

## IRC Rating System - 2018 Annual Report to IRC Congress

### 1. IRC OVERVIEW

The IRC Rating System is managed by the IRC Rating Authority (RORC Rating Office & UNCL Centre de Calcul) and further administered by 42 additional rule authorities worldwide, on seven Continents, making it the most widely used Rating System available, with **IRC certificates issued in 44 countries**.

#### ► IRC Numbers

The RORC Rating Office has rated 2955 boats (new applications, revalidations, single event ratings (SERs)) to the end of August, a reduction of 4.9% (151 boats) from the end of August 2017. UNCL rated 1607 boats, 0.8% (13 boats) more than end of August 2017.

Joint figures show that at the end of August the overall total boats rated is 4564 which is a reduction of 2.9% from the end of August 2017.

Since 2012 we have seen a reduction each year in total IRC rated boats, but 2017 was the first year since 2012 that we saw numbers level out and this has continued in 2018. The highly successful biennial Rolex Fastnet Race is an influencing factor on IRC numbers and will next be held in 2019. The Offshore World Championship in The Hague resulted in more applications from the Netherlands and other Northern European countries and it is hoped that this will encourage more IRC racing.

### 2. EVENTS AND CLASSES

IRC remains the principal International Rating System for a long list of events around the world, with all of the offshore classics (except the Newport to Bermuda Race, currently) using IRC as the sole rating system or for the principal trophies. National IRC Championships are held in many countries and in 2018 there was the Offshore World Championship in The Hague, and two Continental Championships approved by Congress.

As well as the offshore classics and high level racing, there are of course thousands of boats racing in IRC every week in local and club races around the world. The local racers are very important to IRC and are our core stakeholders and we should continue to promote and support this area.

#### ► Offshore World Championship

2018 saw the inaugural combined IRC/ORC Offshore World Championships held in The Hague (Netherlands) in July. An innovative solution to unite the world's two largest offshore racing fleets, the event was scored jointly with IRC and ORC for the first time, and the entry list included an eclectic mix of boat designs.

The fleet was split into three classes by ORC Class Division Length (CDL) and the final entry consisted of 9 boats in Class A (largest boats), 27 in Class B and 49 in Class C, from 16 countries. Racing started with a 2-part offshore race followed by 7 windward-leeward inshore races, and scoring was a combination of points for the boats position under ORC and IRC rating systems.

Class winners were: Class A Team Beau Geste (Botin 52, NZL), Class B Santa (Landmark 43, NOR), Class C and overall Offshore World Champion J-Lance 12 (J 112e, NED). There was also a Corinthian sub-division for each class.

Full results and reports are at Notice of Race see [www.offshoresailingworlds2018.com](http://www.offshoresailingworlds2018.com).



J/112e J Lance 12 was crowned Champion at both the 2018 IRC European Championship (skipper Didier le Moal, FRA) and the 2018 Offshore World Championship (skipper Gideon Messink, NED). © Paul Wyeth/pwpictures.com

### ► IRC European Championship

Following successful events in Cork (Ireland) and Marseille (France), the 3rd IRC European Championship was held in Cowes, UK in June 2018 and incorporated the Commodores' Cup, the RORC's biennial event for three-boat teams with amateur crews and only one professional per boat allowed. Racing included 8 inshore races of different configurations, a Round the Island (Wight) Race and a 30-36 hour offshore race.

30 boats from Great Britain, France, the Netherlands, USA, Belgium, Ireland and Denmark were entered, racing in 3 classes. The class winners were: Class 1 Tokoloshe II (GP 42, GBR), Class 2 Elke (First 40, NED), Class 3 and Overall IRC European Champion 2018 J-Lance 12 (J 112e, FRA). The Commodores' Cup was won by the Celtic Team consisting of Keronimo (Ker 40), Shaitan (JPK 10.80) and Adventurer (First 40).

This event encouraged youth and female sailor participation by including a clause in the Notice of Race that allowed 1 extra crew member where crews included at least 2 young (under-25) or female crew.

The next IRC European Championship will be held in San Remo, Italy in June 2019; more details will be available from UNCL later in 2018.

### ► IRC North American Championship

At IRC Congress 2017 it was broadly agreed that the USA and Canada should draw up an agreement to alternate as hosts for the IRC North American Championship. Following the Championship held at Storm Trysail Club's Block Island Race Week in 2017, this year it was hosted by the Etobicoke Yacht Club on Lake Ontario in Canada, as part of their Open Regatta. There were 18 entries in two

classes, with 6 races over two days. Class winners were: Class 0 Hot Water (J 133), Class 1 Notorious (Farr 30).

#### ▶ **The Maxi Yacht Rolex Cup**

The annual Maxi Yacht Rolex Cup, incorporating the Rolex Maxi 72 World Championships, is a prestigious IRC event held in Porto Cervo, Sardinia, on the first weekend of September. The event is organised by the Yacht Club Costa Smeralda in collaboration with the IMA (International Maxi Association). At the 2018 event, out of an entry of 41 boats, 38 competed in IRC Classes: Maxi (5), Wally (6), Maxi 72 (6), Mini Maxi (19 in two divisions).

For the Mini Maxi Division 2 cruiser/racers, a trial was run in co-operation with the RORC Rating Office allowing boats the option to sail with 60% crew number and gain a rating benefit. Further information is below in the Technical Developments section.

#### ▶ **Fast 40+ Class**

The Fast 40+ class enjoyed close and high level racing this year, racing on IRC corrected time but under tight class limits. Nine boats competed at the National Championship at the end of June, and 11 raced at the One Ton Cup run by RORC. This class is proving to be a testing ground for design development - the latest addition to the fleet, 2018 Carkeek 40+ "RAN") has attracted a lot of press attention for her radical hull styling; others in the class have converted to electric engines.

[www.fast40class.com](http://www.fast40class.com)

#### ▶ **HP30 Class**

The HP30 Class for 30 foot sportboats has been proactive in the UK in 2018, with 12 member teams competing in a variety of designs including Farr 280, MC 31, Fareast 31R, FarEast 28R, Open 7.50 and Farr 30. The calendar for 2018 comprised 10 events including a National Championship held at Poole Regatta. [www.hp30class.com](http://www.hp30class.com)

Website addresses have been included for owners and race organisers interested in introducing them in other countries.

### **3. TECHNICAL DEVELOPMENTS 2018**

The IRC Technical Committee met in Paris in March and also many discussions via email etc. Rule changes were agreed to present to the IRC Congress in November and a good number of rating calculation development were discussed:

#### ▶ **Rule Changes**

In March 2018 there was an IRC Rule addition changing Racing Rule of Sailing 49.2 relating to hiking position.

New definition for P and E and the respective limit marks. In addition there are new rules for mainsail position relating to the limit marks.

IRC Definition of STL has been updated to make it clear that spinnaker pole track and any fittings at the mast are ignored when measuring STL. The change also makes it clear that bowsprit outer limit marks are ignored when measuring STL.

There is a rule change for clarification of the IRC rule for application of Rig Factor.

RORC (UK) and UNCL (France). Report produced by RORC Rating Office [info@rorcrating.com](mailto:info@rorcrating.com)

[www.ircrating.org](http://www.ircrating.org)

World Sailing have been asked for an interpretation of the Racing Rules of Sailing and Equipment Rules of Sailing for the use of whisker poles to leeward for sheeting headsails.

There are also a small number of format and wording change proposals for better clarity. Rule changes and explanations are presented in the “Proposed IRC Rule Changes for 2018” documentation.

#### ► **Reduced Crew Number Trial**

A reduced crew number trial has been conducted with the Maxi Yacht Association for their Maxi Yacht Rolex Cup event in Porto Cervo, with the aim to find out if there can be a consistent technical approach for the entire IRC fleet.

A reduced crew number rating has been offered at 60% of the IRC Crew Number. This trial has been agreed by the IRC Technical Committee and the rating office has developed a simple formulation such that a spreadsheet of reduced TCC can be provided by the class.

The basis of the trial is to determine how a reduced TCC may work in practice in terms of an event and certification. The salient points are as follows:

- This trial is in the Mini Maxi division (cruisers) only.
- The trial will determine if the magnitude of the TCC reduction is appropriate.
- The trial will determine if 60% crew number is the correct reduction.
- The reduced crew number TCC will not be printed on the IRC certificate.
- The reduced crew number TCC will be printed on the IMA certificate alongside the fully crewed TCC.
- The reduced crew number TCC must be used for the full duration of the event.

The uptake of the trial was minimal but there was a lot of interest and the trial will be continued into 2019 with a final report and recommendations next year.

#### ► **Rating Changes for 2019**

There are rating changes for the following areas:

- Treatment of draft
- Boats of length > 30.5m.
- Cruisers and classics with relatively low sail area.

#### ► **Rating Changes Beyond 2019 and for Further Consideration**

Technical Committee research continues into the following areas: Code 0s/flying headsails, Outriggers, crew number, keels and aerodynamic drag.

#### **4. Measurement and Rule Authorities.**

We continue to work with World Sailing in trying to expand the use of IHC for sail measurement around the world, and the work on the UMS with the ORC and US Sailing continues and is becoming more important with our cooperation over the IRC/ORC World Championships in 2018.

## 5. Fleet statistics

So as to provide more suitable statistics for comparative purposes we have included the total number of certificates issued as well as the number of boats rated for each of the last 5 years in a table below. From this we can see that the predicted number of certificates for 2018 is in the region of 7,000 worldwide, to approximately 5,000 boats.

### IRC Certificate Distribution at 31/8/18

| Country | Continent | Region | Number of Boats Rated |      |      |      |      | To 31 August    |                 |                   |                               |
|---------|-----------|--------|-----------------------|------|------|------|------|-----------------|-----------------|-------------------|-------------------------------|
|         |           |        | 2013                  | 2014 | 2015 | 2016 | 2017 | 2017 to 31/8/17 | 2018 to 31/8/18 | boats 2018 - 2017 | if over 10 boats % difference |
| MRI     | Africa    | North  | 27                    | 17   | 4    | 13   | 5    | 5               | 8               |                   |                               |
| JPN     | Asia      | North  | 313                   | 311  | 309  | 293  | 296  | 289             | 265             | -24               | -8.3                          |
| KOR     | Asia      | North  |                       |      |      |      | 1    | 1               | 3               |                   |                               |
| TPE     | Asia      | North  |                       |      |      | 5    | 5    | 5               | 5               |                   |                               |
| RUS     | Asia      | North  |                       |      |      | 11   | 10   | 8               | 8               |                   |                               |
| CHN     | Asia      | North  | 64                    | 96   | 62   | 80   | 72   | 57              | 70              | 13                | 22.8                          |
| IRL     | Europe    | North  | 321                   | 335  | 320  | 310  | 326  | 322             | 303             | -19               | -5.9                          |
| DEN     | Europe    | North  |                       |      |      |      |      |                 | 3               |                   |                               |
| FIN     | Europe    | North  | 20                    | 16   | 13   | 12   | 16   | 15              | 19              | 4                 | 26.7                          |
| GER     | Europe    | North  | 46                    | 40   | 53   | 30   | 44   | 37              | 40              | 3                 | 8.1                           |
| NED     | Europe    | North  | 151                   | 142  | 147  | 139  | 126  | 126             | 116             | -10               | -7.9                          |
| NOR     | Europe    | North  | 7                     | 5    | 7    | 2    | 6    | 5               | 9               |                   |                               |
| SWE     | Europe    | North  |                       |      |      |      | 5    | 5               | 11              | 6                 | 120.0                         |
| ISL     | Europe    | North  | 12                    | 13   | 12   | 12   | 13   | 13              | 13              | 0                 | 0.0                           |
| ISR     | Europe    | North  | 42                    | 34   | 1    | 2    | 1    | 0               | 2               |                   |                               |
| MLT     | Europe    | North  | 54                    | 68   | 57   | 48   | 42   | 37              | 35              | -2                | -5.4                          |
| BUL     | Europe    | North  | 35                    | 29   | 26   | 28   | 18   | 16              | 20              | 4                 | 25.0                          |
| CRO     | Europe    | North  | 12                    | 8    | 13   | 12   | 6    | 6               | 9               |                   |                               |
| GRE     | Europe    | North  | 63                    | 74   | 50   | 39   | 22   | 17              | 16              | -1                | -5.9                          |
| LTU     | Europe    | North  |                       |      |      |      |      |                 | 3               |                   |                               |
| MON     | Europe    | North  |                       |      |      |      |      |                 | 1               |                   |                               |
| POL     | Europe    | North  |                       |      |      |      |      |                 | 1               |                   |                               |
| POR     | Europe    | North  |                       |      |      |      |      |                 | 1               |                   |                               |
| ROU     | Europe    | North  |                       |      |      |      | 10   | 1               | 1               |                   |                               |
| SLO     | Europe    | North  |                       |      |      |      | 1    | 1               | 0               |                   |                               |
| SUI     | Europe    | North  |                       |      |      |      | 5    | 5               | 2               |                   |                               |
| GBR     | Europe    | North  | 1378                  | 1407 | 1574 | 1608 | 1472 | 1411            | 1381            | -30               | -2.1                          |
| BEL     | Europe    | North  | 65                    | 72   | 59   | 48   | 48   | 47              | 54              | 7                 | 14.9                          |
| FRA     | Europe    | North  | 859                   | 850  | 758  | 761  | 694  | 658             | 550             | -108              | -16.4                         |
| ITA     | Europe    | North  | 716                   | 706  | 631  | 526  | 468  | 392             | 383             | -9                | -2.3                          |
| ESP     | Europe    | North  | 128                   | 109  | 93   | 110  | 106  | 97              | 91              | -6                | -6.2                          |
| TUR     | Europe    | North  | 389                   | 357  | 338  | 289  | 282  | 227             | 215             | -12               | -5.3                          |
| CAN     | N America | North  | 55                    | 38   | 39   | 32   | 24   | 22              | 26              | 4                 | 18.2                          |
| USA     | N America | North  | 273                   | 280  | 248  | 180  | 165  | 162             | 153             | -9                | -5.6                          |
| NCAL    | Oceania   | North  |                       |      |      | 5    | 1    | 0               | 0               |                   |                               |
| BRA     | S America | North  | 34                    | 56   | 66   | 46   | 49   | 46              | 49              | 3                 | 6.5                           |
| RSA     | Africa    | South  | 64                    | 52   | 46   | 34   | 6    | 6               | 0               |                   |                               |
| UAE     | Africa    | South  | 60                    | 58   | 57   | 48   | 39   | 12              | 7               |                   |                               |
| HKG     | Asia      | South  | 96                    | 88   | 92   | 77   | 84   | 69              | 68              | -1                | -1.4                          |
| PHI     | Asia      | South  | 10                    | 9    | 5    | 1    | 1    | 0               | 2               |                   |                               |

|            |           | Number of Boats Rated  |      |      |      |      |      | To 31 August |      |      |       |
|------------|-----------|------------------------|------|------|------|------|------|--------------|------|------|-------|
| SE Asia    | Asia      | South                  | 129  | 118  | 104  | 86   | 70   | 38           | 31   | -7   | -18.4 |
| IND        | Asia      | South                  |      |      |      | 1    | 11   | 5            | 3    |      |       |
| NZL        | Oceania   | South                  | 39   | 45   | 27   | 25   | 14   | 7            | 10   | 3    | 42.9  |
| AUS        | Oceania   | South                  | 478  | 452  | 426  | 371  | 388  | 270          | 274  | 4    | 1.5   |
| ARG        | S America | South                  | 11   | 13   | 11   | 2    | 0    | 0            | 0    |      |       |
| URU        | S America | South                  | 24   | 24   | 24   | 15   | 14   | 5            | 6    |      |       |
| CHI        | S America | South                  | 79   | 32   | 37   | 18   | 13   | 0            | 0    |      |       |
| COL        | S America | South                  | 0    | 5    | 9    | 0    | 0    | 0            | 0    |      |       |
| Worldwide  |           |                        |      |      | 54   | 56   | 68   | 57           | 48   | -9   | -15.8 |
| Other (<5) | N/A       | N/A                    | 79   | 72   | 14   | 11   | 0    | 0            | 0    |      |       |
|            |           | Totals:                | 6133 | 6031 | 5786 | 5386 | 5047 | 4502         | 4315 | -187 | -4.2  |
|            |           | As % of previous year: |      | 98.3 | 95.9 | 93.1 | 93.7 | 97.6         | 95.8 |      |       |