



**Minutes Of The Annual Meeting Of The IRC Congress  
The Holiday Inn, Eastleigh, UK  
Saturday 14<sup>th</sup> October 2006**

<b>Present:</b>	Paul King	GBR IRC Owners' Association, Chairman
	Didier Dardot	UNCL President, Vice Chairman
	Chris Frost	South Africa, Vice Chairman
	Tony Mooney	Australia
	Marc Alperovitch	France
	Jean-Claude Merlivat	France
	Andy Hill	GBR IRC Owners' Association
	Marina Psychogiou	Greece
	Yannis Kontaxopoulos	Greece
	Peter Petursson	Iceland
	Denis Kiely	Ireland
	Ricardo Provini	Italy
	Haru-Hiko Kaku	Japanese Sailing Federation
	Suzuki Kazuyuki	Japanese Sailing Federation
	David Aisher	Royal Ocean Racing Club Commodore
	Colin Gruar	Royal Ocean Racing Club
	Simon James	Thailand
	Cahit Uren	Turkish Offshore Racing Club
	Omur Yarsuvat	Turkish Offshore Racing Club
	Barrie Harmsworth	UAE
	Barry Carroll	US-IRC
	Larry Huntingdon	US-IRC
	Dan Nowlan	US Sailing
	Tripp Estabrook	US Sailing
	Gero Brugman	Observer (Nord Deutsche Regatta Verein, Germany)
	Torben Knappe	Observer (Nord Deutsche Regatta Verein, Germany)
	Don Wagner	Observer (USA)
	Joe Chuchla	Observer (USA)
	Jean Sans	IRC Technical Committee
	Mike Urwin	IRC Technical Committee
	Ludovic Abollivier	UNCL, Centre de Calcul
	Nicolas Lemarchand	UNCL, Centre de Calcul
	Jenny Howells	RORC Rating Office
	Emma Cary	RORC Rating Office

## **1. Introduction and welcome.**

The Chairman welcomed all present to the third meeting of the IRC Congress.

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

Apologies for absence were received from Ronnie Barmatz (ISR), Canadian Yachting Association, Radboud Crul (NED), Marta Eroles (ESP), Lucien Lejeune (BEL), Gideon Mowser (HKG), Godwin Zammit (MLT).

Voting sheets were distributed to national representatives.

It was noted that Mike Urwin held proxy votes for Canada (1), Hong Kong (1), Israel (1), Malta (1), and Singapore (1).



### **3. Minutes of the IRC Congress meeting held on Saturday 1<sup>st</sup> October 2005 in Saint-Tropez, France.**

The minutes of the meeting of the IRC Congress held on Saturday 1<sup>st</sup> October 2005 in Saint-Tropez, France were accepted as a true record of that meeting

### **4. Matters arising.**

All matters arising are covered by the agenda.

### **5. IRC Endorsement.**

The previously circulated paper detailing standards for the endorsement of IRC certificates was noted and accepted. The IRC Technical Committee wished to record its thanks to Dan Nowlan (USA) and Tony Mooney (Australia) for their help in developing this standard.

### **6. To note IRC Notice #06/01, Rule 24, Keel, Centreboard and Rudder, and IRC Notice #001-2006, Interpretation of Rule 26.3.1, Sheeting of Headsails and Spinnakers (attached).**

The Congress noted the notices and that #06/01 was the subject of a rule change for 2007.

### **7. IRC 2006. To receive a report from the IRC Rating Offices.**

A report (attached) from the IRC Rating Offices was presented by Mike Urwin. The Congress noted that while IRC numbers in Spain had fallen significantly following the introduction of a national rule in Spain, that there was still healthy underlying growth in the number of IRC certificated boats. The total number of boats at the end of 2005 was 7078. 18 countries had fleets of 25 boats or more on 5 continents, satisfying the requirements of ISAF Regulation 28.2(e)(i). The number of countries using IRC also continues to grow with ARG, GRE, JPN, NZL, and RUS offering IRC racing in 2006. It is predicted that by the end of 2006 that 21 countries on all 6 continents will have fleets of 25 boats or more.

### **8. To receive reports from National IRC Representatives.**

Written reports had been received and circulated from Belgium, Great Britain, Ireland, Japan, Malta, South Africa, Turkey, and the USA. Verbal and written reports were given by those present.

In discussion, it was noted that age allowance for one designs was an issue in Australia. The IRC Technical Committee agreed to review this noting the Chairman's suggestion that age allowance for one designs should be based wholly on series date. It was noted that there was significant technical pressure on IRC in Australia with such features as high powered winch systems requiring engines to be run continuously. There was a move in Australia to move canting keel maxis into a separate division for races such as the Sydney to Hobart, although they would still remain eligible for overall honours. Responding, Mike Urwin, supported by Larry Huntington and Barry Carroll, noted that he would like to see the organisers of major events agreeing as far as possible common conditions for entry to their races.

In Ireland, some events were adopting the policy of using IRC Hull Factor to restrict the classes in which boats could race.

Japan formally adopted IRC in May 2006 with 14 boats certificated to date. It is anticipated that up to 200 boats may be certificated next year.

IRC is well established in South Africa for all the major races. Total boat numbers each year are consistently just below 100. Efforts are being made to encourage more clubs to adopt IRC.



Continuing IRC growth in the USA had led to a number of administrative issues. The RORC rating Office had worked with US Sailing to resolve these and was working to improve the application process particularly by making more use of standard data.

In Turkey, IRC is now the only rating system in use.

UAE is working with other Gulf State countries towards wider adoption of IRC. Wider availability of local measurers following the International Measurers Conference will be a big step forward.

In Greece, a number of seminars had been held covering IRC generally but also race management and measurement. The Congress congratulated Greece on this initiative and on the growth and development of IRC in Greece.

In general discussion, the Congress agreed that dual scoring (eg between IRC and IMS/ORC Club) was a bridge towards wider adoption of IRC.

In Italy, IRC numbers were slowly increasing and IMS numbers were reducing.

Thailand reported that they were trying to develop a standard set of regatta conditions to assist boats competing in the region generally. In parallel, efforts were being made to qualify measurers. In this context, the endorsement standards would be a great help.

Iceland reported a small IRC fleet. General facilities for sailing were good because of redundant fishing facilities.

## **9. Proposed 2007 IRC Rule Changes:**

### **9.1 Submissions from the IRC Technical Committee**

#### **9.1.1 Stored Power**

Reason for change: The potential inclusion of a rating tax for the use of stored power for sail handling will require a knowledge of which boats are using stored power. We therefore need a provision within the rule to ask for this information.

Change: Add new Rule 14.2:

**14.2 Boats using stored power for the adjustment or operation of running rigging (eg backstays, runners, checkstays, sheets, guys, etc), but excluding the hoisting, reefing or furling of sails, shall declare this to the Rating Authority.**

Effect of change: Requires necessary data to be submitted.

Decision: Congress accepted the proposal.

#### **9.1.2 Rating Protests**

Reason for change: At a (non IRC) handicap event in 2006, the International Jury were forced to penalise a boat when her certificate was found to be invalid because of an error by the rating authority. ie her owner was entirely blameless. This could also happen under current IRC Rules. The following is therefore proposed.

Change: Add new Rule 20.3 and re-number accordingly:

**20.3 A boat shall not be penalised if her certificate is invalidated as a result of an error or omission by an IRC Rule Authority or by the IRC**



**Rating Authority. However a protest committee may order that races scored using the invalidated certificate shall be re-scored.**

Effect of change: Prevents a boat being penalised through no fault of her own, but permits races to be re-scored.

Decision: Subject to detail re-drafting by the IRC Technical Committee to permit a protest committee to penalise a boat at its discretion, Congress accepted the proposal.

Post Meeting Note: *The final wording from the IRC Technical Committee is:*

**20.3 A boat whose certificate is invalidated as a result of an error or omission by an IRC Rule Authority or by the IRC Rating Authority, of which the boat could not reasonably have been aware, may be penalised at the discretion of the protest committee. Additionally, a protest committee may order that races scored using the invalidated certificate shall be re-scored using the corrected TCC.**

### 9.1.3 Permitted Materials For Hull Appendages

Reason for change: IRC Rules currently make no reference to permitted materials for hull appendages (keels, rudders, daggerboards etc). In response to the manufacture of some keel bulbs from tungsten, IRC Rule 24, Keel, Centreboard and Rudder, in IRC Rules 2005 and 2006, was amended with effect from 1<sup>st</sup> January 2006 by IRC Notice #06/01. This therefore needs formal inclusion in IRC Rules. Additionally, the original wording inadvertently permitted boats grandfathered by this rule to add more heavy material. This is undesirable and the wording has therefore been edited to remove this possibility.

Change: Add new Rules 24.5 and 24.6:

**24.5 In the construction of hull appendages, no material with specific gravity greater than 11.3 is permitted.**

**24.6 Boats including material in their hull appendages with specific gravity greater than 11.3, and with Age Date of 2005 or earlier, and holding a valid IRC certificate on 31<sup>st</sup> December 2005 are exempt from rule 24.5. Apart from routine maintenance, any such boat changing the quantity of material of specific gravity greater than 11.3 shall comply with Rule 24.5 and will not subsequently be eligible for exemption from compliance with IRC Rule 24.5.**

Effect of change: Formal incorporation of existing amendment, suitably re-worded.

Decision: Congress accepted the proposal.

### 9.1.4 Spinnaker Tack Length, STL

Reason for change: Current Rule 26.6.4 causes continuing confusion and misunderstanding among owners. It is also entirely at a boat's discretion how long to make STL; IRC will then rate the boat accordingly. The Rule is therefore largely meaningless. It is proposed to delete it.

Change: Delete Rule 26.6.4 entirely:

**~~26.6.4 STL is rated relative to a base length of  $0.456 \cdot SPA^{0.5}$ . Variations from base STL will result in variation in a boat's TCC appropriate to the change in length.~~**



Effect of change: Simplification and removal of redundancy.

Decision: The submission was withdrawn.

#### 9.1.5 Definition of Headsail Half Width, HHW

Reason for change: The definitions of the mainsail widths, MHW, MTW, and MUW, all make reference to bridging hollows. To be consistent, this should also be the case for headsail half width, HHW.

Change: **HHW The Headsail Half Width of the largest area headsail measured as the shortest distance between the half leech point and the luff, bridging any hollows in the leech of the sail.**

Effect of change: None. Consistency with other definitions.

Decision: Congress accepted the proposal.

#### 9.1.6 Definition of Mainsail Hoist, P

Reason for change: Some potential confusion has arisen in respect of the lower measurement point for P. This relates to the phrase in the current definition 'or the corresponding top of a permanent 25mm band of contrasting colour'. It has been argued that this band may be marked above the top of the boom. The intended meaning however is that, except in the special case of a wishbone rig, the lower limit of P is measured to the top of the boom. The reference to a lower band is therefore redundant. Additionally, gaff rigs are not currently addressed.

Change: **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 corresponding top of a permanent 25 mm band of contrasting colour, or the mainsail tack whichever is the lowest,~~ and the bottom of a similar 25 mm band of contrasting colour at the top of the mast above which the mainsail shall not be hoisted. If there is no ~~top~~ 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.**

Effect of change: Removal of possible ambiguity and inclusion of wishbone and gaff rigs.

Decision: Congress accepted the proposal.

#### 9.1.7 Definitions of Backstays, Runners, and Checkstays

Reason for change: Consistently, applications for IRC certificates are received with erroneous information relating to backstays, runners and checkstays. This could be ameliorated by including these items in IRC Definitions.

Change: Include the following Definitions:

**Backstay An item of running rigging from the masthead to the stern of the boat which may be adjusted while racing.**

**Runner An item of running rigging from the mast below the masthead in the vicinity of the forestay to the stern of the boat which may be adjusted while racing.**



**Checkstay** **An item of running rigging from the mast significantly below the forestay to the stern of the boat which may be adjusted either directly or indirectly while racing.**

Effect of change: Improved clarity and understanding.

Decision: Congress accepted the proposal.

### **9.1.8 Headsail Top Width, HHB**

Reason for change: Historically, wide headsail heads have been controlled by incremental increase to RF. With the increasing use of IRC, this now needs formal control. The effect of a sail of this type is to reduce LL and hence rated HSA.

The values to be used in the calculation of maximum permitted HHB and the addition to LL for excessive values are yet to be determined. It is intended that sailmakers will be permitted reasonable latitude in the design of headsails, but that any excess will be treated penalty.

Change: Amend IRC Rule 26.7 and add a definition of HHB:

#### **26.7 Headsails**

**Headsail area (HSA) shall be calculated from:**

$$\text{HSA} = \text{LL} * ((0.25 * \text{LP}) + (1.5 * \text{HHW})) * 0.5$$

**In the calculation of HSA:**

**(a) HHW shall not be taken as less than 50% of LP.**

**(b) If HHB is greater than the larger of x.xxm or 0.0xx\*LL, then xx times the excess shall be added to LL in the calculation of HSA.**

**26.7.1 The following shall be declared:**

**(a) The luff length (LL), luff perpendicular (LP), and half width (HHW) of the largest area headsail carried.**

**(b) The longest luff length (LLmax) of any headsail carried.**

**(c) The widest headsail top width (HHB) of any headsail carried.**

**26.7.2 HSA, LP, and HHW of the largest area headsail, ~~and~~ LLmax and HHB will be shown on the boat's certificate. HSA ~~and~~ LLmax and HHB are the maximum permitted values.**

**HHB The widest headsail top width of any headsail carried measured as the distance between the head point and the aft head point.**

Effect of change: Control of undesirable sail design development. The only new data required from owners will be HHB. This will be available either by measurement, or from a boats sailmaker. For sails with HHB less than the permitted maximum (which will be the case in excess of 98% of sails), an absolute value will not be required, simply a declaration from the owner that the maximum is not exceeded.

Decision: By a vote of 39:0, Congress accepted the proposal, subject to inclusion of values in 26.7 (a) by the IRC Technical Committee.

*Post Meeting Note: The IRC Technical Committee has concluded that values of 0.090m and 0.008\*LL are appropriate.:*

### **9.1.9 Definitions of Moveable and Variable Ballast**

Reason for change: The current definition of Moveable Ballast is erroneous. The definition of Variable Ballast has been omitted. It is proposed to amend the definition of



Moveable Ballast and add a definition Variable Ballast using identical wording to that used in ISAF Special Regulations. In practical terms, the effects will be zero.

Change: Amend the definition of Moveable Ballast and add a definition of Variable Ballast:

**Movable Ballast** ~~Water or other ballast which can be varied in quantity and/or transferred from one part to another part of the boat.~~

Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may be moved transversely but not varied in weight while a boat is racing.

**Variable Ballast** Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing.

Effect of change: No practical change. Consistency with other rules.

Decision: Congress accepted the proposal.

## 9.2 Submission from GBR

### 9.2.1 Rule 12.2

Proposal: This proposal is to make explicit the method of calculating corrected times. Racing Rules of Sailing, Appendix A3 says "However, when a handicap or rating system is used, a boat's corrected time shall determine her finishing place." This leaves it up to the rules of the rating system to define corrected time.

Change: **12.2. The IRC rating is calculated as a Time Corrector (TCC) to three places of decimals. ~~Corrected times shall be calculated from the TCC to an accuracy of the nearest second with 0.5 seconds rounding upwards.~~ Corrected time for each boat is calculated by multiplying its elapsed time by its TCC. Corrected times shall be rounded to the nearest second with 0.5 seconds rounded upwards.**

Discussion  
/Effect of Change: This proposal is for clarification and completeness; it will not change anything in the practical use of IRC.

The IRC Technical Committee support the proposal.

Decision: Congress accepted the proposal.

## 9.3 Submissions from the USA

### 9.3.1 Short Handed Sailing

Proposal: Change IRC Rule 9.2 to permit a yacht to have two concurrent valid certificates, one for "Normal Full Crew" and one for "Short-Handed" (single or double) Racing.



Discussion

/Effect of change: Greater Flexibility for owners wishing to compete in short-handed races.

The IRC Technical Committee noted that this was also the subject of a submission to the IRC Congress in 2005 when it was not approved. In 2005, the IRC technical Committee supported the proposal with the caveat that a short handed certificate may vary from a boats normal certificate only to the extent of changes to the headsail, single furling headsail allowance, spinnaker, STL and pole type. Changes to the IRC Rule text would also need to be explicit on when a short handed certificate may be used. While expressing no formal view, the IRC Technical Committee proposed the following:

Change: Amend Rule 9.2 and add new Rule 9.2.1:

**9.2 A boat shall not have more than one valid IRC rating certificate at any time except as permitted by 9.2.1. Issue of a new rating certificate automatically invalidates the old one. The original or a copy of the rating certificate shall be kept on board the boat.**

**9.2.1 A boat may additionally hold a second IRC certificate valid only for racing in short handed classes, included in a Notice of Race. The data on the second certificate, may only vary from the data on the primary certificate in respect of headsail dimensions, single roller furling headsail allowance, SPA, STL, and spinnaker pole type.**

Decision: Subject to revised drafting to more clearly define 'short handed', to require clear identification of short handed certificates, and the inclusion of moveable and variable ballast in the list of permitted variables, by a vote of 22:0 with 15 abstentions, Congress accepted the proposal for a 1 year trial period.

Post Meeting Note: *The final wording from the IRC Technical Committee is:*

**9.2 A boat shall not hold more than one valid IRC rating certificate at any time except as permitted by Rule 9.2.1. ~~Issue of a new rating certificate automatically invalidates the old one. The original or a copy of the rating certificate shall be kept on board the boat.~~**

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

**9.2.2 Issue of any new rating certificate automatically invalidates the old one.**

**9.2.3 A copy of the current rating certificate(s) shall be kept on board the boat.**

### 9.3.2 Composite Standing Rigging

Proposal: Change IRC Rule 26.2 to address the issue of very light and very expensive composite standing rigging.

Discussion

/Effect of change: The current effect on rating is limited only to the total weight saved in the entire boat ie: the net effect on the displacement of the boat. The rating impact of lowering the total displacement by 50 KG doesn't begin to address the





performance impact of taking 50 KG's taken out of the rig. The effect of ultra light composite rigging should be reflected in the rig credit, and in an amount proportional to the effects of a carbon mast tube. The reason is that although this advance in technology should not be banned, it is extremely expensive, and should not be encouraged through lenient treatment under the rule.

The IRC Technical Committee noted that the supposition behind the submission is incorrect. The use of composite standing rigging already incurs a rating tax in addition to any increase solely due to reduction in empty weight. IRC Rule 26.2 also already includes the words *lightweight rigs*.

Decision: Congress did not accept the proposal.

### 9.3.3 Mainsail Headboard Measurement

Proposal: Add to Rule 26.5 the measurement of the headboard to be included in the sail area and rating calculation.

Discussion  
/Effect of change:

We have received reports that sailmakers are advising owners to substantially increase the HB dimension because it yields an unrated gain in sail area under IRC. This is a similar problem (although not as drastic) as was faced by IRC when the MUW dimension was added to curb abuse of unrated girth above the  $\frac{1}{4}$  height point. There is a growing need for a suitable measurement of the headboard size so this extra sail area (especially at the upper part of the mainsail which is more efficient) is correctly assessed. An additional benefit is that discouraging large headboards removes the attendant problems of adding sufficient strength to the aft tracks to support the substantial increase in loads.

The IRC Technical Committee noted that this submission is in effect parallel to the IRC Technical Committee's submission relating to Headsail Top Width, HHB. The difference in this instance however is that the potential 'gain' to a boat is solely by unrated area at the head of the mainsail because P, the mainsail hoist is unaffected. In the case of headsails, the gain is by reduction in measured headsail luff length. Additionally, IRC Rule 26.2.2 includes *large headboards*. It is therefore already a requirement that a boat declares such a feature. Finally, the recent introduction of MUW goes a considerable way towards controlling this. The IRC Technical Committee continuously seeks to avoid increasing complexity in the IRC Rule and is reluctant to incorporate mainsail headboard when, in addition to the above, to date the evidence of abuse is slight.

Decision: Congress did not accept the proposal.

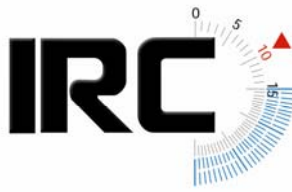
### 9.3.4 Reporting Spinnaker Dimensions On Certificate

Proposal: In addition to the SPA, add the dimensions of that spinnaker to the certificate.

Discussion  
/Effect of change:

Makes easier the process of verifying data entry.

The IRC Technical Committee noted that IRC Rules do not limit spinnaker dimensions, simply spinnaker area SPA. However, while IRC Rules require submission of linear spinnaker data, in many instances the Rating Authority actually only holds SPA, not the linear data. Noting also that in many cases boats regularly change their spinnaker inventories, the linear spinnaker data will



often also be erroneous. This does not invalidate a boat's certificate because the ruling dimension is spinnaker area, SPA, not the linear dimensions.

Decision: The submission was withdrawn.

### 9.3.5 Effects of Specific Gravity

Proposal: There should be some provision for adjustment to the flotation plane for boats measured in 100% fresh water where the specific gravity measures 1.000.

Discussion

/Effect of change: The reason is that there is a large and growing population of IRC rated boats on the Great Lakes in the United States. The specific gravity of the water is 1.000. Two identical designs with the same scale weight will float considerably differently if one is measured in saltwater, one in fresh. Andy Dovell, of the design firm of Murray Burns and Dovell did a study of one of his designs earlier this year: a Sydney 41. The difference in IRC rating due to the difference in flotation caused by the effects of salt vs fresh water, on the same boat, was significant over a 330 mile race. The Chicago Mac Race produced a corrected time difference of over 15 minutes due solely to the effects of salt vs fresh water measurement on a given boat. That is significant enough to encourage some people to have their boats moved to salt water in an attempt to improve their rating. It gives a perceived advantage to boats that were originally measured in salt water and now race on the Great Lakes. It is particularly noticeable in the large number of "one designs" (whether or not they are recognized as such by IRC) where near sisterships of similar displacement have noticeably different flotations based on where they are floated and measured.

Much of the strength of any rule, especially the IRC rule, is the perception of fairness based on objective criteria. When the science and the math indicate a problem, that problem should be addressed. Large numbers of boats racing in fresh water under IRC may not have been an issue in the past. It is an issue with a significant percentage of the growing US IRC fleet. A real strength of IRC is simplicity, and I am reluctant to add another level of complexity. With that in mind I propose a relatively simple two step approach.

IRC establishes a specific border or fence to describe "fresh water" in terms of specific gravity. This is a go- no go choice either the boat is in fresh water or it is not. If the boat is in tidal, brakish water, the boat would be considered to be in salt water. The actual specific gravity measurement, if it is taken at all, would be only to confirm the boat is measured in fresh water. It would not factor into the actual flotation calculation which would eliminate the errors in hydrometer reading.

If the boat is in fresh water a "patch" would be added to the rating to estimate the waterplane and the effect on flotation using a specific gravity of 1.000. Andy Dovell has produced a suggested formula that would be activated only if the boat was clearly measured in fresh water. The effect on rating would not fully account for the negative effect on rating, it would be a conservative change. It would not encourage owners to sail up the river for measurement, but it would address the very real difference in rating.

The IRC Technical Committee noted that it was unaware of Mr Dovell's analysis. And suspected that it may have been based on erroneous assumptions because it implies a change in TCC of c0.006. The IRC Technical Committee has carried out its own complete analysis using again a Sydney 41 as the trial boat to be consistent with Mr Dovell's analysis. This analysis shows that the maximum potential effect (ie SG varying from 1.000 to 1.025 which is



practical terms unrealistic) on IRC TCC is substantially less than 0.001. In the case examined, because of rounding to three digits, there was *no effect on TCC*.

Decision: The submission was withdrawn.

#### **9.4 Submissions from France**

##### **9.4.1 Rules 2.7 and 17.6, Endorsed certificate.**

Proposal: The IRC French Committee observes that the top boats of the French IRC major races are more and more competitive and optimized. In order to be able to continue to race fairly, the Committee asks that new one-offs and the first boats of production series designed for IRC are requested to get formal measurement and endorsement by officials of the rating office.

Discussion  
/Effect of Change : IRC Technical Committee noted that IRC deliberately accepts owner declared data. To require particular boats to be measured would be a very significant policy change. IRC Rules already include a provision for an 'Endorsed' certificate which an event organiser may require boats to hold. Additionally, in some areas of the world (eg Ireland and Australia), local rules require all boats to be officially measured. It is considered therefore that the existing IRC Rules are adequate and give the necessary authority to achieve the aim of the submission. The IRC Technical Committee considers that this matter should be left to the discretion of each Rule Authority and the rating offices.

Decision: Congress did not accept the proposal.

##### **9.4.2 Rule 27.2 and certificate petition form**

Proposal:

1. We feel that getting an explicit list of the various elements from the petition that are taken into account to determine the Hull factor is needed. This critical element of the TCC is still a bit obscure and knowing on what it is based would help owner and designers to know the implications of their choices.
2. The IRC French Committee asks that the characteristics of hull construction are taken into account : material used, metallic frame, carbon reinforcement.

Discussion  
/Effect of Change : The IRC Technical Committee continually reviews developments in boat design, construction and fitout and when appropriate makes changes to IRC Rules and procedures. For example, this year, more detailed questions on boats fitout related to the materials used have been asked, and a review of construction materials and methods implemented.

Decision: The Congress supported submission, but noting the above, no specific action is required.

##### **9.4.3 Rule: Definition of Age Date**

Proposal: The definition of Age Date contemplates that it should be reset when the boat is "re-launched following modification". We feel that the rule should be clarified to specify which changes generate a variation of the Age Date. We also feel, if it is not already the intention, that a replacement by a new design of the keel, the rudder or the mast should trigger a change as the progress made by designers enables boats to get a competitive advantage when they are modified using up



to date technology.

Discussion

/Effect of Change: The IRC Technical Committee noted that consistently, all other past and current rating rules base Age Date on the date of the hull. Modifications to rig, keel, rudder, deck, or interior do not affect Age Date; only modifications to the hull itself. IRC would thus become inconsistent with all other rules.

There would also be very significant practical difficulties.

- IRC records do not include details of modifications other than hull modifications.
- Second and subsequent owners are often not aware of previous changes to a boat..
- If a boat suffered rig failure, would a replacement rig result in loss of age allowance?

Decision: Congress did not accept the proposal.

*Post Meeting Note: It has subsequently been noted that the published English and French IRC Definitions for Age Date were inconsistent in 2006 to the extent that the English text included the phrase 'following hull modification' while the French text used 'following modification'. For 2007, both versions will say 'following hull modification'.*

## **10. To note an International IRC Measurement Conference to be held in Lymington, UK on Sunday 15<sup>th</sup> and Monday 16<sup>th</sup> October 2006.**

An International IRC measurer's conference will be held in October 2006 in Lymington, GBR.

It is anticipated that measurers from 10 countries (AUS, FRA, GBR, IRL, ISL, JPN, RSA, THA, UAE, and USA) will be present together with observers from GER.

The Conference will be led by James Dadd, IM, RORC Rating Office Chief Measurer, and Mike Urwin, RORC Rating Office Technical Director, and will include contributions from Dan Nowlan, US Sailing Offshore Director, and Tony Mooney, Yachting Australia Chief Measurer. Conference papers will be available in due course from [info@rorcrating.com](mailto:info@rorcrating.com)

## **11. AOB.**

There was no other business

## **12. Location of 2007 IRC Congress.**

The location and date of the 2007 IRC Congress will be advised in due course.



## IRC Congress

### Report From The IRC Rating Offices

#### 1. IRC Activity

The total number of boats issued with IRC certificates at the end of 2005 is shown below together with numbers of boats at 31<sup>st</sup> August 2006. For comparison, numbers at the end of August 2005 are also shown.

Country	Continent	Certificate	Boats at			Issued By
		Year 2005	31/08/2005	31/12/2005 (31/5/2006 South)	31/08/2006	
GBR	Europe	North	1827	1878	1785	RORC
France	Europe	North	850	904	829	UNCL
Italy	Europe	North	521	763	604	UNCL
USA	N America	North	494	549	562	RORC
Ireland	Europe	North	369	389	396	RORC
Australia	Oceania	South	294	535	328	RORC
Turkey	Europe	North	196	260	212	UNCL
Spain	Europe	North	880	934	141	UNCL
Portugal	Europe	North	124	127	130	UNCL
Belgium	Europe	North	80	79	80	UNCL
Hong Kong	Asia	North	55	62	58	RORC
Netherlands	Europe	North	54	58	50	RORC
Greece	Europe	North	16	0	43	UNCL
Malta	Europe	North	45	49	41	RORC
Argentina	S America	North	0	0	39	UNCL
South Africa	Africa	South	45	82	37	RORC
New Zealand	Oceania	South	3	3	36	RORC
Canada	N America	North	19	22	25	RORC
Israel	Europe	North	22	27	24	RORC
Cyprus	Europe	North	0	0	23	RORC
UAE	Africa	North	33	47	21	RORC
Singapore	Asia	North	25	26	21	RORC
Germany	Europe	North	12	16	17	RORC
Iceland	Europe	North	17	18	14	RORC
Japan	Asia	North	1	1	14	RORC
Russia	Europe	North	11	0	14	UNCL
Thailand	Asia	North	27	50	10	RORC
Malaysia	Asia	North	8	17	4	RORC
Philippines	Asia	North	17	18	0	RORC
Other	N/A	N/A	27	164	58	
			6072	7078	5616	

Note: Hong Kong, Malaysia, Singapore, Thailand, Philippines, and UAE all moved to the South certificate year with effect from 1<sup>st</sup> January 2006. All boats 2005 certificate validity was therefore extended to 31<sup>st</sup> May 2006.



- The total number of boats at the end of 2005 was 7078. 18 countries had fleets of 25 boats or more on 5 continents, satisfying the requirements of ISAF Regulation 28.2(e)(i).
- The number of countries using IRC also continues to grow with ARG, GRE, JPN, NZL, and RUS offering IRC racing in 2006.
- It is predicted that by the end of 2006 that 21 countries on all 6 continents will have fleets of 25 boats or more.
- IRC continues to be used at a growing number of events around the world including now the four original classic ocean races, the Fastnet, Sydney to Hobart, Newport to Bermuda, and Middle Sea Races.
- At the end of August 2006, the number of certificated boats was 5616, a reduction of 456 from the same point last year. This reflects a very significant reduction in ESP following the introduction of RN for local Spanish racing from 880 boats at the end of August 2005 to 141 at the end of August 2006, a reduction of 739 boats.
- Apart from the above reduction in IRC rated boats in Spain, the numbers reflect continued growth elsewhere together with the new countries adopting IRC. Ignoring the decline in Spain, the number of IRC rated boats at the end of August 2006 had grown by 5.5% over that a year earlier; continued satisfactory growth.
- Discussions are also ongoing in a number of other countries towards the adoption of IRC.