight. Noting the additional complication, and that this might then lead to wider demands for the ability to manage crew number/weight within IRC, the Technical Committee are reluctant to support this submission.

Decision: Congress did not accept the submission, but noted that Organising Authorities could offer short-handed classes based on existing certificates.

10-08 JPN and USA

JPN Proposal: The racing category which allows 4 spinnakers onboard without TCC increase be changed to category 3 or above.

This was an original proposal from Yachting Australia in 2007 and JSAF supports the idea.

USA Proposal: Recommend changing Category 2 to Category 3.



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Many of our racers participate in weekly events and given our mix of buoy and distance races it leaves owners without adequate time to amend their certificates between races, especially since we now are enforcing cutoff dates for certificate submission. US IRC racers balk at the expense and effort to amend certificates to 4 spinnakers for a Category 3 distance event and then amend back to 3 spinnakers for non-distance races the following weekend.

With some of our coastwise races (Block Island, Vineyard, Mackinac, etc) being Category 3 they miss the opportunity for the extra chute. If we maintain the rule at Category 2 we will lose participants. Many owners are upset we cannot use that rule. On the Great lakes there is a growing movement by some key owners and sailmakers to switch from IRC to ORR where they are permitted extra chutes with no rating adjustment.

IRC Technical

Committee Comment:

Carrying an increased number of spinnakers gives an advantage in boat speed to those boats willing to invest in additional sails.

The Technical Committee is concerned that reducing the required race Category from 2 to 3 would have an adverse impact on the much larger number of boats that compete in Category 3 race than that compete in Category 2 races and therefore does not support the submission.

Decision:

Noting that sanction by means of a national prescription would still be required, Congress accepted the submission.

Amend:

26.6.2.2 An IRC Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ISAF Special Regulations Category 3 or above, a boat may carry one more spinnaker than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating. Any such prescription shall be referenced in a Notice of Race.

11-08

JPN

Proposal:

A boat with one-design certificate be allowed to sail in a condition stated in the IRC certificate despite the class rule says otherwise .

There may be inconsistencies in the statements of one-design certificate where items are regulated by the class rule, for example, the number of spinnakers.

We have X-35 ODs with one-design certificate and with non one-design certificate. Those boats are equally equipped as the one-design. However when they compete each other in IRC race, boat with non one-design certificate sometimes could have advantage over boat with one-design certificate because one-design boat must follow the class rule, for example, the class allows only 2 symmetric spinnakers while non one-design boat can carry 3 asymmetric spinnakers. Allowing the boat with one-design certificate to sail under IRC rule with regard to the items stated in the certificate solves the inconsistencies.

IRC Technical

Committee Comment:

The requirement for boats issued with 'One Design' IRC certificates to comply with their One Design Class Rules a) ensures that policing of



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certificate requirements is possible, and b) allows the boats to race level in class while also competing in an IRC race. Removal of the requirement to comply with their One Design Class Rules would negate both of these.

The Technical Committee does not support the proposal.

The Technical Committee however notes that other One Design Classes have added local prescriptions to their Class Rules to cater for exactly these sorts of issues while retaining the two requirements above.

Decision: Congress did not accept the submission, but drew attention to the final paragraph of the Technical Committee's comment.

9. To discuss proposed amendments to the IIRCOA Constitution.

Congress discussed the proposed addition of affiliate members at length. Notwithstanding some concern that acceptance of one class could set a precedent for other, less appropriate, classes, Congress were unanimous in agreeing that the International Maxi Association (IMA) should be accepted as an affiliate member of the IRC Congress. It was agreed that IMA would not have any voting rights at IRC Congress meetings, but that IMA should have the right to:

- Attend meetings.
- Speak at meetings.
- Make submissions to the IRC Congress.
- Make prescriptions to the IRC Rules, as permitted by IRC Rules, with agreement from the IRC Rating Authority.

No general conditions for eligibility as an affiliate member were set. The IRC Committee will propose an amendment to the constitution for consideration at the next IRC Congress.

10. To review relevant submissions to the ISAF Offshore Committee.

Note: There was not time to consider these submissions during the formal session of the Congress. However they were reviewed the following day and decisions are recorded here for information and guidance of the IRC Chairman who will represent IRC at the ISAF Conference

10.1 035-08_Standard Format for ORC Certificates

The submission proposes the adoption of standard stability and construction data and inclusion of that data on IRC and ORC certificates.

IRC quite deliberately does not require compliance with any stability or construction data. IRC does however display SSSN and STIX/AVS/Design Category (the submission is erroneous in this respect).

Decision: Provided that there is no requirement for boats to comply with any particular set of standards, adoption of standard criteria would be of significant benefit to race organisers. To that extent, **the submission should be supported.**



IRC Congress 2008

10.2 038-08_Advertising Code – Regulation 20

The submission proposes complete replacement of the existing ISAF Regulation 20, Advertising Code, with the proposed text.

In summary, this proposes that the default situation should be that advertising is permitted. There are a number of uncertainties and ambiguities in the current draft which the working party Chairman has been asked to clarify.

Decision: With the caveat that the uncertainties and ambiguities in the current draft are satisfactorily resolved, **the submission should be supported.**

10.3 071-08_ObtainingIntClassStatus

The submission proposes that International Classes should adopt ISAF Offshore Special Regulations in place of ISAF Equipment Rules of Sailing. Given IRC's drive towards increased consistency of measurement etc through use of ERS, this appears to be wholly wrong.

Decision: **The submission should NOT be supported.**

10.4 124-08_ISAFSpecialRegulationsAdministration

The submission proposes inclusion in ISAF Regulations of prescriptive rules for the administration of OSRs.

Comparison is drawn with RRS and a timescale proposed such that (except in exceptional circumstances) changes may only be made to OSRs on a 4 yearly cycle. Congress considers that OSRs, which address safety, are fundamentally different to RRS. By their very nature, any change promotes enhanced safety and could be said to be exceptional.

There is also no right for classes to make submissions. Under the current make up of the Offshore Committee, IRC could continue to make submissions through IRC Congress Chairman's membership of Offshore Committee. This may not be the case in future. See 10.5 below.

Decision: **The submission should NOT be supported.**

10.5 125-08_ToROceanicAndOffshoreCommittee

The submission proposes combining the Oceanic and Offshore Committees.

In principle, the submission is sensible. The primary concern however is that currently IRC has a seat on Offshore Committee as of right. This right would disappear if the submission was accepted. Congress members expressed considerable concern over this latter in respect of both IRC and also the ORC. It was noted that IRC and ORC Rules represented some 10,000+ boats and in excess of 100,000 sailors. To potentially disenfranchise those groups would be very wrong.

Decision: Members were unanimous that a proposed amendment to the submission should be made by the Chairman to add after *14 other members* the words: **of which at least 2 shall represent International Rating Systems.**

Additionally, members are urged to lobby their ISAF representatives and also ISAF Executive Committee members to support the above amendment.

10.6 148-08_RRS50Headsail Definitions



IRC Congress 2008

The submission proposes a change to RRS 50, the definition of headsails and spinnakers.

IRC deletes RRS 50 and replaces it with words to suit IRC purposes. RRS 50 properly belongs in ERS.

Decision: No view is expressed.

10.7 ORC_8(c)(i), (ii), (iii), and (iv)

These all relate to the International Maxi Class Association application to become an ISAF International Class.

The corollary is that IMA would be able to hold world championships for their Classes under IRC.

Decision: It was concluded that **the submission should be supported.**

11. Any Other Business.

11.1 Congress noted receipt of a letter from the German Offshore Owners Association (GER-OO) outlining the format and plans for the German IRC national championships 2009.

11.2 It was agreed that increased publicity for IRC was important. As a first step, there was a need to publicise this meeting, particularly to highlight to owners the number of people working on their behalf.

11.3 Luiz Kahl drew attention to the RegattaDates.Com website which could easily be used to post and publicise regattas.

11.4 There being no further business the fifth IRC Congress was declared closed



IRC Congress 2008

Notice 2008/01

Adjustment of Shrouds and Forestay While Racing

Questions:

IRC Rule 26.1.6 says:

- 26.1.6 *Adjustment or detachment of forestay and/or shrouds including diagonal and jumper shrouds while racing is not permitted except:*
- a) *in the case of a boat without runners, checkstays or adjustable backstay when the forestay may be adjusted but not detached.*
 - b) *in the case of Dayboats explicitly permitted by their own class rules to adjust or detach the forestay and shrouds while racing.*

1. Is it permitted under IRC to have a mast step that is adjustable fore and aft during racing, i.e. under sailing loads? This would allow control over mast prebend while racing, affecting mainsail shape and it would also change shroud tension through straightening or inducing bend in the mast section.
2. Is it permitted under IRC to adjust the mast jack pressure while racing? This would enable adjustment of the shroud tension without touching the shrouds. This assumes that you are not jacking the mast above the measured mast heights.

Answers:

1. Moving the mast step fore or aft will, as stated in the question, change shroud tension. Therefore, unless permitted by either Rule 26.1.6 a) or b), no.
2. Adjusting mast jack pressure will move the mast heel up or down and will therefore change shroud tension. Therefore, unless permitted by either Rule 26.1.6 a) or b), no.

Jean Sans and Mike Urwin
IRC Technical Committee
1 January 2008



IRC Congress 2008

Notice 2008/02

Measurement of Headsail Half Width (HHW) and Headsail Threequarter Width (HTW)

In response to questions from sailmakers, the IRC technical Committee has considered how HHW and HTW are to be measured.

IRC Rule 8.5 states:

8.5 Sails shall be measured in accordance with ERS Part III, Measurement Rules, Section H5, Sail Measurement.

Paragraph H.5.2 of the Equipment Rules of Sailing, ERS, states:

*Where the **sail edge** is hollow and a measurement point falls in the hollow :
between adjacent **batten pockets**
between the **aft head point** and adjacent **batten pocket**
between the **clew point** and adjacent **batten pocket**,
at an **attachment**.*

*The **sail** shall be flattened out in the area of the **sail edge**, the hollow shall be bridged by a straight line and the shortest distance from the measurement point to the straight line shall be measured. This distance shall be added to the measurement being taken.*

IRC Rule 2.5 states:

2.5 The spirit of IRC requires that owners and designers shall not seek means of artificially reducing the rating of a boat, e.g. increasing performance without a corresponding increase in rating.

Therefore:

1. HHW and HTW are measured to the half and threequarter leech points on the sail unless the sail edge is hollow in accordance with ISAF Equipment Rules of Sailing paragraph H.5.2 (ie, generally between battens). In these cases, the hollow(s) is(are) bridged and the depth of the hollow added to the measured dimension.
2. However, if a measurer considers that IRC Rule 2.5 may be applicable, by for instance the creation of an artificial hollow at a measurement point, he shall record the facts and report them to the IRC Rating Authority. The IRC Rating Authority shall decide whether IRC rule 2.5 is applicable and may apply a correction to the boat's Rig Factor as appropriate.

Jean Sans and Mike Urwin
IRC Technical Committee
6 February 2008



IRC Congress 2008

Reports

From

National IRC Representatives



IRC Congress 2008

Australia

| | | |
|---|-------------|-------------|
| Number of Boats on May 31, 2008 | 570 | |
| Number of Boats on August 31, 2008: | 357 | |
| | 2007 | 2008 |
| Number of new boats: | 70 | 31 |
| Number of IRC boats below 10 meters : | 22 | 58 |
| Number of IRC boats between 10 and 15 m : | 98 | 265 |
| Number of IRC boats over 15m: | 5 | 31 |

An overview of IRC in Australia

Australia is enjoying the stability brought by a standard rating system for offshore yachts. Here IRC is accepted as that standard nation wide with leading yachting events using the system for scoring major trophies.

This common use of IRC between most clubs and events has led to a large number of Australian yachts being IRC rated with as many as 750 being eligible to revalidate in any given year. This widespread use strengthens the standard of competition and further enhances the experience for those racing yachts.

The strength of IRC in Australia has resulted in almost every type of boat being rated at some point, from 20 foot to 90 foot, production cruiser racer to all carbon racing machines, the old and new.

The competitiveness of offshore yacht racing in Australia certainly puts the system under pressure resulting in some key policies and initiatives from Yachting Australia. One such policy is that yachts shall be measured and certificates Endorsed. This minimises discrepancies on ratings and ensures that the volatile and combative nature of yacht racing stays as fair and equitable as possible. Measurers themselves are vetted before appointment, applications and certificates are all diligently checked by staff dedicated to the service.

We have a highly competitive environment and it is critical that the integrity of the system here runs both ways. When boat owners seek reviews of their ratings Chief Measurer Malcolm Runnalls and Yachting Australia staff member Bob Chapman apply themselves to helping boat owners ensure that their ratings are calculated and issued fairly under the system.

Looking forward we expect the use of IRC to remain strong and maintain its presence as the primary rating system used across Australia. The key benefits are that yacht owners will have opportunity to enjoy strong competition and clubs will have similar opportunity to attract large numbers of boats to their events.

Rating Reviews

It seems necessary to formalise the rating review process. YA request the RORC / UNCL to lay out a formal procedure in the IRC rules for applying for and conducting a rating review. Similar to how a protest under the RRS goes through a clear and consistent process.

We would like to ensure that any boat wanting a review is asked to provide the same information, using the same format, within a certain timeframe, and ideally have the matter forwarded to a group of 3 persons within RORC / UNCL to consider.



IRC Congress 2008

Belgium - Albert Lauwerier, President ONZK 2008

ONZK (OPEN NORTHSEA CHAMPIONSHIP) 2008

As announced at the end of 2007, the ONZK carried out some major changes in 2008. This has been made possible mainly as a result of an initiative of Christian Pottiez. He decided to also collaborate with Northern France so that French boats could participate at the ONZK events. Opening up the races for boats with CR (Cruiser Rating) should be further encouraged in order to convince people to take the step towards IRC.

In spite of the major changes to the calendar, reducing the IRC division from 3 to 2 classes, the fluent cooperation with the Dutch club (Breskens), the RTYC of Ramsgate and the French clubs, YCMN, YCB and LVNPC, we didn't really make any progress with regard to the number of participating boats. Maybe our respective federations should encourage their clubs and members more to participate at the ONZK.

The first edition of the Gaëtan Janssens Trophy was a successful organisation. In IRC 1 the trophy was for "Marine Diffusion" of P. Bourgeois for "Alegria" of C. Sabbe and 8 Belgian boats ended in the first ten. In IRC 2 the victory was for "Capella" of Dutch skipper F. Maes, and for "VIM" of F. Waniart. The ONZK was won by "Alegria" of C. Sabbe and by "Oxygen" of A. De Cock for IRC1, and in IRC 2 the overall winner was "Capella" of F. Maes, and "General Tapioca" of P. Pilate who also won Spi Ouest- France in IRC 5 in the spring.

Together with our partners we have already started making up the race calendar for 2009. Our biggest worry is getting more boats to participate. Together with the Federation and the Clubs we hope to be able to motivate our members and stimulate them to participate at the ONZK 2009.

A big change during the 2009 season will be the fact that the Unisport Vlaamse Yachting Federation will manage the rating system in Belgium. Please consult the website (irc.vyf.be) for more details.

To Lucien Lejeune, who represented the UNCL in Belgium, thank you so much for all your efforts and work for ocean sailing in the IRC in Belgium.

I look forward to an exceptional cooperation between clubs, federations and all Belgian sailors for the ONZK in 2009.

Bulgaria - Bulgarian Sailing Federation (BULSAF), President: Stanislav Kassarov, Nikola Dukov President Bulgarian IRC Owners Association.

| | |
|---------------------------------------|----|
| Number of boats on December 31, 2007: | 1 |
| Number of boats on August 31, 2008: | 41 |

| | 2007 | 2008 |
|---|------|------|
| Number of new boats: | | 41 |
| Number of boats below 10 meters: | | 17 |
| Number of boats between 10 and 15 meters: | | 23 |
| Number of boats above 15 meters: | | 1 |

IRC is the only rating system in Bulgaria, officially adopted by BULSAF

Comments



IRC Congress 2008

The contract between UNCL was officially signed on 20 Oct. 2007 during the IRC AGM, held at Chania, Greece. This led to the foundation of the Bulgarian IRC Owners Association in August 2008 with as the president Nikola Dukov.

A seminar for training of 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.

Measurement of the boats and issuing of certificates started in March 2008.

IRC got popularity after the first sailing events, which were held in May - June 2008 and as result 41 boats obtained IRC certificates by the end of Sept. 2008, which is far beyond our expectation.

All issued certificates are Endorsed Certificates.

The feedback of majority of the sailors is positive.

The implementation of IRC in Bulgaria was done successfully.

In connection with the above mentioned as well as in accordance with the IRC Rule we accepted some rules and requirements in regards to the organization and realization of the regional and national regattas, incl. the national championship for 2008 which will be held in the end of September for which we have informed Bulgarian Sailing Federation as a organizer. In these documents we use fully the practice of Race Management Guidelines 2008. I would like also to inform you that from 2007, I personally have consulted and have worked in close relations with our colleagues from Romania – Mr. Bogdan Alexandrescu from YCR, who already represents IRC in Romania. Along with them we organized the first International Regatta in Black Sea which we plan to organize under IRC in 2009 and the latter to be included as a regional international regatta in the IRC calendar with the participation of Bulgaria, Romania, Ukraine and possibly Turkey.

France – Jacques Pelletier

Number of boats on December 31, 2007: 915
Number of boats on August 31, 2008: 957

| | 2007 | 2008 |
|---------------------------------------|-------------|-------------|
| Number of new boats: | 295 | 279 |
| Number of boats below 10 meters : | 47% | 42% |
| Number of boats between 10 and 15 m : | 50% | 53% |
| Number of boats above 15 m : | 3% | 4% |

Situation

- The number of boats has enjoyed a good increase in France and should pass the 1000 mark before year end.
- The growth is coming from the Atlantic and Mediterranean coasts. The number of certificates in the Channel area has decreased.
- On the Atlantic coast, the increase can be explained by the occurrence of the Transquadra, a single / double handed transatlantic race (125 boats). The regional championship, the Trophée Atlantique that includes 10 races between March and September has had a steady attendance (around 300 boats).



IRC Congress 2008

- In the Channel area, the local championship (Trophée Manche) has not had a good attendance. There will be some changes next year in its organisation.
- On the Mediterranean coast, a couple of significant races have moved to IRC (SNIM in Marseilles, semaine de Porquerolles) which explain the increase in the local IRC fleet (+78%).

Germany

| | | |
|---|-------------|-------------|
| Number of Boats on December 31, 2007 | 36 | |
| Number of Boats on August 31, 2008: | 43 | |
| | 2007 | 2008 |
| Number of New Boats: | 7 | 15 |
| Number of Boats below 10 meters: | 0 | 1 |
| Number of Boats between 10 and 15 meters: | 24 | 23 |
| Number of boats above 15 meters: | 12 | 19 |

Note: two more certificates were issued just after the August 31 deadline, two more applications for 2008 are being prepared.

Overview of the situation:

- Two more certificates were issued just after the August 31 deadline, two more applications for 2008 are being prepared at the moment.
- The considerable number of new applications came through the 2008 Baltic Sprint Cup (21 IRC entries from 4 nations, 15 German).
- A club located at the Flensburg Fjord offered IRC in its autumn sailing week, attracting 11 IRC entries.
- The German National Federation (DSV) has agreed to act as IRC Rule Authority and prepares to issue certificates as of the 2009 season.

Note of particular IRC issues

Difficulties with crewing result in discussions on high crew numbers necessary v. the wish to sail with smaller crew.



IRC Congress 2008

Great Britain

Numbers of boats with IRC certificates:

| | 2007 Dec 31 st | 2008 Aug 31 st |
|---------------------------------------|-------------------------------------|-------------------------------------|
| Number of boats below 10 metres : | 798 | 767 |
| Number of boats between 10 and 15 m : | 1162 | 1105 |
| Number of boats above 15 m : | 82 | 90 |
| Total | 2042 | 1962 |
| Number of new boats: | 427 | 357 |

Comments

- IRC rated boats at the end of 2007 was at an all time high. There has been a further small increase to the end of August 2008.
- A very wide range of different boat types, sizes and ages has been reported as winning races during 2008.
- Four IRC area or regional championships were successfully held in GBR in 2008.
- It is requested that the only the SSS Base Value should be shown on IRC certificates and not Adjustment Values and a final SSSN. Currently, if a boat equipped for ISAF Offshore Special Regulations Category 2 declares it to the Rating office, the appropriate Adjustment Value is shown on her certificate and the boat must sail with all that equipment aboard at all times when racing under IRC - even when she races in Category 3 or 4 races, when of course she does not wish to carry her category 2 equipment. If only the base value is shown on the certificate, this problem does not arise. Organising authorities would state only a minimum Base Value for their events, dealing with other safety requirements by reference to Offshore Special Regs Category 2, 3 or 4.
- There have been some suggestions within GBR that three boat types may be favoured under IRC. Members of the IRC Congress are invited to comment if the same trend is seen in their countries:-
 - (a) larger, faster boats
 - (b) boats reducing headsail overlap, say with a maximum of a No 3 genoa (100%) instead of overlapping headsails
 - (c) older boats and designs, especially if well equipped with new sails, rigs etc.

Greece - Yannis KONTAXOPOULOS & Marina PSICHOGIU

| | | |
|--|-------------|-------------|
| Number of boats on December 31, 2007: | 104 | |
| Number of boats on August 31, 2008: | 102 | |
| | 2007 | 2008 |
| Number a of new boats: | 55 | 34 |
| Number of boats below 10 meters: | | 34 |
| Number of boats between 10 and 15 meters | | 27 |
| Number of boats above 15 meters | | 5 |

In absolute numbers the ORC systems are strong, 349 International and 261 Club. IRC is the most competitive class



IRC Congress 2008

Comments 2008

- Gold Cup
- attica IRC ranking
- Thessaloniki Offshore Racing Club
- Owners Association
- ISAF Offshore World Championship 2008 in Athens
- Décadent general situation

Plan 2008

- attica IRC ranking
- Saronic circuit – 6 major races
- Introduction of 2 new races

Israel Yacht Club – Ron Barmatz

| | |
|---------------------------------------|----|
| Number of Boats on December 31, 2007: | 22 |
| Number of Boats on August 31, 2008: | 22 |

This is the 4th year that we are adopting the IRC rating system. In Tel Aviv, where the main sailing events are held, we race every 2nd week end all year around. We have as well, two international races, Med Red Rally from Tel Aviv to Port Said in Egypt and Xmas Regatta from Marmaris, Turkey to Israel .

As the IRC fleet in Israel is not big and we can not separate the racer from the cruiser/racer ect. , the rating that is given to the racer is not high enough or low enough for the cruisers. (Beneteau 47.4 1.058 = X 35 1.05).

We have various sailcloths on the market. A very big progress was made in the last few years in the development of sailcloth and sail design, on the other hand we do not see any rating changes. We think that if we want to see more racer/cruiser boats race under IRC we have to consider the age/design and the material of the sailcloth.

ITALY – Riccardo Provini

Boats with IRC Certificate

| | |
|-------------------------|-----|
| - Boats at Dec 31, 2007 | 931 |
| - Boats at Aug 31, 2008 | 766 |
| - Boats at Aug 31, 2007 | 685 |

Increase between Aug 31, 2007 and Aug 31, 2008: 12%

The 766 boats issued at Aug 31, 2008 can be broken down as follows:

- New certificates 2008 = 113 (15%)
- Boats below 10 mt. = 155 (20%)
- Boats between 10 and 15 mt. = 437 (57%)
- Boas above 15 mt. = 61 (8%)

Comment



IRC Congress 2008

Our present situation shows a perfect coexistence between the two measurement systems: IRC and ORC. The last one in the two configurations ORC International (formerly IMS full measurement) and ORC Club which is a simplified version to be used in any kind of regatta except for the Italian Championship where the full measurement is mandatory.

The distribution on the territory of IRC certificates appears quite even among Northern Italy (where for the first time the system has been used in Trieste too), Central Italy and Southern Italy.

During 2007 some main national regattas (Alassio, Giraglia, Capri ecc.) have issued also IRC final results.

During 2007 in Italy has been issued a total of 1727 ORC (IMS) certificates split into 709 full measurement and 1018 ORC Club.

The number of ORC Club Certificates particularly conspicuous is clearly due to the simplified formula. This in our opinion shows an important aspect: the relevant satisfaction of the owners for "simplified" formulas, like IRC as well, which therefore stands in direct competition with the ORC Club certificate.

Summing up, the total number of certificates issued in Italy in the year 2007 has been 2668 broken down as follows:

- IRC 941
- IMS F.m. 709
- ORC Club 1018

It has furthermore to be taken into account that a certain number of owners require both certifications in order to participating into regattas under both formulas.

As a final notation regarding numbers for the year 2008 it must be stressed that the last quarter is quite relevant since from October all over the country start the various "Winter Championship" which involve a large number of boats. We therefore forecast that the total number of certificates for the year shall exceed 1000 units.

To complete our report we show that as of the end of 2007 the UVAI members were 1930 broken down as follows:

- Tyrrhenian Sea 1095
- Adriatic Sea and Ionian Sea 835

Japan Sailing Federation - IRC Committee

| | |
|---------------------------------------|-----|
| Number of Boats on December 31, 2007: | 89 |
| Number of Boats on August 31, 2008: | 113 |

| | 2007 | 2008 |
|-------------------------------------|-------------|-------------|
| Number of New Boats: | 67 | 44 |
| Number of Boats below 10m: | 34% | 43% |
| Number of Boats between 10 and 15m: | 66% | 57% |

Overview

Our second year of IRC attained to more than 100 boats, which was our aim this year.



IRC Congress 2008

Overall yacht race situation in Japan is still quiet than before and that makes the number of IRC club boats lot less than last year. So growing IRC fleet means great expectation sailors and owners have. This also explains the success of the Japan Cup 2008.

The Japan Cup was held in Gamagori, central Japan, from 14th to 21st of September and attracted 15 IRC boats including TP52, NYYC SWAN 42 OD and GP33. The regatta has shown how close the races were produced by IRC.

Japan IRC Owners' Association has been established last year and played a key role to promote IRC system and provide the owners various services.

IRC Issues

We sometimes had issues what kind of interior conditions to be declared which can affect Hull Factor. Some owners still try to manipulate TCC by adjusting interior. There may be cases that the standard equipment is not clear for certain type of boat. In any cases, we as a rule authority feel that a kind of guideline should be established in order to avoid confusion and unnecessary work.

MALTA - Godwin Zammit, YC.

Racing at the Royal Malta Yacht Club is still almost exclusively held under IRC.

The RMYC maintains a very active racing calendar comprising local coastal races, weekend regattas and short offshore races to destinations in nearby Sicily, particularly the Malta- Syracuse Race. The climax of the year remains the Rolex Middle Sea Race due to start on the 18th October. An impressive fleet of over 60 boats are lining up for this race, practically all of which will enter the IRC Category.

The number of local IRC rated boats has this year increased significantly this year to 59 so far from 49 at the end of last. This was due primarily to the introduction of an IRC Cruising Class within which boats may only sail with a Single Furling Headsail and one Asymmetric Spinnaker set without a pole. This has finally attracted some of the more cruising oriented sailors to take part. 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. While the overall number of rated boats has increased the number of boats that actually take part in any one race has not risen generally as much except in the more popular events.

Generally the rating system is still generally perceived to work sufficiently well over a range of conditions and this year we did not have too many complaints about the equitability of particular ratings. 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. The majority of the boats in our current fleet are modern production boats with a few all out racers. With mixed fleets and limited numbers it is not always easy to make suitable class division.

The trend towards bigger boats is noticeable with the majority now falling within the 10 – 15 metre length band while the number of sportboats have declined.



IRC Congress 2008

Netherlands

| | | | |
|---|-----|-------------|-------------|
| Number of boats on December 31, 2007: | 152 | | |
| Number of boats on August 31, 2008: | 130 | | |
| | | 2007 | 2008 |
| Number of new boats: | 69 | | 8 |
| Number of boats below 10 meters: | 31 | | 15 |
| Number of boats between 10 and 15 meters: | 108 | | 104 |
| Number of boats above 15 meters: | 13 | | 11 |

Overview

The IRC rating system in the Netherlands as established by the Noordzee Club, IRC owners association

The situation in the Netherlands concerning IRC has been stabilised, and therefore shows some stagnations as an indication of the general decline of handicap sailing versus one design racing.

IRC racing was restricted to the bigger boats in the Dutch racing fleet. The rest of the yacht racing is still done under ORC club. As a consequence the Dutch championship for the bigger boats is held under IRC for the smaller boats in ORC club. We hope to stimulate the use of IRC in the smaller boats in the fleet.

IRC Issues

A point for more general discussion is the constitution of the Governing board of IRC. At this time it constitutes of the technical Directors of RORC and UNCL and their Chairman. With the Worldwide spreading of IRC, the introduction of a third technical party from overseas for example Australia or USA might guarantee a more universal view on the proposed ratings. This is not a formal submission.

Portugal - ANC – ASSOCIAÇÃO NACIONAL DE CRUZEIROS, Marius França Pereira (President), José Manuel Leandro (Board Member for IRC)

| | | | |
|--|----|-------------|-------------|
| Number of boats on December 31, 2007: | 92 | | |
| Number of boats on August 31, 2008: | 98 | | |
| | | 2007 | 2008 |
| Number a of new boats: | 28 | | 32 |
| Number of boats below 10 meters: | 38 | | 36 |
| Number of boats between 10 and 15 meters | 53 | | 59 |
| Number of boats above 15 meters | 1 | | 3 |

Overview

The new board of ANC - Associação Nacional de Cruzeiros elected in January 2008 has presented to its members new ideas regarding the future of cruiser racing in Portugal.

We firmly believe that IRC became the most reliable international handicap system for both offshore and inshore racing.

Two main factors will contribute for majors changes in Portugal in the near future for cruiser racing:



IRC Congress 2008

- 1- The creation of The Portuguese IRC Owners Association – We expect with this to get the IRC owners more involved in all aspects of our activity; will definitely be a great step forward.
- 2- The expected changes in the National Authority (Portuguese Sailing Federation) with a new policy for cruiser racing based on the respect and acceptance of all handicap systems, will give us a fair chance to develop our system.

Portugal is divided in five sailing Regions, three continental (North, Centre, South), Madeira and Azores Islands. The North region has little activity in cruiser racing.

At this moment IRC is the main handicap system in:

- | | |
|--------------------------|-------------------|
| - South Region (Algarve) | - 43 certificates |
| - Madeira Island | - 28 certificates |

Other Regions:

- | | |
|--------------------------|-------------------|
| - Centre Region (Lisbon) | - 26 certificates |
| - North Region | - 2 certificates |
| - Azores Island | - 0 |

Most important IRC regattas in Portugal in 2008:

- | | | |
|---------------------------|-----------------------------------|------------------|
| - South Region (Algarve): | International Lagos/Palos Regatta | -33 participants |
| | Around the Algarve Regatta | -27 participants |
| | IRC Regional Championship | -15 participants |
| - Madeira Island: | IRC Regional Championship | -13 participants |
| - Centre Region (Lisbon) | IRC National Championship | - 9 participants |

South Africa - IRC SA. Presented by Gero Brugmann.

| | | |
|--|-------------|-------------|
| Number of boats on December 31, 2007: | 65 | |
| Number of boats on August 31, 2008: | 57 | (2007: 53) |
| | 2007 | 2008 |
| Number a of new boats: | 7 | 12 |
| Number of boats below 10 meters: | 20 | 21 |
| Number of boats between 10 and 15 meters | 38 | 33 |
| Number of boats above 15 meters | 7 | 3 |

Comments

- The trends shown on the previous slide would seem to indicate that there is an increase in the number of IRC rated yachts between August & December.
- The Sailing Season in South Africa starts in October, thus we would expect to see revalidations as well as new ratings occurring between August & December.
- Assuming the trend from last year continues we should see some growth in the South African IRC fleet by December 2008



IRC Congress 2008

Turkey - Turkish Offshore Racing Club (TORC), President Serdar Kısadere, Meeting Representative - Alican TURALI

Number of boats on December 31, 2007: 330
Number of boats on August 31, 2008: 227 (116 'E')

| | 2007 | 2008 |
|--|-------------|-------------|
| Number a of new boats: | 69 | 56 |
| Number of boats below 10 meters: | 89 | 77 |
| Number of boats between 10 and 15 meters | 168 | 146 |
| Number of boats above 15 meters | 4 | 4 |

IRC is the sole measurement system applied in Turkey.

Comments

- Turkish Offshore Racing Club(TORC) is now implementing the IRC Rule,since 1996 .
- In 2008 15 yacht clubs have organised 70 events covering aproximately 80 races in Turkey with the number of participating boats ranging from 25 to 100, averaging 40.
- Another important trend registered was increased corporate sponsorships at club ,event and boat levels.
- Most prominent club level trophies,all covering the whole year, are organised by TORC (26 races), İstanbul Clubs Joint Trophy (18 races), İstanbul Sailing Club Trophy (18 races), Bodrum Offshore Racing Club Trophies (36 races)
- Most prominent racing weeks are ; Gocek Regatta,May; TORC/Turkish Navy Cup and East Aegean Sailing Week, July.; Gant Cup ,August ;Int. Women's Cup-Bodrum, September; Marmaris International Race Week, November; Gocek Autumn Regatta, November.
- Highest turnovers occur typically for races on the Bosphorus; the annual TORC/Turkish Navy Cup, an offshore series this year in its 37th edition , from İstanbul to Bodrum over 360 nm in 3 legs and Marmaris Race Week .
- In 2008, an increased preference of organising clubs was registered for Endorsed Classes especially in TCC s higher than 1.
- TORC was expecting this trend and supported it by :
 - i) technically supporting and overseeing the introduction of 3 further official weigh stations in Bodrum, Çeşme and İstanbul
 - ii) Formalising the IRC Measurer requirements in coordination with the MNA,assigning a Chief Measurer and following up with a measurement seminar in February 2008 .
 - iii) Introducing a web based Frequently Asked Questions service .
- As of 31 August 2008 ,4 official weighing stations and 18 certified measurers are serving the racing community .
- In 2009 the number of endorsed yachts is expected to further grow,and the infrastructure is ready to cope with tis trend .

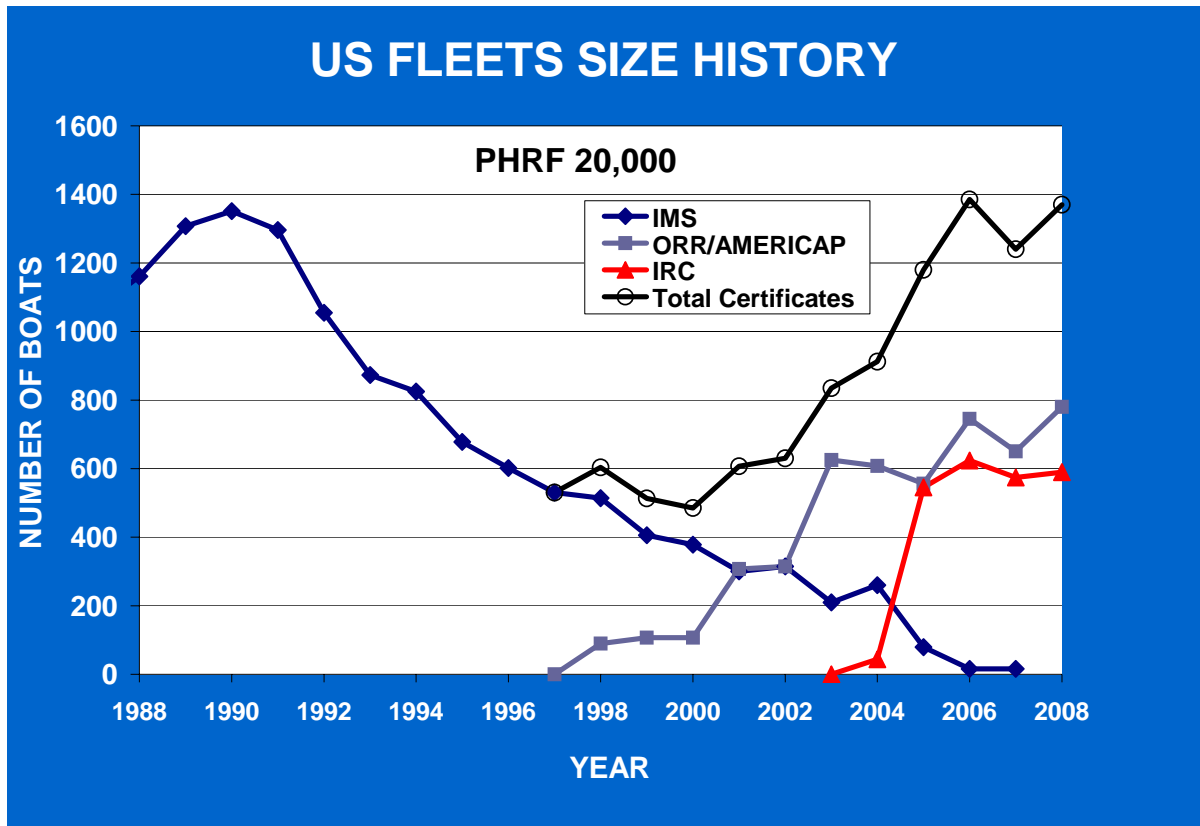


IRC Congress 2008

USA – Dan Nowlan

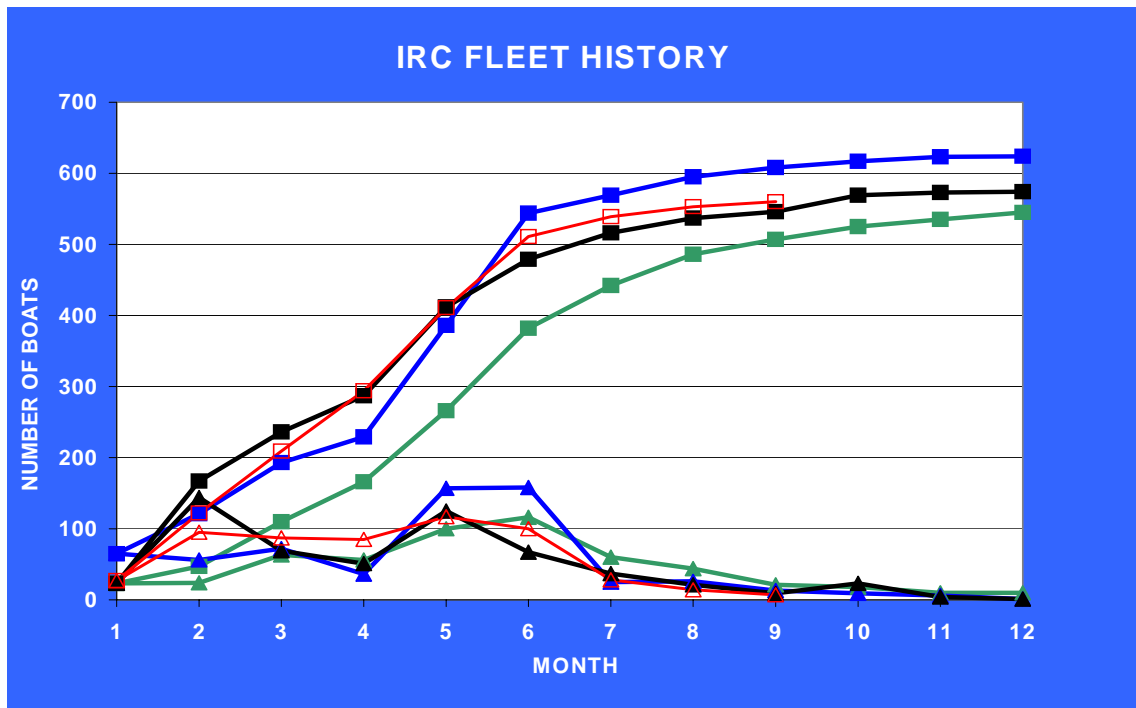
Number of boats on December 31, 2007: 574
 Number of boats on August 31, 2008: 553

| | 2007 | 2008 |
|--|------|------|
| Number a of new boats: | 161 | 121 |
| Number of boats below 10 meters: | 53 | 38 |
| Number of boats between 10 and 15 meters | 443 | 418 |
| Number of boats above 15 meters | 98 | 97 |





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IRC Major Competitions

- ✦ Ft. Lauderdale to Key West Race - January - Gulf Stream Series (GSS) event
- ✦ Acura Key West 2008 - January - GSS
- ✦ Miami to Nassau Race - February - GSS
- ✦ 2008 Acura Miami Grand Prix - March - GSS
- ✦ Charleston Race Week - April - GSS
- ✦ Fort Lauderdale to Charleston Race - April - GSS
- ✦ American YC Spring Series - April/May - GSS
- ✦ San Diego YC Yachting Cup - May
- ✦ Storm Trysail Block Island Race - May - GSS
- ✦ St Francis YC Stone Cup - May
- ✦ New York YC Annual Regatta - June - GSS
- ✦ Newport Bermuda Race - Cruising Club of America/ Royal Bermuda YC - June – GSS
- ✦ Port Huron to Mackinac Race - Bayview YC - July
- ✦ New York YC Race Week - July - GSS
- ✦ IRC National Championship - Little Traverse YC - July
- ✦ IRC Pacific Coast Championship - St Francis YC - August
- ✦ Ida Lewis Distance Race - August - GSS
- ✦ Stamford YC Vineyard Race - August - GSS
- ✦ St Francis YC Big Boat Series - September
- ✦ American YC Fall Series - September - GSS
- ✦ IRC East Coast Championship - Storm Trysail Club - Oct/Nov - GSS

IRC Fleet in the USA

- ✦ FLEET SIZE REMAINS CYCLIC
- ✦ NEWPORT – BERMUDA RACE DRIVEN
- ✦ EVENT LIST LONG & GROWING
- ✦ SOUTHERN CALIFORNIA JOINS IN



IRC Congress 2008

IRC Congress 2008 - Report From The IRC Technical Committee

1. IRC Activity

The total number of boats issued with IRC certificates in 2005, 2006, 2007 and to 31st August 2008 is shown below.

| Country | Continent | Region | Certificate Year | | | |
|--------------------|-----------|------------------------|------------------|------|-------|-----------------|
| | | | 2005 | 2006 | 2007 | 2008 to 31/9/08 |
| Great Britain | Europe | North | 1878 | 1839 | 2043 | 1987 |
| Italy | Europe | North | 763 | 840 | 931 | 766 |
| France | Europe | North | 904 | 966 | 924 | 980 |
| USA | N America | North | 549 | 589 | 610 | 584 |
| Australia | Oceania | South | 527 | 578 | 570 | 357 |
| Ireland | Europe | North | 389 | 402 | 429 | 447 |
| Turkey | Europe | North | 260 | 280 | 292 | 249 |
| Spain | Europe | North | 934 | 155 | 164 | 156 |
| Netherlands | Europe | North | 58 | 54 | 152 | 134 |
| Greece | Europe | North | 0 | 56 | 109 | 98 |
| Belgium | Europe | North | 79 | 91 | 99 | 95 |
| New Zealand | Oceania | South | 15 | 142 | 97 | 49 |
| Portugal | Europe | North | 127 | 133 | 95 | 100 |
| Hong Kong | Asia | South | 76 | 85 | 94 | 65 |
| Argentina | S America | North | 0 | 50 | 90 | 66 |
| Japan | Asia | North | 1 | 33 | 89 | 117 |
| South Africa | Africa | South | 91 | 91 | 84 | 53 |
| UAE | Africa | South | 67 | 56 | 79 | 26 |
| Thailand | Asia | South | 50 | 48 | 49 | 19 |
| Malta | Europe | North | 49 | 42 | 47 | 57 |
| Singapore | Asia | South | 29 | 45 | 41 | 25 |
| Germany | Europe | North | 16 | 24 | 39 | 51 |
| Malaysia | Asia | South | 19 | 23 | 27 | 13 |
| Canada | N America | North | 22 | 24 | 23 | 30 |
| Israel | Europe | North | 27 | 27 | 21 | 19 |
| Cyprus | Europe | North | 0 | 23 | 19 | 0 |
| Iceland | Europe | North | 18 | 14 | 15 | 14 |
| Philippines | Asia | South | 19 | 13 | 13 | 1 |
| Bermuda | N America | North | 0 | 4 | 8 | 9 |
| Russia | Europe | North | 0 | 16 | 7 | 5 |
| Bulgaria | Europe | North | | | | 38 |
| Croatia | Europe | North | | | | 8 |
| Mauritius | Africa | North | | | | 8 |
| Switzerland | Europe | North | | | | 18 |
| Uruguay | S America | North | | | | 39 |
| Sweden | Europe | North | | | | 30 |
| Finland | Europe | North | | | | 13 |
| Norway | Europe | North | | | | 8 |
| World & Other (<5) | N/A | N/A | 164 | 102 | 95 | 51 |
| | | Totals: | 7131 | 6845 | 7355 | 6785 |
| | | As % of previous year: | | 96.0 | 107.5 | |



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Boat numbers for South were previously shown for the calendar year in which the certificate expired. They are now shown for the appropriate Certificate Year and have therefore moved one column left. The North Certificate Year runs from 1st January to 31st December, while the South Certificate Year is delayed by 5 months running from 1st June to 31st May of the following year.

Between the 2006 and 2007 Certificate Years, there was an increase in the number of boats rated of 510 boats, or 7.5%. IRC continued therefore to grow at a satisfactory rate over this period.

For reference, the latest available data at 31st August 2008 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 2007, 23 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 2008, this had already increased to 25 countries with the likelihood of a further 2 by the end of the year. At the end of 2007, 30 countries had fleets of 5 or more boats. By the end of August this year, this had increased to 38.

IRC continues to be used at a growing 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. Interest has recently been expressed by a number of other regatta organisers. Notably two significant events in the Baltic (the Baltic Sprint Cup and Round Gotland Race) were raced under IRC this year.

Growth in the number of rated boats in new IRC countries, ARG, GER, GRE, JPN, NED, NZL, and URU continues. Growth noted last year in established IRC countries has been maintained or continued.

During the year interest in IRC in Scandinavia and the Baltic has increased. In addition to Sweden, we now have an agreement with the Finnish Sailing Federation and are close to a formal agreement with the German Federation. While the current total number (93) of Baltic based boats is still small, we are optimistic of significant growth over the next few years. Additionally, UNCL have been discussing the use of IRC in Chile. A representative has made presentations to yacht clubs and we are optimistic of IRC being in use in 2009.

The table below shows the comparison of the numbers of boats rated at 31st August for each of 2006, 2007 and 2008:

| Area Code | Country | Boats at 31/08/2006 | Boats at 31/08/2007 | Boats at 31/08/2008 | Change 31/08/2007 to 31/08/2008 | Comment |
|-----------------|---------------|------------------------|------------------------|------------------------|--|---------|
| 27 | France | 829 | 858 | 980 | 122 | |
| | Italy | 604 | 685 | 766 | 81 | |
| 551-54, 56-58 | Australia | 328 | 285 | 357 | 72 | South |
| | Bulgaria | 0 | 1 | 38 | 37 | |
| 48 | Japan | 14 | 81 | 117 | 36 | |
| 1-13, 17-20, 98 | Great Britain | 1785 | 1952 | 1987 | 35 | |
| 88 | Ireland | 396 | 415 | 447 | 32 | |
| | Sweden | 1 | 3 | 30 | 27 | |
| | Uruguay | 0 | 21 | 39 | 18 | |
| 22 | Malta | 41 | 41 | 57 | 16 | |
| 21 | Portugal | 130 | 85 | 100 | 15 | |
| 75 | Germany | 17 | 38 | 51 | 13 | |
| 29 | Turkey | 212 | 237 | 249 | 12 | |
| | Finland | 1 | 3 | 13 | 10 | |
| 28 | Argentina | 39 | 56 | 66 | 10 | |
| 100-131 | USA | 562 | 574 | 584 | 10 | |
| 150 | Canada | 25 | 22 | 30 | 8 | |
| | Mauritius | 0 | 0 | 8 | 8 | |
| | | | | | Change | |



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| Area Code | Country | 31/08/2007 | | | | Comment |
|-----------|--------------------|------------------------|------------------------|------------------------|------------------|---------|
| | | Boats at 31/08/2006 | Boats at 31/08/2007 | Boats at 31/08/2008 | to 31/08/2008 | |
| | Norway | 0 | 0 | 8 | 8 | |
| | Switzerland | 2 | 10 | 18 | 8 | |
| | Croatia | 0 | 1 | 8 | 7 | |
| | Belgium | 80 | 89 | 95 | 6 | |
| 24 | Netherlands | 50 | 129 | 134 | 5 | |
| | Bermuda | 4 | 7 | 9 | 2 | |
| | Russia | 14 | 3 | 5 | 2 | |
| 26 | Spain | 141 | 154 | 156 | 2 | |
| 80 | Israel | 24 | 19 | 19 | 0 | |
| 23 | Iceland | 14 | 15 | 14 | -1 | |
| | Greece | 43 | 101 | 98 | -3 | |
| 44 | Malaysia | 4 | 23 | 13 | -10 | South |
| 43 | Philippines | 0 | 13 | 1 | -12 | South |
| 83 | Cyprus | 23 | 14 | 0 | -14 | |
| 41 | Hong Kong | 58 | 85 | 65 | -20 | South |
| 42 | Singapore | 21 | 45 | 25 | -20 | South |
| 45 | Thailand | 10 | 48 | 19 | -29 | South |
| 31-36 | UAE | 21 | 56 | 26 | -30 | South |
| 71 | South Africa | 37 | 91 | 53 | -38 | South |
| 55, 59 | New Zealand | 36 | 142 | 49 | -93 | South |
| N/A | World & Other (<5) | 56 | 36 | 51 | 15 | |
| | | 5566 | 6402 | 6734 | 332 | |

It is encouraging from the above to note that this year is seeing continued growth in established IRC countries, particularly France and Italy.

It should be noted that those countries which at face value are losing numbers are, with the exception of Cyprus and Greece, South countries. This data is therefore not wholly reliable. The difference for Greece is so small as to be probably meaningless, while the decline in Cyprus reflects resurgence in the use of ORC Club.

In overall summary, IRC appears to be continuing to grow at a steady rate.

2. Measurement

No international measurers meetings were held in 2008. It is intended however that a training seminar or seminars will be held in 2009. Addressing the discussion on measurement standards at last year's Congress meeting, it is the IRC Technical Committee's intention that IRC should adopt the ISAF Equipment Rules of Sailing fully in 2010. We have therefore been working with ISAF towards an international measurer training programme. Full adoption of ERS allied with consistent training will we hope go a long way towards addressing this issue. When technical issues have been resolved, it is anticipated that training material will be produced for use at the proposed meetings.

3. Technical

The primary objective of the Technical Committee is to make available a rule that is the most equitable for the greatest number of competitors. The secondary objective is to encourage designers towards multi use designs and not towards designs suitable for windward/leeward racing only. While it is not within its remit, the Technical Committee encourages event organisers to use a variety of courses and not solely windward/leewards.



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In evolving IRC, the Technical Committee continually reviews all elements of the calculation of TCC. This does not mean that there will necessarily be immediate change to the calculation of rating, but allows reflection and ordered evolution of the IRC rule. In addition to this, for the last couple of years the Technical Committee has made significant efforts to improve IRC software generally and particularly to minimise the effects of 'step' changes within the calculation of TCC.

For 2009, it is unlikely that there will be major changes to the calculation of IRC TCC which will affect the majority of the fleet. There will be detail changes in a number of areas resulting from review of elements of the calculation and also developments in the design and handling of boats, sails and rigs. This year's changes will be reviewed. Based however on experience this year, there are unlikely to be significant changes in these areas.

4. Technical Meeting

The Technical Committee is in regular contact by E-Mail throughout the year and met formally once in 2008 in Caen in May. The meeting worked through a lengthy agenda and was very productive.

There was an informal meeting on Friday 17th October between the Technical Committee and the IRC Policy Steering Group at which it was confirmed that technical proposals were consistent with IRC policy.