



**WIND & WATERSPORT  
VLAANDEREN**

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### **Wind and Watersport Vlaanderen – National Authority for IRC in Belgium**

#### **1. Certificates issued:**

Number of IRC certificates on 31/08/2015: 56 (-24% compared to IRC fleet 2014)

Number of IRC certificates on 30/09/2016 : 44 (-21%/-41% compared to IRC fleet 2015/2014)

Number of IRC certificates on 30/09/2017 : 40 (-10%/-29% compared to IRC fleet 2016/2015)

Number of new IRC boats (Age date 2017): 0 (0% of IRC fleet 2016)

Number of new IRC boats (no IRC certificate in 2016): 14 (35% of IRC fleet 2016)

Number of non-renewals 2016-2017: 17 (39% of IRC fleet 2016)

At the end of august 2016 48 IRC certificates were issued to Belgian boats.

At the end of august 2017 49 IRC certificates were issued to Belgian boats, 40 (80%) of these certificates came through the national authority, the other boats got their certificate directly with UNCL or RORC. After august some boats traditionally order a certificate for Les Voiles de Saint-Tropez or other races.

#### **2. Comments:**

Around 50 certificates is a status quo but we saw 30% of the fleet disappear (17 boats didn't ask for a revalidation). Ten new boats came in by the national authority, the rest came by RORC of UNCL (Swan 50,..) – nine of certificates issued by the Belgian Authority are IRC endorsed. We presume the certificates issued by RORC/UNCL are endorsed.

Belgian boats often compete in international waters. Fastnet 6 (UK), Cowes Week 5 (UK), North Sea Regatta 3 (Holland), European Championship IRC Marseille 2 (France), Halfton Cup 3 (Ireland).

IRC fleets in Belgium suffer from competition of local measurement systems. Cruiser Rating (up to 300 certificates), HN aka Osiris from France (up to 50 certificates), other club systems.

Local races have more success than championships. The number of boats in the local championship ONZK is stable but low.

#### **3. Proposals of amendments of the IRC rule by President Carl Sabbe**

*As I did not get any feedback on a mail that I've sent to James Dadd on 1/01/2017, I repeat some remarks on the IRC Rule 2017, that don't seem to be addressed so far.*

*Let me start with the easy ones, being the typographical stuff:*

*Comments in black are by Jason Smithwick, Director of the Rating Office*

- I think "forestay" should be underlined in the 3rd bullet of the definition of STL. Agree – we will endeavor to change this.*
- I think "mast" should be bold in rule 21.1.6(a)(ii) and in the definition of PY. I do not see mast in rule 21.1.6(a)(ii). Definition of PY – Agree. I read 21.1.6(a)(ii) as "in the case of Dayboats explicitly permitted by their own class rules to move the mast at foot or deck level, or to adjust or detach the forestay and shrouds while racing" where mast is not in bold, or do I read a wrong version?*

*Then something on consistent use of terminology: you mostly use the word "mast" on its own, except in the definitions of Forestay, J, STL and Aft Rigging, where you use "mast spar". And while using "mast spar", you sometimes put both "mast" and "spar" in bold, and sometimes only "spar" in bold. I think there is room for more consistency here.*

*I understand your representations, I am not sure we will be able to address this before the publication of the rule this year as we will have to be sure for every case. But we will put that on the list for 2018.*

*Then something on the real changes:*

- In the old rule 17, there was a possibility to weigh the boat without berth cushions (old rule 17.1.4), as long as the IRC certificate mentioned that the boat was weighed without cushions. This also allowed to race without the cushions. I have the impression that the new rule 17 no longer allows this, as 17.1 states that fitted berth cushions should be on board in their normal position. I think rule 17 was changed to comply with the new ERS Conditions for Weight and Flotation Measurement, and I have doubts that it was your intention to no longer allow weighing and racing without cushions. If it is the intention that boats can still be weighed without cushions, and that thereafter they can also race without cushions, then I believe the text needs some rewording.*

*OK, thank you. It would be desirable to have this option and 17.1 could be amended to make this clearer. I feel this is not something we can address in time for congress, but we will look into that.*

*I understand that care should be taken in correct wording, but on the other hand, boats that are weighed without cushions and that race without cushions should be sure that they do not get penalized because of a lack in the new rule 17.*

- The rewriting of the definition of STL seems more complex to me than required. I think your intention is to also take into account the tack point of a headsail forward of the forestay on boats without spinnaker. I think you can do this by simply replacing the third bullet of the new definition by "the headsail tack point on deck projected vertically as necessary". You now add "or to the extremity of the bowsprit", but that is already covered by the first bullet of the definition. Also the addition in the third bullet of "if a headsail may be tacked forward of the forestay" does not seem necessary to me. If the headsail may not be tacked forward of the forestay, there are 2 possibilities:*

*o The boat has a spinnaker: in that case STL will be covered by the first or the second bullet of the new definition.*

*o The boat has no spinnaker: in that case STL can still be the tack point of the headsail, which will then be smaller than J, and I think the IRC formula will take into account the value of J in that case. Will STL will be greater than J if the tack point is forward of the forestay? We need to identify if the length of a whisker pole will be less than the J measurement, this is why we only pick up headsails set forward of the forestay in the final point, I agree we could save the “or to the extremity of the bowsprit” in the last point but I think it’s useful to clarify that it’s also the extremity of the bowsprit for headsails as well as spinnakers. This appears to be working I’d be nervous about making a change just to save some text.*

*I fully understand your point, but if things can be made simpler why not do it. Let’s discuss on this next Saturday.*

#### **4. General situation in Belgium**

A lot of boats qualify to ask for an IRC certificate but prefer to use other local systems (Cruiser Rating, Osiris/HN, unmeasured). Regattas in clubs use the alternative rating formulae and gather bigger fleets – up to 50 and more. Regattas in IRC attire a specialised fleet. These boats also compete in international competitions in the UK, France, the Netherlands). No boats are known to have an ORC certificate or do compete in this system (for example Scheveningen, Breskens, Stellendam – Holland)

BEL IRC is the organisation of the IRC owners and keeps a yearly information session.

The teams that aim higher choose foreign races. Belgian Champion IRC1-2 2016 spend half his season in Brittany. Other teams prefer the Solent, the Netherlands or go for races from the RORC. The Fastnet is an attractive classic.

## **IRC in France in 2017**

### ***Context***

In terms of IRC race attendance, 2017 is similar to the previous years, with some specificities which may have had an impact on race attendance in the different coastal areas:

- it is a Fastnet year
- the first stage of the Transquadra - single and double handed race - (starting in Lorient and Barcelona)
- 4 election weekends in the spring

### ***Efficient communication***

In 2017, the communication plan started in 2016 will continued.

The aim is to improve information before the race and also offer almost real-time coverage for some races and republish rankings later.

The only media used by the association of IRC boat owners PROP-IRC is Facebook. This media is perfect for quick publications of synoptic information with brief texts under photos and videos, or even live broadcasts.

UNCL published denser reports and information relating to the rule on their website and links to them on Facebook. They publish rankings for 3 types of championships: crewed, double-handed and single-handed.

Today, the PROP-IRC Facebook page speaks directly to 240 boat owners and 1950 IRC friends (crew, yards, suppliers) via over 800 publications a year.

Communications, even though they are directed towards the IRC world, also touch on offshore racing (in France and abroad), integrating news of monotype classes (Figaro, mini , etc) as well as exceptional events (Around the World records, Volvo race).

The aim of this communication plan, in addition to simply informing members, is to make them dream, make them want to sail in a context of decline over the past few years.

### ***Different levels in practice depending on the region***

Generally speaking, mid-September 2017, 580 French owners were at the start of IRC UNCL championship races, the only races for which data is reliable and can be consolidated. This is a small improvement in the trend, compared to 565 boats in 2016.

#### ***Crewed races***

- *Mediterranean*  
280 boats took part in the 12 races out of the 14 on the programme (8 inshore and 6 offshore. This figure is exactly the same as last year's, and includes the foreign participants that were at the European Championships in Marseille. Technical conditions were good, although participation was modest (53 boats) compared to the region's potential.  
The fleet is now divided into 5 classes and to date, perspectives for 2018 do not seem any different to this year.

- *Atlantic*

In 2016, 158 boats were ranked in this area's championship, compared to only 125 this year. It appears that 75 owners chose to take part in the Transquadra double or single handed, rendering the boats unavailable until May 2018.

Only 2 events were a success: the Spi Ouest France and Armen Race. We expect greater mobilisation in 2018, with a race from La Trinité sur Mer to Cowes in July and to Cherbourg in August (Drheam Cup).

- *Channel*

In this area, comparing data is meaningless because of the strong impact of the Fastnet Race, which is taken into account in the French Channel championship.

In the Western Channel area, we have seen a rise from 119 to 301 boats ranked and in the Eastern Channel area, 312 boats were ranked, compared to 148 the previous year.

This situation does not hide the strong lack of participants in French events. Excluding RORC races that finish in France, perspectives remain glum for 2018.

Like each year, class winners (13) from the different French areas will take part in a final held in November, in Le Havre, to award the French IRC Champion title, with the French Sailing Championship (FFV).

### *Double-handed*

Generally, a very stable situation, and this type of racing has really touched and built the loyalty of competitors. The situation varies in the different areas:

- *Mediterranean*

Currently, 62 boats are ranked, compared to 80 in 2016. The programme is divided into offshore and inshore races. 11 boats are taking part in the Transquadra.

- *Atlantic*

This area shows a tendency for boats that raced with crews to switch to double-handed racing, with 85 ranked in 2016 compared to x 109 in 2017. Without a doubt, it was an opportunity to train before the Transquadra, but other considerations such as financial concerns and the difficulty to find crew are also at the root of the change.

- *Channel*

In 2016, 55 boats were ranked, compared to 53 this year. This type of IRC racing is more specific to the Western Channel area.

### *Single-handed racing*

The Mediterranean area is the only one to have opened IRC competitions to single-handed racing. 21 boats were ranked after 4 offshore races. In 2018, the single-handed programme should include inshore races.

### ***A desire for a new direction and actions***

There are several levels of requirements:

- Integration of more "Corinthian" rankings in races where there is increased professionalization;
- Greater weighting of offshore races in championships, to better meet the demands of owners;
- A request to the authorities in charge of the development of the rule to better take into account older boats (changes in shapes, etc);
- Structured organisation of the search for partnerships, to better recognise the "classic" status of some events;
- Motivations to encourage French crews to line up at the start of the Hague World Championships.



## IRC Congress 2017

### Report from Great Britain and Northern Ireland (GBR)

Firstly thank you to my predecessor Ian Macdonald for his time in the chair.

The number of boats rated by August the 31st 2017 was 1411, slightly down on last year's figure (3%), a trend that we feel echoed around the world.

There were 18 short handed certificates issued and 54 Single event ratings; this meant the SER numbers were also down on last year from 99 to 54, which is disappointing when in 2015 we saw 126 boats with an SER. However this also reflects that SER was limited to a small number of events this year.

The Start Up Scheme has proved popular and to encourage further ratings, it has been extended to some clubs for another year. Some concern that once discounted rates and "hand holding" which ensure forms are filled in and fees are collected comes to an end we may see a reduction in numbers again.

In 2 separate areas of the SW of England individuals such as Michael Webster (MW) from Dartmouth and Steve Holman-Berry from Weymouth, have between them listed 85 newly rated yachts .MW the newly elected vice chair [of the GBR IRC Committee] taking the lead with a commendable 50 boats . Their enthusiasm will wane, if something is not done to help and promote the IRC system

Regatta numbers again as in the last few years have also seen a further decline, that's not to say this is the fault of the IRC, but it is a continuing trend and we should be aware of, and that to be complacent is **not an option**.

At our yearly meetings over the last two years the owners representatives have generally been in total agreement that we need to create /develop the IRC brand, "give added value" , "promote the concept that an IRC certificate is an essential piece of kit" ,and like a VHF you shouldn't be on the race course without one.

The active competitive yachtsmen is not the target , most if not all have an IRC cert , its more so the disenfranchised yachtsman, who sees the fleets as impenetrable, due to cost or types of boats.

Small therefore less expensive but highly rated yachts for their size, such as, Bull 7000, First class 8, Projection 762, Sigma 8m, are examples. I'm sure our French partners could add to

the list. We know these were produced in significant numbers but are not seen on the start line. The ratings can't be reduced but concepts can be developed,

Perhaps for example

"Class 7s" 7m <.930.

"Super 7s" .931 >.965.

"Class 8s .....

"Super 8s.....

Tens and hundreds of boats lie in boatyards and gardens because they feel uncompetitive in fleets that have moved to non overlapping genoas and asymmetric spinnakers, or having been IRC optimised.

The IRC could do a lot more to encourage older designs back onto the start line by looking closely at many IOR designs such as those with their original style rigs, checks and runners.

There have undoubtedly been a number of underwater fairings altered and that go unnoticed and therefore unrated.

To summarise:

We within the IRC need to look carefully at all aspects of the system and the product.

With "MyIRC" and developments to the rating application page things have improved, but to ensure a positive future we must continue to:

#### **IMPROVE**

Easy access

Benefits

Encouraging and sustaining rated fleets

Not looking elitist

Develop the brand

Develop and encourage new concepts with the older boats

All or at least some of the above may encourage newly rated boats

**Mel Sharp**

**GBR IRC Committee Chairman**



## **2017 IRC Congress Report from Hong Kong**

As in past years the total number of IRC Certificates issued remains fairly constant. Having had a surge of new “fast 40's” arrive over the past few years, we are seeing a fairly active group of yachts in that band who are competing regularly both inshore and offshore.

There also seems to be a regular turnover of yachts being sold with the new owners continuing to race them in IRC. As before there is a continued shortage of available mooring space in HK so it will be difficult to grow the fleet in any meaningful way until that is addressed.

IRC continues to be the Rating system of choice by all the clubs, with particular focus on the “Modern Racer” type of yacht. It should be noted that the local PY handicap system draws regular participation from the “older” yachts as well as production yachts. I believe the perception is that this particular band do not feel as competitive against the modern racers nor against the more highly skilled (professional) crews that race them. The challenge continues to be encouraging their participation in IRC.

Efforts to revitalise a HK Owners Association have so far fallen flat, the majority of owners seem to be content to let the Clubs try and take a driving role. The search continues to find a motivated owner who could drive this forward.

There is a fairly active sportsboat fleet of around 25 boats based around a core of a dozen Magic 25's. The remainder of the fleet consist of GP26's and other lightweight design's in the 20ft range. They currently race under the Australian SMS sportsboat system but have moved to encompass ORC and are currently trialling some dual scoring, I believe with the intention of moving solely to ORC if the results look favourable. This is a potential IRC market we are losing as the Magic's are a trapeze sportsboat and can't be rated under IRC (as the rule stands). We could rate the other half of the sportsboat fleet but they prefer to race as one larger combined fleet. A potential area of growth the Congress could perhaps examine.

A small number of events require Endorsed certificates in HK. Those being targeted at the Division Zero (TP52's and larger racers.) and Division One (the Fast 40's). Roughly around a third of HK certificates are endorsed. We have continued our adoption of IHC for sail measurement which has helped with reliability of measurement. However since January we also moved to insist any sail measurement to be performed “in appropriate environmental conditions” effectively indoors and no longer on hot concrete carpark floors or hardstandings under a blazing sun. The effects of heat on “shrinking” sails was too big to ignore. That has lead to difficult challenges in a space constrained HK of where to actually measure sails! There is only one manufacturing loft in HK who are also IHC, luckily they have kindly offered up space to IRC measurer's to come in when required. So we have a functioning solution for now.

A developing area of angst are Code Zero sails, they are considered to be an essential part of the sail wardrobe yet are unmeasured. Owners are told they “spinnakers” and as they are not the largest they are not measured. Yet many feel their competitors are racing with Headsail Code Zeros yet declaring them as Spinnaker Code Zero's. IRC may benefit from the perception of fairness if these sails are required to be measured, even if that may have no direct effect on the IRC Rating.

Gideon Mowser  
HK IRC Administrator & Measurer

## **UVAI (Unione Vela Altura Italiana) Annual IRC Report 2017**

### **1) Certificates issued:**

- |                       |                            |
|-----------------------|----------------------------|
| - on Dec 31 2016 were | 526 boats (439 on Aug. 31) |
| - on Aug 31 2017 were | 392 boats                  |

### **2) Comments:**

Notwithstanding the enduring crisis in the nautical field, our Association, with Italian Sailing Federation, has been able to promote a large number of regattas (mostly offshore) which enabled to maintain the certificate number of previous year (392 vis a vis 439 at August 31).

The consolidated reliability of the IRC System is gaining appeal among the boat owners. Appeal that has been boasted also by official competition (European in Marseille) in the Medeterranean.

### **3) Proposal for amendments of the IRC Rule**

The Italian sailors that have used IRC cert. are generally happy and no proposal of submissions have been received.

Our role in administering also ORC certificates resulted in a fruitful coordination often enabling the issue of both certificates with a beneficial effect on “numbers”.

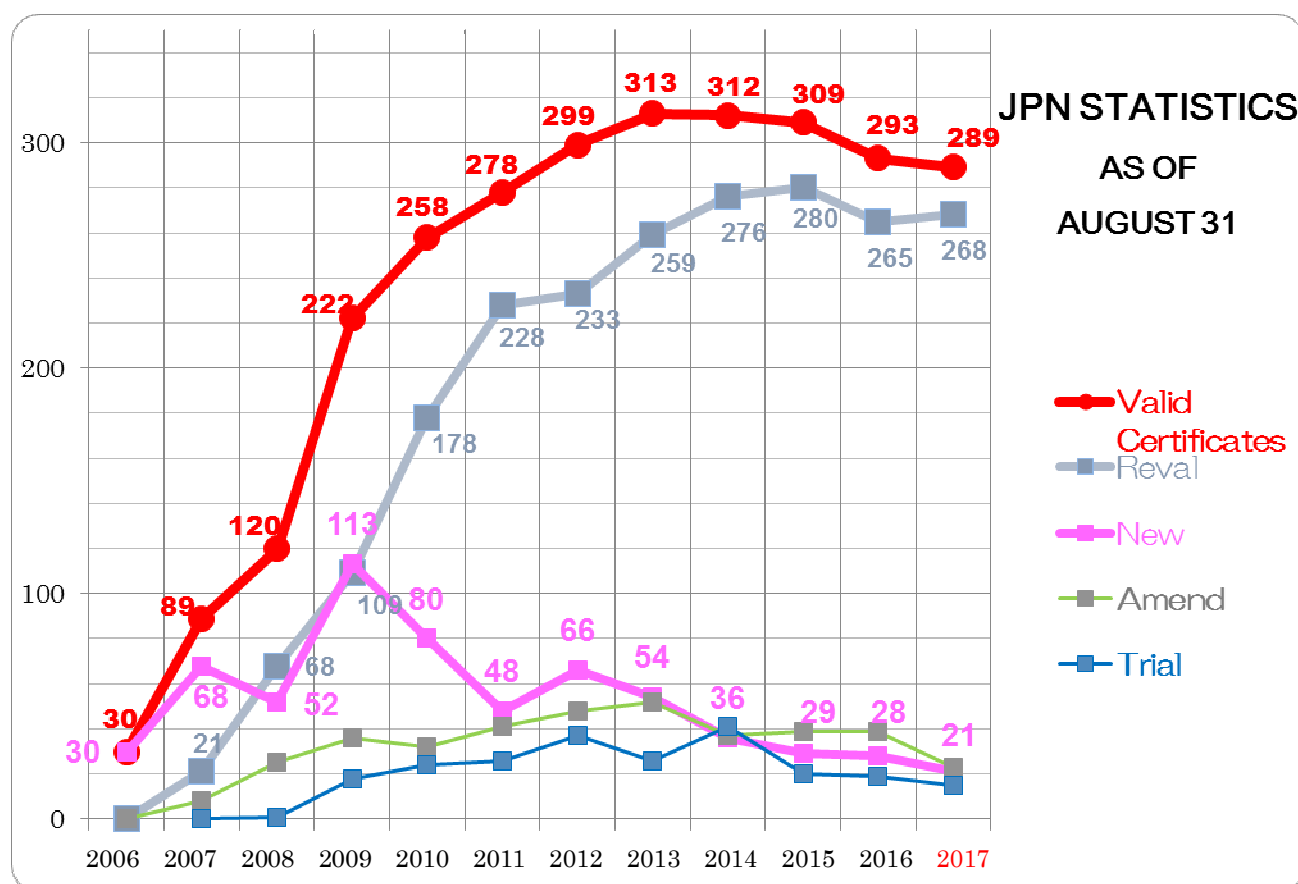
### **4) General situation in Italy**

Also taking into account the previous comments, as well as the conspicuous consistency of italian IRC fleet and the results obtained by the italian boats at the 2017 European Championship, we confirm our strong interest in promoting an application for the 2019 European Championship in an adequate Italian location in the Thyrranian Sea close to France.

## Rule Authority Report to the IRC Congress 2017

### Japan

- Number of valid IRC certificates as of 31/08/2017: 289 (-4 from 2016)
- Number of new boats as of 31/08/2017 : 21 (-7 from 2016)
- Number of re-validations : 268 (+3 from 2016)



This is our 12<sup>th</sup> season of IRC in Japan. With the total number of certificates issued at the end of last year being 354, the size of IRC fleet of around 300 has been unchanged in last several years. 155 out of 289 valid certificates are endorsed, so that endorsed ratio is more than half. The number of new applications was 21 by the end of August. This is the lowest number since we started IRC. It seems we are still suffering reduction of new participants in keel boat racing like many other part of the world.

Every year we hold IRC measurers seminars early February in a few places in Japan, where measurers from all over Japan attend to learn IRC rule changes as well as ERS and exchange information. One of the seminars this year, we welcomed Korean participants. Despite of the language difficulties, it was a good opportunity for both countries for the future development.

We had a few Japanese designed light displacement high performance boats launched this year and last year. It has been long time since we saw any Japanese high performance designs.

New definition, aft rigging, is easy to understand and made some backstay-runner issues clear.

Because Japan Sailing Federation has IRC and ORC to manage, there is an issue if we should choose one or offer 2 systems as owners wish. At a moment all of major Japanese events adopt IRC and people are trying to keep the fleet as big as possible and to avoid splitting the fleet.

UMS has not yet attracted much attention here, besides sailmakers utilize it as they need data exchange between the 2 rating systems, mainly from ORC to IRC.

Since there is no IHC lofts for offshore boats in Japan, we ask any sail makers to submit their measured data or have IRC measurers to measurer the sails for Endorsed certificates.

There are no submissions from JAPAN to the Congress.

Haru-hiko Kaku  
IRC Rating Office, JSAF  
September 2017



## ROYAL MALTA YACHT CLUB

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Ta' Xbiex Seafront, Ta' Xbiex, Malta

### **IRC Report 2017 – RMYC MALTA**

The downward trend in the RMYC fleet persisted in 2017 with numbers of rated boats dropping from 35 in end August 2016 to 31 at the same time this year. Some more certificates are likely to be requested particularly for the Rolex Middle Sea Race.

	<b>Total Certs</b>	<b>Rated Boats</b>	<b>New Boats</b>
August 2016	36	35	
December 2016	53	44	3
August 2017	36	31	1

The composition of the fleet remains largely the same, mostly modern production boats within the 10 – 15 metre length band.

The racing programme which runs from March to December and still includes local coastal races, weekend regattas and short offshore races to destinations in nearby Sicily all run under IRC.

While the reduction in the number of rated boats is relatively small the participation in racing events has dwindled and has become concerning.

Weekend regattas to Gozo or nearby Sicily remain quite popular but interest in other racing events has declined. Boats will revalidate their rating for the few regattas they will take part in but do not race much otherwise.

This is a trend which was noticeable in recent years but which has now become more pronounced. The RMYC has looked into ways of reversing this trend but initiatives so far have clearly not been successful. The reasons for this decline may be several and may not be limited to racing matters alone as other social issues such as other interests or commitments and a lack of spare time can be relevant.

The club sailing school has continued to grow creating continuous sailing activity around the club. Sailing tuition is open to all ages but the demand has been greatest from the young. These new young sailors will hopefully help revive the drop in participation in the future.

The two offshore international races the Malta- Syracuse race and the 606 mile Rolex Middle Sea Race include both IRC and ORC Categories. The Malta Syracuse has had somewhat reduced numbers recently but the Rolex Middle Sea Race has remained extremely popular maintaining a good international fleet of highly competitive boats. The Rolex Middle Sea Race is due to start on the 21<sup>st</sup> October. Entries so far look like the fleet will be similar in number to 2016 at around a hundred boats. In this race almost all the boats are expected to enter the IRC Category with a significant number of boats entering both categories. Dual scoring these races attracts entries that normally race under either of the two rating systems while enticing them to enter in the other as well.

Godwin Zammit

Commodore RMYC  
IRC representative, Malta.

## Dutch Offshore Federation Annual IRC Report 2017

21st August, 2017 we had 126 IRC Certificates registered in The Netherlands, with 131 valid IRC certificates on 31st December, 2016.

A number of IRC-yachts have been sold abroad which explains the decline in IRC certificates. ORC appears to get preference more and more.

We do however see a solid group of IRC boat owners who are very active internationally. Cowes Week, Fastnet Race, Middle Sea Race, IRC Nationals, North Sea Race & North Sea Regatta, et cetera.

Also in 2017 we see a large number of 28 Dutch participants in the Fastnet Race! The Dutch Sailing Association (KNWV) and IRC & ORC Class Association (Noordzeeclub) will therefore continue to support IRC next to ORC in the coming years.

The Open Dutch Championship is traditionally held in Breskens, hometown of the well known Piet Vroon. Breskens Sailing Weekend this year accounted for 29 participants, 14 Dutch teams, 14 Belgian teams and 1 from the UK.

The Netherlands, geographically lying in between ORC and IRC countries and subsequently both IRC and ORC events, traditionally sail under both systems. Some owners having two certificates make fun and say that this way their sailing area this way is twice the size.

With almost 1000 ORC certificates, The Netherlands remains a strong ORC country, but we continue to support IRC. We see that active racers tend to also have IRC certificate. We recognize the need for Dutch owners to participate in IRC events. We also recognize the different event characters and preferences and we expect to hold a solid number of IRC Certificates.

## The Hague Offshore Sailing World Championship 2018

It doesn't go unnoticed that we have a unique combined IRC & ORC world championship in The Hague next year. RORC and ORC have established a very constructive Working Party, agreeing on organisational details for the first ever combined offshore world championship. We're very keen on the input from RORC among others regarding rating practicalities, offshore safety and influence in offshore itself. All participants get 2 certificates, ORCi and IRC, and will score under both. Details are not yet finalised.

All these 150 top teams having 2 certificates, gives an enormous opportunity for IRC to seduce traditionally ORC owners to participate in more IRC events.



Noordzee Club  
p/a Hellingweg 136  
2583 DX Den Haag  
  
KvK 40342942  
NL96 INGB 0004 2581 44  
[www.noordzeeclub.nl](http://www.noordzeeclub.nl)



The organisation had a dreamstart. Max 150 participants can join, in 3 classes. To zoom in on the details:

- 16 countries have committed to join, out of which 4 (BEL/GBR/IRL/UAE) IRC, but mainly traditional ORC countries. (where is France for example??!). We will ask more support from you, all authorities here together to change this.
- Within 2 weeks of opening of registration, we see that currently 84 registrations are accounted for (not all yet 100% completed). In a nutshell ClassA 9 (3 IRC & 5 ORC); ClassB 17 (2 IRC & 15 ORC); ClassC 58 (6 IRC & 52 ORC)

From IRC fields we also expect more Class A owners to step in (ie. Fast 40s have confirmed) in comparison to ORC in this part of the world.

### IRC Rule

This year Holland has no submissions for the IRC Rule.

Erik van Vuuren  
Chairman Race Committee  
Noordzeeclub – Dutch IRC & ORC Class association



Noordzee Club  
p/a Hellingweg 136  
2583 DX Den Haag  
KvK 40342942  
NL96 INGB 0004 2581 44  
[www.noordzeeclub.nl](http://www.noordzeeclub.nl)



SOUTH EAST ASIA – THAILAND – MALAYSIA – SINGAPORE.  
Simon James.

### **SEA Report.**

The number of yachts currently racing in SEA is maintaining a constant level, with a number of new boats entering the area matching the number of retiring sailors. There is a distinct migration to Multihull Sailing in the region, especially in Thailand which now has a 20+ multihull fleet attending racing events and matching monohull numbers in local events.

### **IRC RACING & REGATTAS.**

Central to the region's yacht racing is the **Asian Yachting Grand Prix Circuit**.

This consists of 13 events covering China, Hong Kong, Philippines, Thailand, Malaysia and Singapore. IRC-SEA currently has 6 x TP52's competing, along with a range of 50-70ft yachts. Add a competitive 40ft fleet and a number of revitalized boats in the 30-36ft range including Farr 1104's and ¾ tonners plus a fleet of chartered yachts and you have an overall picture of the racing in SEA.

Charter yachts remain a growing feature of Regattas, with over 50 yachts joining regattas this year. IRC (Dual Scored with NHC) has become the standard handicap system used for Charter yachts.

### **Thailand**

With events on both sides of the SEA peninsular, Thailand offers opportunities for competitive IRC racing throughout the year. With 5 Major Regattas.

Racing in Thailand is mainly based around major regattas with a high percentage of yachts being made available for charter. Yachts range from Old IOR Boats, Beneteau/Bavaria Charter Yachts through to 40-50ft IRC Spec'd Racing Yachts. All charter yachts race under a duel score system using NHC and IRC.

**Club Racing** - While the number of boats continues to grow in the region, the number of boats taking part in racing outside major regattas is limited with monthly club racing under NHC being held in Phuket and Ocean Marina (Pattaya).

### **Malaysia**

Sailing in Malaysia continues to develop as a sport, as the awareness grows after their success at the recent SEA Games. Monthly IRC Club racing is held on a regular basis by the newly formed Peninsular Yacht Club, based in Port Klang.

Malaysia currently host 2 International Regattas using IRC:

**Raja Muda Selangor International Regatta(November).** This annual island hopping regatta is held along the west coast of peninsula Malaya starting from the [Royal Selangor Yacht Club](#) and finishing at Langkawi.

**Royal Langkawi International Regatta** – The event brings in the new year, with 5 days multi class racing around the duty-free islands of Langkawi.

### **Singapore**

It is encouraging to see the resurgence of IRC Racing in Singapore through Changi Sailing Club. All boats racing at CSC events now used registered/measured sails for IRC racing. There is no current International Regatta based in Singapore but new events are developing.

### **Future IRC events.**

There are ongoing discussions with owners to create a regional IRC SEA Championships in the near future. The current plan would be to create an annual event, which would move around the region

to join with major events or a new event in Singapore. Initial suggestions are aiming at the Koh Samui Regatta in May 2018.

A new **Andaman Sea Offshore Race is planned**, starting in Phuket, Thailand, racing (450 Miles) to Port Blair in the Indian Andaman Islands, returning to Langkawi (450 Miles) in Malaysia.

**Weighing facilities.**

Although the Marina facilities are still limited in the region, IRC-SEA now have access to a certified 15T load cell along with a new 4 x 15T pressure pad system capable of weighing boats up to 60T. Based in Thailand, the equipment is available for rental for yacht clubs and marinas in the SE Asia region.

In the past 2 seasons, 5 new IRC Measurers have been trained with CSC(Singapore) offering weighing and measuring weekends throughout the year. Events planned for Malaysia and Thailand in 2017/2018.

**Issues:**

The arrival of a “Newer” TP52 into Asia has decimated the Big Yacht fleet at Regattas, with 4 of our TP fleet now considering their options for racing due to competing against a professional programme.

**Comments for evolutions:**

Possible integration of a Rule for Multihull Racing.

**Proposition for new rules:**

None

September 2017.  
IRC SEA



2017-09-07

## **Swedish Offshore Federation Annual IRC Report 2017**

Gentlemen, Messieurs,

### **1. Certificates issued**

Boats that had valid IRC certificates ;

- on 31<sup>st</sup> Dec 2016 were           0 boats (no important races coming up)
- on Aug 31 2017 were           6 boats (for Fastnet Race 2017)

### **2. Comments**

There have been no special designs that has turned up during the year, there have been no newly produced boats on the starting line.

The boats have generally been measured to be "Endorsed." often combined with ORC measurements.

### **3. Proposals for amendments of the IRC rule**

The Swedish sailors that have used IRC, primarily in the Fastnet 2017, are generally happy and no proposals for submission have been received.

### **4. General situation in Sweden**

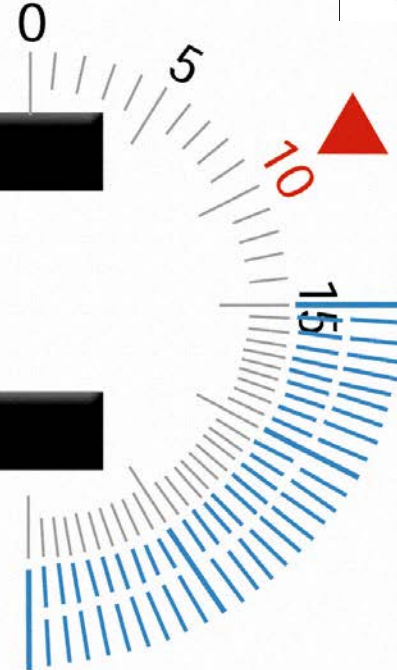
As things have developed, all Swedish offshore sailing is run according with SRS (Yardstick) or ORC rating. In multinational races ORC is the generally most used rule.

Sten Edholm  
Vice Chairman  
Swedish Offshore Federation

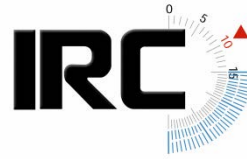
[sten@collarpoint.se](mailto:sten@collarpoint.se)  
M +46 705 92 75 57



# IRC



- Country : TURKEY
- Name of the owners' association :  
TURKISH OFFSHORE RACING CLUB
- Name of the representative : ALİCAN TURALI - CAHİT UREN



- Number of yachts on December 31, 2016: **357**
- Number of boats on Aug. 31, 2017 : **269**
- Number of new boats : 2015-**22** 2016-**18** 2017-**17**
- Number of boats below 10 meters : 2015-**58** 2016-**62** 2017-**60**
- Number of boats 10-12 meters : 2015-**114** 2016-**101** 2017-**92**
- Number of boats 12-15 meters : 2015-**103** 2016-**68** 2017-**92**
- Number of boats above 15 meters : 2015-**15** 2016-**10** 2017-**4**
- Percentage of endorsed boats: 2015-**63 %** 2016-**77 %** 2017-**75 %**
- Evolution of the IRC fleet compare to the other rules (PHRF, IMS, ORC...):  
NO OTHER RULES

# Comments-I

- 2017 has been marked by the increasing number of yachts and races. There have been 18 new yachts and totally 170 races all around Turkish blue waters
- IRC Rule is the sole rating rule represented by TORC as the Rule Authority since 1995.
- The Turkish Offshore Racing Club Trophy, is a series of races, consisting of spring and summer races, that are deemed as the most popular trophy of the Turkish Sailing Community since 46 years. The Trophy was made up of 29 inshore and 3 offshore races in 2017. Apart from that, there are two series DUO and the Autumn Series Races consisting of 5 races. The participation to those races are approximately 60-70 yachts, that are classified solely by TCC factor, in IRC divisions.
- Istanbul Sailing Club has organised 6 races at the Sea of Marmara with participation of 40-50 yachts.
- Double handled regattas were realized fourth time this year by TORC and BAYK (Bodrum Offshore Racing Club) and won critical recognition among the sailing community and shall be continued .

# Comments-II

- In other venues, namely Cesme/Izmir, Bodrum, Bursa, Gocek and Marmaris, racing scene was also very active. With the initiatives of Bodrum, Izmir, Bursa and Marmaris clubs, who lead successful WinterTrophies covering 15-20 races in 7-8 weekend events from January to May, race season is continuing now for 12 months in west and southern Turkey. ( Apart from İstanbul races, Winter Trophy is organised in Bursa, Izmir, Bodrum, Marmaris, Gocek between January & May and also Autumn Races are organised between July & October. Approximately 30-40 yachts participate to those Trophies in each event.) Marmaris Race Week end of October organized by Marmaris International Yacht Club(MIYC), with TORC support for race management, are the two major events. Marmaris Week celebrates this year its 28. anniversary and will attract more than 1200 sailors in 200 boats from 20 different countries. They also organize the Channel Regatta jointly with Rhodes Yacht Club since 11 years.
- Göcek Yacht Club is continuing its programme on May with Göcek Regatta 18. year (50 yachts) and in November Autumn Regatta with 65-70 yachts.
- All those venues are supported by TORC/UNCL trained measurers.
- In 2017 number of endorsed yachts increased considerably to 75 % of the certificates.



# Propositions

For each of your propositions, please try to address and answer the following questions :

- Rule definition (reference of the rule) which is concerned by your proposition :

NONE

- Comments and required evolutions :

NONE

- Proposition for a new writing of the rule :

NONE



## **USA**

### **Nathan Titcomb, US Sailing**

The US IRC fleet has stayed relatively consistent in size for the last two years. At the end of the year in 2016, there were 187 boats rated in the US. As of 31 August 2017, there were 168 boats with valid certificates. The 2017 fleet was comprised of nearly 12% of new boats.

All regattas and events in the US now accept Standard as well as Endorsed certificates. This has encouraged the expansion of the number of racers joining the IRC fleet by removing the initial barrier of measurement. Still 76% of the fleet continues to hold Endorsed certificates. The US IRC fleet predominately has a Northeast focus with over 85% of the boats located from New England to the Chesapeake Bay.

The USA IRC fleet is primarily comprised of larger boats with 95% of the fleet having a Hull Length of 10.66m (35') or over, and 71% of the fleet is comprised of boats with Hull Lengths in the 10.00 to 14.99m range (32.8' to 49.2').

IRC is not the predominate rule in the US with boat owners having the options of IRC, ORC, and ORR for measurement handicapping rules. The number of boats rated under each of the three rating rules in the US have been relatively consistent from 2016 to 2017 when considering the biennial schedule of the major races.