



IRC CONGRESS MEETING

Saturday, 20th October 2007

MINUTES OF THE MEETING

Present	Paul King	GBR – IRC Congress Chairman
	Malcolm Runnalls	Australia
	Barrie Harmsworth	Dubai and Emirates
	Philippe Delaporte	France
	Peter Bateson	Great Britain
	Marina Psychogiou	Greece
	Yannis Kontaxopoulos	Greece
	Gero Brugmann	Germany
	Torben Knappe	Germany
	Guido Leone	UVAI – Italy
	Riccardo Provini	UVAI – Italy
	Haruhiko Kaku	Japan
	Radboud Cruz	Netherlands
	Fred Price	New Zealand
	Marta Eroles	RANC – Spain
	Serdar Kisadere	TORC - Turkey
	Haluk Suntay	TORC - Turkey
	Alp Doguoglu	TORC – Turkey
	Dan Nowlan	US Sailing – USA
	Stanislav Kassarov	Observer – Bulgaria
	Jan Orest	Observer - Sweden
	RORC	
	David Aisher	RORC Commodore
	Peter Wykeham Martin	RORC General Manager
	Mike Urwin	IRC Technical Committee
	Jenny Howells	RORC Rating Office
	Emma Cary	RORC Rating Office
	UNCL	
	Philippe Baetz	UNCL President
	Marc Alperovitch	UNCL IRC Commission
	Ludovic Abollivier	UNCL Centre de Calcul
	Jean Sans	IRC Technical Committee
	Jean-Claude Merlivat	UNCL Vice President

1. Introduction and welcome

The Chairman welcomed all present to the fourth meeting of the IRC Congress. As Didier Dardot and Chris Frost were not present, Paul King appointed David Aisher, RORC Commodore, and Philippe Baetz, UNCL President, to assist him as vice chairmen for the duration of the meeting.

2. Apologies for absence and proxy votes

Apologies for absence were received from Ronnie Barmatz (Israel), Godwin Zammit (Malta), Lucien Lejeune (Belgium), Julia Torres and Carlos Silva (Portugal), Chris Frost (South Africa), Denis Kiely (Ireland), John Ferguson (Malaysia), Simon James (Thailand) and Gordon Maxted (Singapore).

Voting sheets were distributed to national representatives (See Annex 04).

It was noted that Ludovic Abollivier held proxy votes for Belgium (1) and Portugal (2) and Mike Urwin for Canada (1).

3. Minutes of the IRC Congress meeting held on Saturday 14th October 2007 in Eastleigh, UK

The minutes of the meeting of the IRC Congress held on Saturday 14th October 2006 in Eastleigh, Great Britain, were accepted as a true record of that meeting.

4. Matters arising not covered by the agenda

4.1 - Short handed certificate.

Peter Bateson from Great Britain mentioned that the creation of a Short Handed Certificate was decided at the third meeting of the IRC Congress, but only for a one year trial period. It was proposed to the Congress to apply permanently the Rule 9.2.2, without restriction.

Decision : Congress accepted the amendment.

5. To note IRC Notice 2007/01, Spinnakers and Headsails

This note is joined as Annex 01 at the end of these minutes. It was noted that this will be superseded by the amendment to rule 26.3.4 discussed under item 10. This note is joined as Annex 01 at the end of these minutes.

6. To receive reports from attending National IRC Representatives

6.1 - ARGENTINA – Gabriel Schroeder (*Report given by Ludovic Abollivier*)

In 2007 Argentina's IRC fleet has grown, attracting boats from IMS, ORC and PHRF. After the last IRC meeting in 2006 we held our first National, with almost all owners showing agreement with the ratings.

Another good news is that the Uruguayan fleet from the Atlantic has decided to use IRC as their main formula. They have not yet applied as Rule Authority but they probably will do so in the future. They are dealing with administration of IRC through our office in the meantime.

6.2 - AUSTRALIA – Malcom Runnalls

Australia has submitted four propositions which are presented under item 11.

6.3 - BELGIUM – Lucien Lejeune (Report given by Ludovic Abollivier)

The 2007 season has, in many aspects, been more than satisfactory. Most encouraging has been the transition of yachts from Holland passing from ORC to IRC. The result has been that we have had more yachts from Holland attending our racing events.

This was the first year and so we look forward to having several more Dutch yachts next season. We also have many Belgian yachts lying in Holland.

To start with, we had the North Sea Championship which was sailed over five week-ends along our short Belgian coast of about 50 miles and organised by these coastal clubs. In the course of recent years we have been joined by our Dutch friends from Breskens on the one side and the YCMN from Dunkerque on the other. The RTYC from Ramsgate also joined forces and so we are now with an event covering a handsome part of the southern NorthSea. The Royal Nieuwpoort YC took the initiative this season, of running a race from Nieuwpoort to the IOW- Channel Islands and back to Nieuwpoort. This was attended by nine boats in dreadful weather conditions but to general satisfaction and so we hope that this too will grow in the next year.

The half-ton cup in Dun Loghaire was attended by three boats . We were also represented in the Swan Cup which was even won by a Belgian boat.

We were represented in the Spi-Ouest, the Obelix Trophée, the Middle Sea Race, Round the IOW and even a Round Britain record.

Our IRC fleet has grown by 10%, but the size and racing standard of the average yacht has grown immensely. However, it is regrettable to note that a considerable number of racing boats stop active racing after only a few seasons. A clear explanation is difficult to find, but may be the high cost of keeping a yacht in competitive condition and finding good crew are part of the reason

For the next season our calendar will be much on the same lines and we hope to have the dates in time for publication in the UNCL –IRC brochure.

Considering our short coastline, we are confident in looking forward to a promising season 2008

6.4 - DUBAI and EMIRATES – Barrie Harmsworth

Fleet Numbers: There has been a modest increase in the number of IRC yachts over the last year. The lack of suitable moorings is definitely an inhibiting factor. At the moment there is only one dedicated sailing club in the U.A.E. and their capacity is restricted.

Competitions: The major IRC competition The Maktoum Trophy Series has had another successful year. The number of entries has increased and the standard of race management remains extremely high. The organizers of the event, Dubai International Marine Club have a policy of bringing top ISAF qualified R.O.'s to all their events. Unfortunately there was not a Dubai Muscat race this year as the organizers wanted to change the date to the middle of January 2008 to suit both their and RORCs' calendar of events. The race is now rescheduled to start on or around 14th January. However, the 2006 race attracted a fleet of over 15 yachts and next years event will probably see a larger fleet.

Organization: An AGM was scheduled for the end of May 07 and a notice circulated to all IRC owners. Apart from two apologies nobody attended the meeting. It is rumoured that the majority of members believe their best interests lie with their club activities centred around Dubai Offshore Sailing Club.

This is not the first time that this inward looking attitude has prevailed from this predominantly expatriate club. It was the reason why the U.A.E sailing administration was moved to Dubai International Marine Club (A Government of Dubai Organization)

Moves are afoot to establish a properly constituted Member National Authority in the U.A.E. and when this happens IRC Owners Association will become part of their function. Hopefully this will encourage wide participation in IRC sailing activities

6.5 - FRANCE – Philippe Delaporte

The French owner association held several consultations near the French owners of measured IRC boats under several forms:

- Written questionnaire ;
- Meetings ;

One took place on the Channel – Atlantic coast and one other in Saint Tropez with the owners of the Mediterranean coast.

The main question is that of Hull Factor. The owners consider that the rule is not clear and wonder about its equity. They suggest that the characteristics which impact the value of the HF should be published. One understands that the accommodation factor is the most subjective and that it should be rationalized and explained.

The carbon masts and the various elements of the rig factor were also approached but the average consensus is that it is rather equitable.

More and more boats are designed in order to be competitive with a main sail – genoa combination without overlapping. Consequently, owners think that the genoas with a high overlapping factor (like the old IOR boats) have a too high penalty.

Perhaps it is necessary to determine for a given boat, a minimum limit of sail area related to its size and its weight, to discourage the extreme sail reduction designed for some special weather conditions.

The owners approve the new way of measuring the sails which intend to approach the surface as precisely as possible. They agree for penalizing the surface of the sails with large round leech (main sail and headsail).

A question : Why is the spinnaker width measured between mid leech and mid luff instead of being the broadest width of the spinnaker, which is not always at mid leech ?

Opinions are divided on “codes 0”. A part of the owners think that it is a pleasant sail in cruising as in racing and who will probably be developed in the future. The other part is against “code 0” saying that it is an additional and unnecessary expense (See Rule 3.3). The “spinoas” with battens are unanimously refused.

The bonus which is given to old boats which have been updated and refurbished is a subject of discussion. What should be considered as a normal update (sails, ropes, textile backstay,...) and what is a deep change that should cut the bonus totally or partially (new keel shape, new design of the rig,...). It is recognised that it is a difficult issue but the Technical Committee should precise its position.

6.6 - GERMANY – Gero Brugmann and Torben Knappe

The German fleet has grown significantly by percentage, but is yet small by total numbers. There is a strong owners’ interest for IRC following a fast decline in registrations of boats for IMS/ORC-C events in German waters. As the German MNA refuses to accept and administer IRC, the movement of competitive boats to the Mediterranean continued and racing especially in UK events has become more and more popular.

Movement towards is IRC comes from two directions. Owners tried to avoid PCS or triple number scoring under IMS and downgraded their boats to ORC-C. When some events made sailing under IMS compulsory for boats holding both certificates (IMS and ORC-C) to keep numbers up, owners tended to give up IMS rating completely and only kept ORC-C. This turned the fleet upside-down, with the higher performance boats racing ORC-C. So some movement towards IRC is coming from IMS via ORC-C. The second and fastest growing group to adopt IRC is owners that turned their backs to handicap racing when the German scene became increasingly unattractive over the last years. They see opportunities for a revival of offshore racing under IRC.

The HSH Nordbank blue race (Newport, R. I., to Hamburg) was the only race that used IRC as its main rating system in its NoR and results proved the rule to produce close competition and good comparability through a range of various boats from modern maxis to more aged designs.

One club officially scored two race in a race week in September under IRC. Results proved to be closer and more realistic than under ORC-C.

Discussion among sailors is mainly about the role of stability under IRC and crew numbers. The role of the crew number printed on the certificate as a flexible calculation basis to either produce an adequate crew number or a maximum crew weight for the individual event has not been sufficiently published yet and it seems that some events outside Germany do not necessarily use that tool.

Statistics

- Number of yachts on December 31, 2006 : 22
- Number of yachts on August 31, 2007 : 36
- Number of new boats in 2006 and 2007 : 2
- Number of IRC yachts below 10 meters : 0
- Number of IRC Yachts between 10 and 15 m : 24
and above : 12

6.7 - GREAT BRITAIN – Peter BATESON

Statistics

- Number of boats on December 31, 2006 : 1839
 - Number of boats on August 31, 2007 : 1944
- | | 2006 | 2007 |
|---|-------------|-------------|
| • Number of new boats : | 259 | 361 |
| • Number of boats below 10 meters : | 708 | 774 |
| • Number of boats between 10 and 15 m : | 1033 | 1095 |
| • Number of boats above 15 m : | 62 | 72 |

Situation

- IRC is the only rating rule used in GBR. GBR also uses the Portsmouth Yardstick handicap system and many local handicap systems. During 2007, IRC appears to have grown at the expense of PY and local handicap systems.
- At the end of August 2007, the number of IRC rated boats in GBR was the highest ever.
- Most GBR areas report stable or increased race entries in 2007.
- GBR is seeing an apparent increase in 'Gentlemens' or 'Cruising' classes at regattas.
- Short handed certificates have been a success in GBR with 30 certificates issued.
- The GBR IRC Owners' Association is concerned with the complexity of IRC new applications and will be working with the RORC Rating Office to develop a 'help line' for new owners.

6.8 - GREECE – Marina Psychogiou and Yannis Kontaxopoulos

2007 Statistics : 102 certified boats (Sept 30th)

Situation :

- In 2007 we had IRC Class in every regatta,
- Sponsor supported award ceremony at the end of the racing season (mid December)

- 100% increase in in certified boats,
- Less resistance from the MNA,
- Satisfaction from the owners.

Administration :

- three more measurers trained and certified (total 5),
- owners association established,
- fleet in the northern of Greece established (25 boats),
- dedicated website with system information, news, results,..etc

Objectives for 2008

- certify more boats
- continue the efficient administration (thank you UNCL)
- achieve consistency among events.
- Modify the ranking formula to include the importance of events

(See submission)

6.9 - ISRAEL – Ronnie BARMATZ

In Israel we keep the same amount of IRC certificates holders, but we see that people are find more interest in racing and some racing boats are on the way to Israel. This August the local sails maker, the Chairman of the Israel Yacht Club , Mr. Swisa become the North sail representative in Israel and we hope that in the near future we would be able to host a major race event. We are having 10 local racing a year and 1 international race from Israel to Egypt.

I am sorry that I can not participate this year and I wish you all good meetings.

6.10 - ITALY – Riccardo Provini

The "rating" sailing activity in Italy is continuously raising and there is no week-end, both in summer and winter, which goes without a regatta taking place along the Italian coasts.

Different from other countries where the two rating systems, IRC and IMS, act somehow one against the other with the result of dividing the fleets, in Italy in most of the regattas, two separate race rankings are simultaneously made, both in IRC and IMS; so giving large room for using the most appropriate rating system with the sole condition of using "approved" official systems.

We got to this satisfactory result thanks to the activity of FIV and UVAI that continuously lobbied for convincing regattas organizers to abandon local "homemade" systems. This approach chosen by FIV in agreement with UVAI appears to have been successful if you compare the numbers with those of other nations. To make a specific example the sole region of Latium, with a few ports, raises 196 certificates, a relevant number even for an entire country.

A great number of certificates is present also in Liguria (more than 100) and coming down along the coast another relevant number can be found on Tuscany's coast where the Mercantile Leasing Trophy, to be run in various different places of the coast obtains such numbers.

Changing completely sea, in the high Adriatic sea the Winter Contest of Caorle puts together approx. 90 certificates, followed by various other regattas in Emilia Romagna which contribute with another 100 to the total of 995 certificates issued in the year in our country.

Why is IRC so well accepted by our ship owners?

First of all because the "single" number permits the knowledge, with a simple calculation and a good approximation, of his own performance in the regatta ; further on, because it is not needed the work of a certified measurer even simply for using a new sail ; because Italians do not like having to give great importance to precise crew weight; because in IRC regattas participate as maximum majority owners of "standard" boats who refrain from running expensive and, not always so performing, "optimizations"; least but not last because the owners find responsive and timely attention in the national association UVAI.

It is for sure happy news then that a prestigious Italian club has been authorized by the Italian Sailing Federation FIV, according to current Italian rules, to program for 2008 an international event for IRC certified boats. The importance of the club and its undisputed capacity in organizing sailing event at top level should attract a fair number of first class boats. We will talk about it at next congress.

6.11 - JAPAN – Haruhiko KAKU

Since our formal adoption of IRC last year, Japan Sailing Federation has worked to promote IRC in Japan.

IRC administration office which is a part of Japan Sailing Federation is in full operation now where we have technical committee working together to solve technical related matters from engine weights to endorsed ratings. Early in the year we had some difficulties establishing stable and reliable service due to lack of consensus in the Federation and also lack of finance. Now it seems we have settled down.

The number of boats with valid IRC rating at the end of August 2007 was 84, in which new boats are 64. The number seems small compared with more than 500 of ORCC.

Main reason for the relatively small share for IRC is for lack of racing events using IRC ratings. Having said that IRC administration office is working well with full support of technical committee, giving IRC information to race organizers nationwide and convincing them to adapt IRC ratings are our next task.

As far as the type or size of IRC rated boat is concerned, as always the case Japan does not see many big boats and high performance one-offs just do not exist any more.

On the other hand, X35OD for top level competition seems promising with 8 new boats are in the IRC fleet at a moment.

We also have various domestic models small to mid size like Yamaha makes. These cruiser/racer types have been a core part of the racing scenes in Japan.

Mid size to bigger size are imported ones from Europe, USA and Oceania and they are serving all aspects of racing events.

Japan IRC Owners' Association is under establishing process now and certainly will send its representative to the IRC Congress 2008.

6.12 - NETHERLANDS – Radboud CRUL

Fleet

- Number of yachts on December 31, 2006 : 65
- Number of Yachts on 31 August 2007 : 134
- Number of new boats in 2006 and 2007: 69
- Number of IRC Yachts between 10 and 15 m : 94
- Number of yachts below 10 meters: 31
- Evolution of the IRC fleet compare to the other rules (PHRF, IMS, ORC...); IMS is abandoned. ORC club(1425 certificates) remains.

IRC - Status

- In 2007 IRC introduced in the Netherlands as a trial; now mainly used by former IMS fleet in events with mixed rating options: IRC and ORC club, dual scoring was possible.
- One event in southern Holland used only IRC to host the Belgian fleet who only sail under IRC.
- This fall further decisions will be taken concerning handicap sailing in the Netherlands.

Propositions

- No rule change proposed other than some remarks about insight in the ratings as mentioned:

- The possibility to check certificates of fellow competitors on the internet.
- The obligation to stamp sails for measurement check.

6.13 - NEW ZEALAND – Fred PRICE

Report not received

6.14 - PORTUGAL – Carlos SILVA (Report given by Ludovic Abollivier)

2007 statistics

- Number of yachts on December 31, 2006 : 130
- Number of yachts on August 31, 2007 : 86
- Number of new boats in 2006 and 2007 : 10
- Number of IRC yachts below 10 meters : 36
- Number of IRC Yachts between 10 and 15 m : 46
and above : 4

In Portugal, and due to adoption of ORC-Club by most important club, the IRC fleet decreased 30%. ANC will develop some actions to increase IRC in Portugal next year.

Fleet and events

- The 2007, "IRC Portuguese Championship", raced at Algarve waters, under organization of Clube de Vela de Lagos and support of Portuguese Sailing Federation, ends with "Seth.pt/Elan40" took first place.
- In 2007, IRC fleet raced "Oeiras Challenge" organized by Associação Desportiva de Oeiras, a 7 days series and 4 events, ends with "GIANZO"(Grand Soleil 40 race) first overall and IRC-A, "StepIn" (Dehler 36) in IRC-B and "SEVEN/AlfaRomeo/SMC" (Fortuna 9) in IRC-C among a fleet of 35 boats.
- To 2008, ANC will sponsor "IRC Portuguese Championship" with 3 events race in Portuguese west and south coast. With "IRC Portuguese Championship" ANC hope strongly attracts Portuguese and also European yacht owners.
- In 2008 "Oeiras Challenge" will continue under organization of Associação Desportiva de Oeiras with 3 events at Oeiras waters (4 NM East Cascais).
- The "IRC Nationals Championship" will be race in 3 days series organize by Associação Desportiva de Oeiras in 01/03 and 04 May 2008.
- Associação Desportiva de Oeiras will organize "Oeiras Grand Prix /IRC Portuguese Meeting 2008" as a major IRC event in Portugal. We hope attract some European yacht owners to this event. It will be race in 06 and 07 September (headquarter in Oeiras Harbour).

6.15 - SOUTH AFRICA – Chris FROST

Report not received

6.16 - SPAIN – Marta EROLES

Results

- Number of yachts on December 31, 2006 : 150
- Number of yachts on August 31, 2007 : 130
- Number of new boats in 2006 and 2007 : in 2006, 14 boats and in 2007, 11 boats
- Number of IRC yachts below 10 meters : 55
- Number of IRC Yachts between 10 and 15 m : 62
- and above : 14
- Evolution of the IRC fleet compare to the other rules (PHRF, IMS, ORC...): In 2005 RANC requested to UNCL 950 IRC certificates. In 2006 appeared RN (we issued 1916 RN certificates) and IRC certificates decreased to 150 certificates, fleet of North of Spain kept racing in IRC. In 2007 we have requested 130 IRC certificates to UNCL and we have issued 2200 RN certificates. About IMS certificates we presume that Royal Spanish Sailing Federation will issued among 350 certificates in 2007.

Propositions

Our propositions are on the IRC management more than rules propositions:

- On the endorsed IRC Certificates there should be printed the names of the measurers and dates these measurements have been taken. Weight date is included but no names. Each country has an official measurers list? Could we put it common knowledge ?
- We'll like to know, if there is any rule written, in which conditions has to be the boat when she is going to be weighted. We know that boat must be empty, but there is any rule for that ?
- IRC is an international formula so there should be a web site to be able to consult TCC or even the entire certificate, for any boat in any country, rated en IRC. We've got some French boats in Spanish races without certificate and it was very difficult to know which TCC they had.
- For a better services each association should have a copy of the program that calculates de rating. How many times each association has not received certificates on time? We know that Rating Office are collapsed the firsts fourth month of the year, so leaving the associations to calculate themselves their certificates would help to have a better deliveries.

6.17 - THAILAND – Simon JAMES

Report not received

6.18 - TURKEY – Alp Doguoglu, Serdar Kisadere

IRC Fleet in Turkey - Events

Turkish Offshore Racing Club(TORC) is now implementing the IRC Rule,since 1996 .

In 2007, 15 yacht clubs have organised 70 events covering aproximately 100 races in Turkey with the number of participating boats ranging from 15 to 100, averaging 40.

Most prominent club level trophies, all covering the whole year, are organised by TORC (26 races), İstanbul Clubs Joint Trophy(18 races), İstanbul Sailing Club Trophy (18 races), Bodrum Offshore Racing Club Trophies (36 races)

Most prominent racing weeks are : Gocek Regatta, May ; TORC/Turkish Navy Cup, July.; Gant Cup, August ; Int. Women's Cup-Bodrum, September ; Marmaris International Race Week, November;

Highest turnovers occur typically for races on the Bosphorus ; the annual TORC/Turkish Navy Cup, an offshore series this year in its 36th edition, from İstanbul to Bodrum over 360 nm in 3 legs and Marmaris Race Week.

This year, for the first time, Endorsed Classes were introduced with official weigh stations in Bodrum, Çeşme and İstanbul.

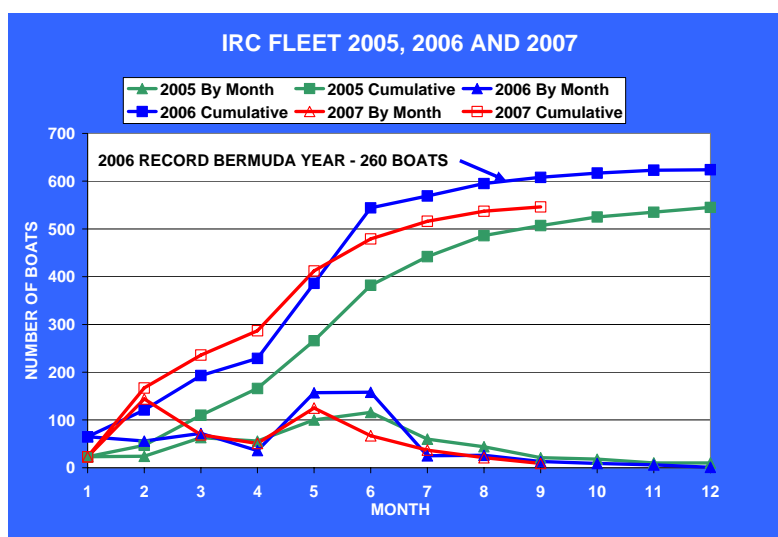
An IRC Measurement Seminar conducted in March 07 with the support of UNCL was welcomed with high interest from the racing community, however produced less than wished number of new recruits as club/official measurers.

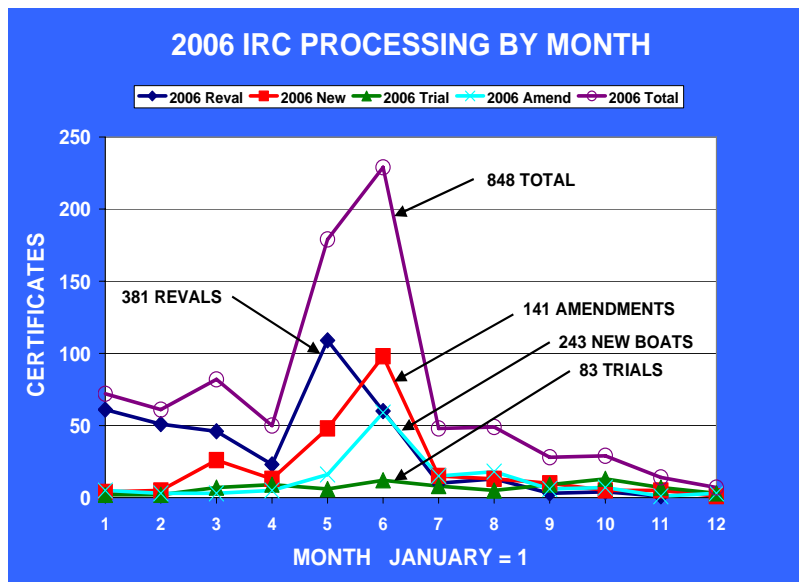
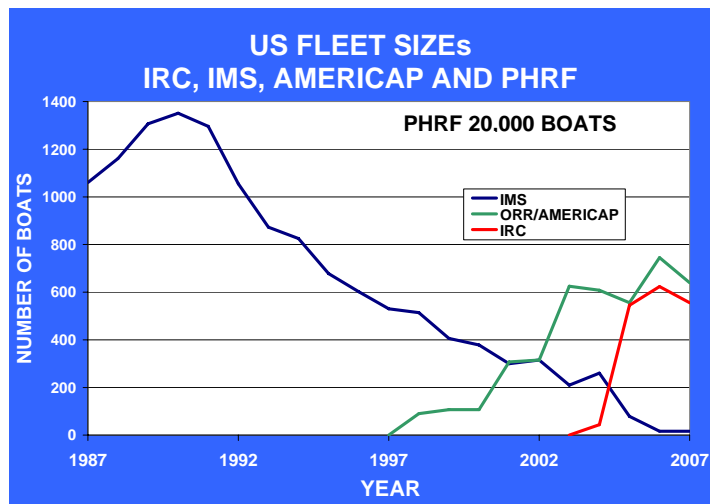
In 2008 the number of endorsed yachts is expected to grow, presenting a major challenge for official measurers, currently 3 out of a total of some 15 club measurers .

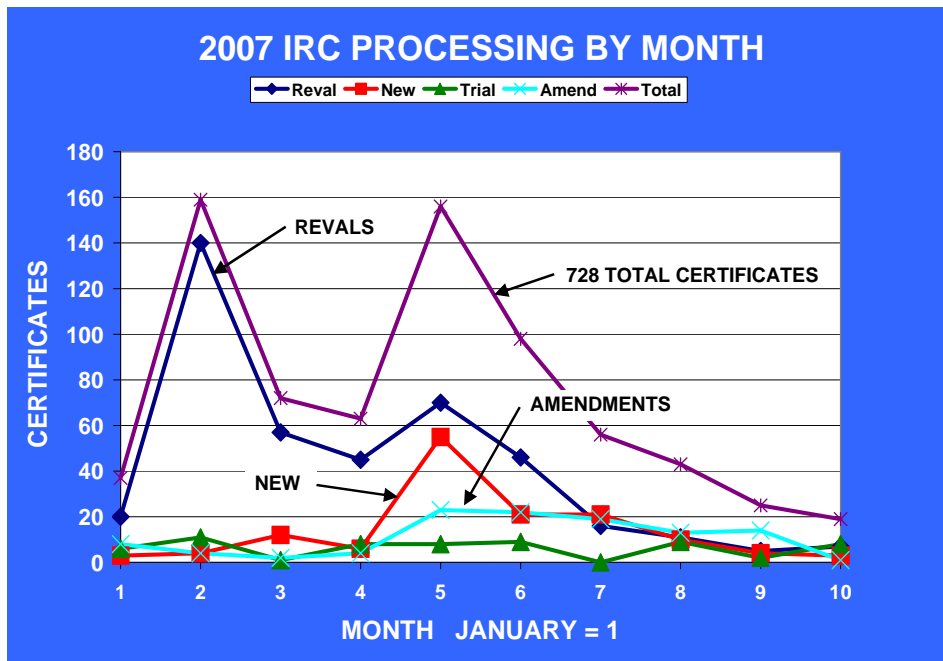
6.19 - USA – Dan Nowlan

6.19.1 - Fleet Numbers: The US fleet is cyclical because of the Newport to Bermuda race. Many of those entrants do not revalidate on odd years. Hence, this year the fleet is about 10% smaller than in 2007.

- Number of yachts
 - December 31, 2006 624
 - August 31, 2007 537
- Number of new boats
 - 2006 243
 - 2007 139
- LOA
 - Below 10 meters 53
 - Between 10 and 15 meters 443
 - Above 15 meters 98







6.19.2 – Organization : US-IRC holds monthly teleconferencing meetings open to all owners. Usually there are fifteen plus participants. These include owners, technical advisors, US-IRC coordinator John Mendez and Offshore Director, Dan Nowlan. Rich du Moulin chairs these teleconferences.

6.19.3 – Competitions :

US-IRC sponsors several major competitions.

- The Rolex US-IRC National Championship (this year part of Storm Trysail Club's Block Island Race Week held June 17 -22)
- US-IRC Pacific Coast Championship (part of the St. Francis Yacht Club Aldo Alessio Perpetual Trophy Regatta held August 3-5)
- US-IRC East Coast Championship (Run by the Storm Trysail Club and hosted by the Annapolis Yacht Club, Annapolis, MD to be held November 2-4)
- US-IRC Gulf Stream Series (http://www.us-irc.org/2007_gulf_stream_series.cfm)
An Offshore and Inshore series of events that includes racing in:
The Caribbean • Florida • Annapolis • Newport • Halifax

7. To receive contribution from National IRC Observers

7.1 - BULGARIA – Stanislav KASSAROV

Statistics

- Number of yachts on December 31, 2006 : 0
- Number of yachts on August 31, 2007 : 1
- Number of new boats in 2006 and 2007 : 1
- Number of IRC yachts below 10 meters : 0
- Number of IRC Yachts between 10 and 15 m : 1
and above : 0
- Evolution of the IRC fleet compare to the other rules 1 boat – IRC certificate, 2 boats – IMS certificate, 4 boats – ORC certificate.

Comments

- Old fleet with boats imported before 1989
- Increasing number of boats imported in the last 3 years

- No handicap system applied in regattas
- Need for good and affordable handicap system, which is also used in neighboring countries – TUR, GRE, RUS
- Administration of IRC in Bulgaria by the Bulgarian Sailing Federation
- Training of measurers
- Endorsed Certificates

7.2 - SWEDEN – Jan OREST

Report not received

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

8.1 - IRC Activity

The total number of boats issued with IRC certificates at 31st August 2006 is shown below together with numbers of boats at 31st August 2007.

Country	Continent	Certificate Year	Boats at 31/08/2006	Boats at 31/08/2007	Issued By	Change
GBR	Europe	North	1785	1952	RORC	167
France	Europe	North	829	858	UNCL	29
Italy	Europe	North	604	685	UNCL	81
Australia	Oceania	South	328	578	RORC	250
USA	N America	North	562	574	RORC	12
Ireland	Europe	North	396	415	RORC	19
Turkey	Europe	North	212	237	UNCL	25
Spain	Europe	North	141	154	UNCL	13
New Zealand	Oceania	South	36	142	RORC	106
Netherlands	Europe	North	50	129	RORC	79
Greece	Europe	North	43	101	UNCL	58
South Africa	Africa	South	37	91	RORC	54
Belgium	Europe	North	80	89	UNCL	9
Hong Kong	Asia	South	58	85	RORC	27
Portugal	Europe	North	130	85	UNCL	-45
Japan	Asia	North	14	81	RORC	67
Argentina	S America	North	39	56	UNCL	17
UAE	Africa	South	21	56	RORC	35
Thailand	Asia	South	10	48	RORC	38
Singapore	Asia	South	21	45	RORC	24
Malta	Europe	North	41	41	RORC	0
Germany	Europe	North	17	38	RORC	21
Malaysia	Asia	South	4	23	RORC	19
Canada	N America	North	25	22	RORC	-3
Uruguay	S. America	North		21	UNCL	21
Israel	Europe	North	24	19	RORC	-5
Iceland	Europe	North	14	15	RORC	1
Cyprus	Europe	North	23	14	RORC	-9
Philippines	Asia	South	0	13	RORC	13
Switzerland	Europe	North	2	10	UNCL	8
Russia	Europe	North	14	3	UNCL	-11
Bermuda	N America	North	4	7	RORC	3
Other (<5)	N/A	N/A	58	48		-10
			5622	6735		1113

At a prime facie level. We have therefore seen an increase in boats rated under IRC between 2006 and 2007 of 1113 boats, ie some 19.8%.

In reviewing the above, it should however be noted that a significant element of the total increase in boat numbers is related to 'South' countries. A proportion of this is genuine, New Zealand for example. A proportion however is related to the timing of revalidations for the South year which does not start until 1st June each year. For the purpose of comparison, removing completely South boats results in totals of 5128 and 5710 at 31st August 2006 and 2007 respectively, ie growth of 582 boats, or 11.3%.

The conclusion we draw is that IRC continues to grow at a satisfactory rate.

The total number of boats rated at the end of 2006 was 6699. This compares with 7078 at the end of 2005, a reduction of 379, reflecting the significant reduction in ESP first reported in 2006.

At the end of 2006, 22 countries on all 6 continents had fleets of 25 boats or more, satisfying the requirements of ISAF Regulation 28.2(e)(i).

IRC continues to be used at a growing number of events around the world including the four original classic ocean races, the Fastnet, Sydney to Hobart, Newport to Bermuda, and Middle Sea Races. Interest has recently been expressed by a number of other regatta organisers.

Growth in the number of rated boats in new IRC countries continues, particularly in ARG, GER, GRE, JPN, NED, NZL, and URU. Noticeably, a number of well established IRC countries have also seen significant growth in the number of rated boats during 2007. Brief examination of this latter growth suggests that it encompasses all sizes and ages of boats suggesting that IRC continues to satisfy the needs of the majority of cruiser/racers.

8.2 - Measurement

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

Measurers from 10 countries (AUS, FRA, GBR, IRL, ISL, JPN, RSA, THA, UAE, and USA) were present together with observers from GER.

The Conference was led by James Dadd, IM, RORC Rating Office Chief Measurer, and Mike Urwin, RORC Rating Office Technical Director, and included contributions from Dan Nowlan, US Sailing Offshore Director, and Tony Mooney, Yachting Australia Chief Measurer. Conference papers are available from info@rorcrating.com.

8.3 - Mainsails

Noting the increasing number of square top mainsails, and mainsails with high upper roach area, the IRC Technical Committee has reviewed how mainsails are treated and will be making some detail changes to achieve a more accurate calculation of mainsail area. These changes will not however require either any changes to the rule text, or any additional information from owners.

8.4 - Technical Meeting

The Technical Committee is in regular contact by E-Mail throughout the year and met formally once in 2007 in Lymington in May. The meeting worked through a lengthy agenda and was very productive.

Following this meeting, the Technical Committee had a joint meeting with the IRC Policy Steering Group at which it was confirmed that technical proposals were consistent with IRC policy.

9. Endorsement policy.

When endorsement should be used ? A presentation was made by Mike Urwin about the cases where endorsement is appropriate. Annex 02 at the end of these minutes.

10. Submissions from the IRC Technical Committee

10.1 - Rule 3.1.1

Reason for change: Following the loss of a boat's keel in 2007, legal advice considers that Rule 3.1.1 should be amended to specifically include reference to a boat's appendages. Legal advice was also sought on the use of the term 'boat' rather than a list of items. This was not considered to be an improvement on the current rule.

Change: 3.1.1 **The hull, appendages, spars, rigging, sails and all gear are sound.**

Effect of change: None. Administrative only.

Decision : Congress accepted the proposal

10.2 - IRC Rules 9.6 and 19.6

Reason for change: IRC Rule 9.6 can in certain circumstances be in conflict with IRC Rule 19.6 in that if physical changes are made to a boat but not reported as required by Rule 9.6, under Rule 19.6 the certificate nevertheless apparently remains valid up to the date that a request for review is lodged. It is proposed to remove this conflict by amending Rule 19.6.

Change: 19.6 **Where the TCC is reviewed and found to be not more than 0.005 greater than before, the contested rating shall be valid up to the date that the request for review was lodged with the Rating Authority except that if Rule 9.6 applies then from the date of the change.**

Effect of change: Removal of ambiguity.

Decision : Congress accepted the proposal

10.3 - Rule 17.7

Reason for change: Currently, for boats issued with IRC One Design certificates, Rule 17.7 gives precedence to class rules over IRC Rules. If for instance a class amends RRS 49 to permit slack lifelines, or amends sail measurement methods, this could create inequity with other IRC rated boats. It is proposed to reverse the precedence. In addition, there is potential conflict between this rule and IRC Rule 27.4.2 which should therefore be referred to within this rule. A minor amendment to Rule 27.4.2 is also proposed to remove the conflict.

Change: 17.7 **In the particular case of a boat issued with a one-design certificate, as noted on the certificate, the rating requires compliance with one-design class rules ~~which take precedence over IRC Rules.~~ In the event of conflict, IRC Rules shall take precedence. See also Rule 27.4.2.**

Effect of change: Prevention of potential inequity and completeness.

Decision : Congress accepted the proposal

10.4 - Rules 19.1 and 19.2, Rating Reviews

Reason for change: Currently, rating reviews are often submitted direct by a boat's owner or other interested party to the Rating Authority. In practice, the Rating Authority want these to be submitted through a boat's Rule Authority. It is proposed to amend Rules 19.1 and 19.2 to formalise this. Additionally, both Rules 19.1 and 19.2 refer to a review form which is in practice not used. Reference to this should therefore be deleted.

- Change: **19.1** **Review of a boat's rating may be requested at any time by the owner who should submit a ~~completed review application form, available from the Rating Authority, together with the appropriate fee~~ review request through their Rule Authority to the Rating Authority. A fee may apply.**
- 19.2** **Anyone who has a valid interest in a boat's certificate may also request rating review from the Rating Authority, by submitting a ~~completed application form together with the appropriate fee~~ review request through their Rule Authority to the Rating Authority. A fee may apply. The owner of the boat subject to review will be requested to file a reply as soon as possible.**

Effect of change: None. Administrative only.

Decision : Congress accepted the proposal

10.5 - Penalties

Reason for change: Currently, a boat whose certificate is invalidated under Rule 19.6 is not penalised in any way for previous races. It is desirable that in some circumstance (eg a boat that fails on request to bring sails for checking until during a regatta) that IRC Rules permit a protest committee to penalise a boat. It proposed to add a new IRC Rule 20.4:

Change: Add new Rule 20.4:

20.4 **A boat whose certificate is invalidated in accordance with IRC Rule 19.6 may be penalised at the discretion of a protest committee. Additionally, a protest committee may order that races scored using the invalidated certificate shall be re-scored using the corrected TCC.**

Effect of change: Increased discretion for a protest committee. Existing IRC Rules 20.4 and 20.5 will be re-numbered as 20.5 and 20.6.

Decision : Congress accepted the proposal

10.6 - Mainsail Width Minima

Reason for change: Current Rule 26.5.4 sets lower limits for MUW, MTW and MHW of $0.2 \cdot E$, $0.35 \cdot E$ and $0.65 \cdot E$ respectively. In practice, in a number of cases, these still cause difficulties to owners in fitting the roach of the mainsail beneath the backstay. There is no reason why these minima should not be reduced.

Change: **26.5.4** **MUW measurements less than $0.22 \cdot E$ to a lower limit of $0.125 \cdot E$ may be declared. MTW measurements less than $0.38 \cdot E$ to a lower limit of $0.25 \cdot E$ may be declared. MHW measurements less than $0.65 \cdot E$ to a lower limit of $0.50 \cdot E$ may be declared.**

Effect of change: Increased flexibility in sail design and increased equity for more cruising oriented designs.

Decision : Congress accepted the proposal

10.7 - Headsail Threequarter Width

Reason for change: During 2007, the IRC Policy Steering Group noted an increasing number of headsails with large upper roach, supported by full length battens, allied with reduced HHW. Under current IRC Rules, the additional area in the upper half of the sail is unmeasured. In the interests of owners generally, and while regretting the increased complexity, the IRC Technical Committee sees no alternative to introducing Headsail Threequarter Width (HTW)

Add: **HTW** **The Headsail Threequarter Width of the largest area headsail measured as the shortest distance between the threequarter leech point and the luff, bridging any hollows in the leech of the sail.**

Change: **26.7** **Headsails**
Headsail area (HSA) shall be calculated from:
 $HSA = 0.125 * LL * (2*LP + 3*HHW + 2*HTW)$
{ post meeting information}

In the calculation of HAS :
(a) HHW and HTW shall not be taken as less than 50% and 25% respectively of LP..
(b) If HHB is greater than the larger of 0.09m or 0.008*LL, then 5 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), and three quarter width (HTW) 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, and HTW of the largest area headsail, LLmax and HHB will be shown on the boat's certificate. HSA, LLmax and HHB are the maximum permitted values.**

Effect of change: Prevention of abuse.

Decision : Congress accepted the proposal

10.8 - Rule 27.3.4

Reason for change: IRC Rule 27.3.4 is redundant because it is effectively repeated by IRC Rule 14.1. It is proposed to delete it.

Delete: **~~27.3.4 Stored power may be used for the operation of movable and/or variable ballast systems.~~**

Effect of change: None. Removal of redundant rule.

Decision : Congress accepted the proposal

10.9 - Rule 27.4.2

Reason for change: IRC Rule 27.4 is headed 'Crew Number/Weight. It is however unclear that within Rule 27.4.2, reference to 'one-design class rules' is to crew limitations only. Compliance with one-design class rules generally is invoked by Rule 17.7 which should therefore be referred to.

Change: **27.4.2 Boats rated as one-designs, as noted on the boat's certificate, shall conform with their one-design class rules in respect of crew number/weight limitations unless freed from this requirement by notice of race or sailing instructions. See also Rule 17.7.**

Effect of change: Clarity and completeness.

Decision : Congress accepted the proposal

10.10 - Definitions of Spinnakers and Battens

Reason for change: The IRC Policy Steering Group has concluded that 'spinnos' (sails currently rated under IRC as spinnakers, but in practice large roach headsails with battens) are an undesirable development and should be discouraged. IRC Rule 26.3.4 will therefore be amended to change the definition of a spinnaker to re-define any forward sail with battens as a headsail. In parallel, a definition of 'battens' will be introduced.

Change: **26.3.4 RRS 50.4 shall not apply.**

A spinnaker is defined as a sail set forward of the foremost mast with half width (measured as a spinnaker) greater than 75% of foot and without battens. Any other sail tacked down forward of the foremost mast is a headsail.

Add: **Batten: Any material added to the sail, as either a removable element, permanent reinforcement, or other contrivance, the purpose of which is to support and/or stiffen the sail.**

Effect of change: Prevention of abuse, control of the development of cumbersome to handle sails, and control of cost.

Decision : Congress accepted the proposal

10.11 - Definition of y

Reason for change: For boats with the lower edge of the transom forward of the aft end of the hull (ie counter sterns), the current definition of y is defective and penalises these boats. It is proposed to amend the definition to be consistent in effect with other stern configurations.

Change: **y The vertical distance from the waterplane to the lowest point on the transom, (in the case of a counter stern projected to the aft end of the hull) in the condition of Empty Weight (see Rule 22.0).**

Effect of change: Correction of an error.

11. Submissions from the IRC Representatives

11.1 - Yachting Australia Submission to 2007 IRC Congress

11.1.1 - IRC Congress Meetings be held close to London or Paris

Proposal & Recommendations :

Yachting Australia proposes that all future IRC Congress Meetings be held within 60 minutes travel of London or Paris. There is no clear policy from the IRC Congress determining the location of future IRC Congress meetings.

Reasons for Proposal

The reason for the proposal is that it is very expensive and time consuming to travel to Europe from Asia and the Pacific nations, and the extra distance after arrival in Europe adds to the time and cost. The 2007 IRC Congress meeting has been set for Crete seemingly without consultation to the various rule authorities. As a result participation in the meeting is made particularly expensive and difficult for non European countries.

Decision : Congress did not vote on this proposal. The chairman said he was sympathetic to the principle but he felt using only London or Paris was too restrictive. He would try to ensure that future meetings were held in more places that are more readily-accessible

Post meeting information : The 2008 Meeting will take place on October 18th, 2008 in an hotel, near Heathrow airport.

11.1.2 - IMS DSPM for Endorsed Certificates

Proposal & Recommendations

Yachting Australia proposes that IMS DSPM weights be removed as a Rule Authority discretionary data source for Endorsed Certificates, and instead be categorised as a not acceptable source of data.

Current Position

At present the RORC document <http://rorcrating.com/ir2000/irc/IRCEndorsement060502.pdf> clause 4 Sources of Data, allows the Rule Authority to apply discretionary power to determine whether or not IMS DSPM data may be acceptable for endorsement of a certificate.

Reasons for Proposal

Of the IRC measurements, the boat weight is often the most contentious, if for no other reason that one can not quickly measure it to verify. It needs to be seen to be measured objectively and consistently. The endorsed certification needs to be as consistent as possible between Rule Authorities, and for a critical item of data, such as the boat's weight, to allow discretionary data sources undermines the integrity of an Endorsed Certificate.

Yachting Australia believes most IMS certificates are old and out of date and hence the data can be unreliable. We understand that the derivation of boat weight from freeboards can involve significant errors, and include the risk of conflict of interest when using designer supplied data.

Physically weighing should be the only acceptable method of measuring boat weight as it is transparent, objective and consistent.

Boats being raced internationally or in high profile events have endorsed certificates to avoid difficulties with measurements and to ensure integrity at events where they are not well known.

Nothing clears away doubt as effectively as a boat being physically weighed with all and sundry as witness.

Decision : Weighing boats, particularly large boats, is not always easy. This is particularly so in remote locations without good facilities. For these primary reasons, IMS DSPM is currently accepted at the discretion of Rule Authorities.

It is accepted that a majority of IMS certificates are now out of date. It should also be noted that as IMS recedes, the number of boats wishing to exercise this option will naturally reduce. As an example, in GBR this year, no boats have been rated using this.

The IRC Technical Committee is of the view therefore that IMS DSPM should remain a discretionary option, but that Rule Authorities should exercise great care when adopting this option.

Congress did not support the submission

11.1.3 - IRC Notices issued by the IRC Technical Committee

Proposal & Recommendations

Yachting Australia proposes that all future IRC Notices to be issued by the IRC Technical Committee be forwarded to Rule Authorities for their reference and possible comment at least one week prior to the notice being formally issued.

Current Position

There does not appear to be any clear policy from the IRC Congress determining the procedures for issuing IRC Notices.

Reasons for Proposal

A recent IRC Notice issued by the IRC Technical Committee had to be clarified and then withdrawn for review. These clarifications and subsequent withdrawal were in response to enquiries from the AUS and USA Rule Authorities or National Representatives.

The IRC Notice was correct in its broad intentions however appeared to be rushed and may have caused significant upset amongst IRC boat owners.

Rule Authorities were faced with the circumstances of having to implement a change which was effective immediately, that was incomplete in its instruction, and then subsequently withdrawn for review.

If the proposal is agreed, Rule Authorities and National Representatives will have opportunity to prepare a communication strategy for any rule change, or if there are difficulties respond to the RORC Rating Office with its enquiries prior to the Notice being issued.

Decision : Congress agreed the proposal. The Technical Committee will, when possible, ask the opinion of the Rule Authorities before issuing a technical note for immediate application.

11.1.4 - Spinnaker Rule

Proposal & Recommendations

Yachting Australia proposes the modification and addition of the following IRC Rules;

Modify 26.6.2: Unless declared under Rule 26.6.5 boats carrying more than three spinnakers in total onboard while racing will incur an increase in rating.

Add 26.6.5: Boats racing Category 3 events and above may carry one more spinnaker than the number shown on her rating certificate. Any extra spinnaker carried shall not measure larger than the spinnaker measurements already declared on her certificate. Boats shall declare any change in the number of spinnakers under this Rule to the Organising Authority.

Current Position

At present the IRC Rule mandates that a boat carrying more than three spinnakers will incur an increase in rating.

As the Australian offshore calendar has a wide range of Category 1, 2 and 3 offshore passage races spread throughout the year, boats are faced with the problem of either regularly submitting Amendment Applications to the RORC Rating Office and incur greater cost and rating increases, or compete in these passage races with less spinnakers than what is required by such a race.

Reasons for Proposal

The Australian offshore calendar is interspersed with a number of Category 1, 2 and 3 races which receive significant participation. Typically these passage races require a greater number of spinnakers be carried aboard than that when participating in more localised and lower category races or regattas.

Australian boats are faced with the difficulty of having to make regular amendments to their IRC Certificate to accommodate the frequent changes in the number of spinnakers she needs to carry. The alternative is racing with either too many or too few spinnakers.

The IRC Rule 11 prevents Organising Authorities from amending or modifying the current spinnaker related 26.6 Rules.

This proposed rule change will enable the IRC Policy Steering Group to maintain control of the affected rules and prevent unrestrained modifications.

Boats will benefit by being able to carry one more spinnaker than the number declared on her rating certificate without incurring a rating penalty or the cost and inefficiencies of having to submit an amendment.

Decision : Congress accepted the proposal in principle but felt that it should be restricted to races in category 2 or above, and that permitting this should be a decision of the National Rule authority.
Rule 26.6 will be amended to read :

26.6.2.2 An IRC Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ISAF Special Regulations Category 2 or above, a boat may carry one more spinnaker than shown on her current IRC certificate without an increase in rating. Any such prescription shall be referenced in a Notice of Race.

11.2 – Submission from France to 2007 IRC Congress

11.2.1 - Definition of HSA (1)

Reason for change: The current definition of HSA based on LL, LP, HHW does not compute properly the surface of head sails with large round leech.

Change: Introduce a $\frac{3}{4}$ width measurement of headsails and adapt the HSA formula accordingly.

Effect of change: Avoid to under estimate true surface of headsails.

Decision : Change is also proposed by the Technical Committee.

11.2.2 - Definition of HSA (2)

Reason for change: More and more boats are designed in order to be competitive with a main sail – non overlapping genoa. Consequently, owners think that the genoas with a high overlapping factor (like the old IOR boats) have a too high penalty.

Change: Determine for a given boat, a minimum limit of sail area related to its size and its weight.

Effect of change: Discourage the extreme sail reduction designed for some special weather conditions.

Decision : Congress did not support the proposal

11.2.3 - Definition of HF

Reason for change: The owners consider that the HF determination is not clear and wonder about its equity

Change: The characteristics which impact the determination of HF should be published.

Effect of change: Will avoid the general opinion that HF is subjective.

Decision : Congress did not support the proposal

11.2.4 - Age Date

Reason for change: The bonus which is given to old boats which have been updated and refurbished is a subject of concern. Currently, only a change in the Hull (see definition of Age Date) triggers a change in age allowance.

Change: **Age Date** : The year in which the boat was first launched, or the year in which the boat was relaunched following hull, rudder, keel or rigging modification, whichever is the later.

Effect of change: Reduce the age allowance of boats which have been radically changed.

Decision : Congress did not support the proposal

11.3 – Submission from Greece to 2007 IRC Congress

11.3.1 - World Championship

Situation: The ISAF regulation 28.3 prescribes that:
A designation as an international rating system shall not automatically entitle the rating system to hold a world championship. Rating systems not covered in Regulation 18 shall apply to ISAF for approval to hold a world championship. Qualification to hold a world championship shall include rating systems which are based on measurement and scientific formulation available to all certificate holders.

This means apparently that IRC which is an international rating system does not have the right to hold a world championship and it can never get it as the formula is secret.

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

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

Decision : The Chairman pointed out that there would still be considerable opposition to this within ISAF: the time was not yet ripe to re-open the issue. He felt it was better first to see how things went with the proposed continental championships.

11.4 - Submission from Turkey to 2007 IRC Congress

11.4.1 - Proposition 1 – "Dry and wet boats"

Summary :

TORC proposes that the criteria of "wet sailed" be considered in the compilation of the IRC rating, reference Rule 9 .

Current status :

At present, IRC Rating Application does not require any statement from the boat owner as to whether the boat is "dry raced" though "dry racing" entails substantial performance advantage at the expense of increased costs and maintenance effort. Rule 27.1 states that rated parameters assume that the boat is fitted out to the condition when last measured, respectively as designed which in practice is a 'dry' or 'dried out' boat .

Evolution :

The boat weight is one of the most critical parameters affecting the boat's rating. On the other hand, boats moored thru the season are subject to weight increases by soaking water over the year. Further, brackish sea water, a problem with most moorings and marinas around metropolis, causes anaerobic formations on the hull of the boat substantially affecting speed.

Only select, competitively raced boats in IRC fleets are " dry raced" thru the season enjoying a break from both of the above performance reducing factors at the expense of increased costs – which they apparently are ready to afford.

The average budget conscious club racer on the other hand, is disadvantaged both by increasing boat weight and anaerobic formations on the hull - which to date is not remedied even by high end antifouling paints-thru the season.

TORC believes that, equitable consideration for “dry raced” boats in the calculation of the IRC Rating Factor would provide “wet raced” boats equalized playfield and further is supported by the following IRC Rules:

- 2.4. IRC discourages unnecessary expense at all levels.
- 2.5 The spirit of IRC requires that Owners and designers shall both not seek means of artificially increasing performance without a corresponding increase in rating.

Lastly, Racing Rules of Sailing also recognises above impacts on race performance in the Sailing Instructions Guide, RRS, Appendix K, Article 22 Haul out restrictions and Article 23 Diving Equipment and Plastic Pools.

TORC recommends, the Rating Authority ;

- i) to introduce an equitable consideration in the compilation of the IRC Rating for ‘dry raced’ boats vs ‘wet raced’ boats and print it on the IRC certificate ,similar to ‘non spi ‘ ratings .
- ii) to authorize Race Organisers to require the competitor’s declaration whether or not the subject boat is ‘dry sailed’ as part of the race registration and apply applicable TCC ratings for the given race.

Decision : Congress did not accept the proposal for reasons of the impracticability of implementation.

11.4.2 – Proposition 2 – Access to Rating List

Summary :

Visible IRC measurement parameters to be permitted for listing by the Rule Authority or clubs.

Current status:

IRC Rule 2.9 discourages exploitation of the inherent simplicity of the rule. Rule 9.9 further prohibits any third party using information derived from IRC for the purpose of handicapping or rating any boat without a current IRC certificate.

Apparently based on the above stipulations, the Rating Authority has not permitted TORC to publish the listing of IRC (national) fleet’s parameters and corresponding TCC on TORC website – see attached mail of UNCL Rating office dated 24 April 2007. On the other hand Rule 9.11 stipulates that upon payment of a fee and subject to administrative procedures, the Rating Authority may supply a copy of a boats certificate to any interested party.

Evolution :

Possibly in every race community there is ongoing “bar talk” whether the parameters in the application for rating for given boat– usually the winner’s or other line honour holder’s – has properly been declared. Policing is very difficult for race organisers. The applicable procedure for rating review is very structured and does not include a pre-check mechanism in case of warranted doubt on declared parameters.

TORC appreciates the importance of Rules 2.9 and 9.9 to maintain the integrity of the IRC Rule. At the same time, TORC believes, a way to reduce “bar talk” and allegations is to list selected visible parameters of a boat along with its TCC. This will foster a level of self control within the racing community and would,

- i) encourage higher accuracy of boat owners measurement declarations and compliance to declared parameters when racing;
- ii) provide a simple pre-check mechanism before a competitor tempts for a rating review, or as it more frequently happens, decides let it go and takes up ‘bar talk ‘ instead ; since, when listed such visible parameters would be subject to scrutiny by fellow competitors during races.

Proposition :

TORC recommends the Rating Authority to permit a partial listing of parameters by the Rule Authorities in support of a self control mechanism by competitors. These may include J, LP SYU, STL, MUW and info about use of a furler. Administratively, this may not require an amendment of the Rule, as introducing the matter into the Race Management Guidelines may suffice.

Decision :

It was pointed out that the process of informal rating reviews had been made more local and less expensive by the changes to rule 19 agreed earlier – see minute 10.4. RORC Rating and UNCL publish TCC lists to race organisers, but that for reasons related to the confidentiality of IRC these include only the information needed by a race organiser and not all the data for each boat. There is nothing to stop Rule authorities using these lists. The Technical Committee will consider whether more information can be published and/or the existing information made more widely available.

11.4.3 – Proposition 3 – Stickers**Summary:**

Stickers to be attached to sails measured for Endorsed Certificates.

Current status:

IRC Rule is silent on whether stickers can or should be attached to sails measured for the purpose of endorsed certificate application, respectively maintaining endorsed status.

Evolution :

For yacht owners and race organisers, the measurement check prior to events is the most challenging item in preparation for a major event. It not only includes coming in early, but is a repetitive process, especially for holders of Endorsed Certificates .

As IRC Rule is silent on stickers, official measurers typically refrain from signing a control sticker during endorsement measurements, even if requested by the boat owner.

TORC proposes IRC to recommend in the Race Management Guidelines the practice of attaching control stickers while making endorsement measurements. The expected benefit is that race organisers will then have the option to waive pre- event measurements / inspection for endorsed boats.

While TORC appreciates the spirit of the IRC Rule aims to minimize administrative processes, introducing this practice, however not necessarily obligatorily, but upon request of the boat owner, will provide a deserved relief - if race organisers choose so - to holders for Endorsed Certificate who have already gone the extra mile in acquiring this status.

Proposition :

TORC recommends IRC to introduce in to the Race Management Guidelines that upon request of the boat owner, the official measurer will attach a control sticker to the respective sail, evidencing compliance with the respective Application for Endorsed IRC Certificate, or a valid certificate .

Decision : Congress did not accept to generalize the use of stickers. While there is no requirement under IRC for sails to be stamped or signed by a measurer, there is equally nothing to stop a measurer doing so.

12. Proposals for IIRCAO Constitution changes

12.1 - Proposal From The GBR IRC Owners' Association To Amend the International IRC Owners' Association Constitution

National, Regional and Continental Championships

Reason for change: Currently, the IIOAC makes no mention of national, regional or continental IRC championships. In various places around the world, IRC national and regional championships have however been held albeit with no 'official' sanction. Such events are to be encouraged, but there is a need for some level of formal control to allow sanctioning and to prevent competing events claiming the same or similar status. To date, no IRC continental championships have been held.

- Add:**
- 6 National and Regional Championships
 - 6.1 Each country with an IRC fleet may hold a national IRC championship and regional IRC championships.
 - 6.2 Organising Authorities wishing to run national and/or regional IRC championships shall obtain approval from the local national IRC Owners' Association.
 - 6.3 National IRC Owners' Associations may set regulations for the conduct and format of, and approval for, national and regional IRC championships under their jurisdiction.
 - 6.4 National IRC Owners' Associations shall advise the IRC Congress or, between meetings, the IRC Committee of national and regional IRC championships to be held within their jurisdiction.
 - 7. Continental and International Regional Championships
 - 7.1 Organising Authorities wishing to run continental or international regional IRC championships shall obtain the approval of the IRC Congress. Applications shall be submitted through the RORC Rating Office or UNCL Centre de Calcul by September 1st of the preceding year. Late applications may be accepted at the discretion of the Congress. Applications shall include the event title, location, dates, and the name of any sponsor known at that time.

Effect of change: Formalisation of an existing, but uncontrolled position.

Decision : Congress accepted the proposal

13. Election of a new IRC Committee

According to the IRC Constitution, the IRC Committee must be renewed every three years. The first IRC committee had been elected in 2004 so a new IRC Committee has been elected at the end of the 2007 meeting.

The new IRC Committee which will be on duty until the end of the 2010 IRC Meeting is composed of :

- Chairman : Paul King
- Vice Chairman : Malcolm Runnalls
- Vice Chairman : Yannis Kontaxopoulos
- Congress Representative : Alp Doguoglu
- Technical Committee : Mike Urwin
- Technical Committee : Jean Sans
- RORC representative : Peter Wykeham Martin
- UNCL representative : Marc Alperovitch

14. Location of 2008 IRC Congress

The 2008 IRC Meeting will be organized under the RORC responsibility.

Post meeting information : The 2008 Meeting will take place on October 18th, 2008 in an hotel, near Heathrow airport.

15. AOB

15.1 – New logo

A new logo will be proposed shortly to the representatives. It will include the RORC and UNCL marks to the IRC present IRC logo.

MINUTES OF THE MEETING - ANNEX 1

Notice 2007/01

Spinnakers and Headsails

The IRC Technical Committee has noted the development of spinnakers incorporating battens and intended to be set with a tight luff.

The IRC Technical Committee has concluded that these sails are entirely legal within IRC and are not generally contrary to IRC Fundamental Policy as expressed by IRC Rule 2. Currently however such sails attract only a small increase, if any, in TCC as an additional spinnaker. This increase in TCC does not match the performance gain and is plainly contrary to the policy expressed in IRC Rule 2.5.

IRC Rule 26.2.2 notes:

RF above unity may be applied for: fractional, racing and lightweight rigs, high aspect ratio and efficient plan forms, wing and double luff sails, specialised sail stiffening, large headboards/cranes, permanently bent or highly controllable spars, hi-tech rigging, exotic rig materials, advanced winch and deck gear arrangements, flush/efficient deck design, and any other feature which increases sailing efficiency that is not already rated through the rated dimensions.

Acting in accordance with IRC Rule 26.2.2, with immediate effect, any boat carrying on board a spinnaker incorporating battens or stiffening shall declare that fact to the Rating Authority together with the lengths of the luff, leech, half width (measured as a spinnaker between the half luff and half leech points), and foot of the sail. Rig Factor for these boats will be increased appropriately.

For the purpose of this Notice, a batten or stiffening is defined as:

Any material added to the sail, as either a removable element, permanent reinforcement, or other contrivance, the purpose of which is to support and/or flatten the sail.

The total number of spinnakers carried aboard while racing (including any spinnaker incorporating battens or stiffening declared above) shall also be confirmed.

Mike Urwin and Jean Sans
For IRC Technical Committee
22 January 2007


MINUTES OF THE MEETING - ANNEX 2




IRC

When Should An Event Require Endorsed Certificates?

IRC Congress Meeting 2007



Introduction





The following is presented under agenda item 9.

While it includes suggestions for when endorsed certificates are appropriate, and how these are then invoked, it is intended to aid discussion.


It is unlikely that any 'policy' that emerges will be universally applicable.

With regattas being held under so many different conditions, it is likely that this will only ever be in the form of guidelines.

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Background



- 'Endorsement' is essentially an audit of a boat's datafile.
- Depending on the design of the boat and the data held, some measurement may be required.
- If the boat is an established one design or a well known production design, the rating offices will normally be able to issue an endorsed certificate using default data without any measurement.
But this will not necessarily result in the 'best' TCC.
- If the design is less well known or has been modified, some measurement, often including weighing, may be required.
- Measurement costs owners time and money. It is not always popular with owners.
- Requiring a boat to hold an endorsed certificate for an event may be a disincentive to the boat entering the event at all.

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Comment



- Experience over the years has demonstrated that it is rare for a TCC to change by more than +/-0.005 when a certificate is endorsed.
- It is also more common for a TCC to fall rather than to increase.
Default data used by the rating offices tends to be 'safe'.
- It has been known for boat builders to produce 'specials' as prototypes for new series produced boats. These may be quite different from their production sisterships.
- In some countries (eg Australia), it is a national requirement that all boats are fully measured resulting in all certificates being endorsed. It is then easy for all Australian events to require endorsed certificates.
- 'Rules' for endorsement are published by the IRC Rating Authority.

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Pros



Endorsed Certificates:

- Give a higher level of confidence that the TCC is correct.
- Reduce complaints such as 'His certificate is not right'.
- Are perceived as being a higher level of competition.

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Cons



Endorsed certificates:

- May cost owners more money.
- May cost owners more time.
- Require owners to think ahead before a regatta.
It's no good turning up on the day and saying 'Please endorse my certificate'.
- Measurers and measurement facilities may not be conveniently available.
- Should be policed.
Requires on-site facilities and measurers.
- May act as a deterrent to participation.

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Events



Requiring Endorsement:

- All Australian.
- Rolex Commodores' Cup (GBR).
- GBR IRC Championship.
- Cork Week (IRL).
- Dun Laoghaire Regatta – some classes (IRL).
- Some regattas in USA.
- A few others that we are unaware of!

NOT requiring Endorsement:

- All other events.

- **Endorsement is not currently very widely used.**

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So, what events?



As guidelines, Endorsement should be considered for events which are:

- **Higher level and national or International events.**

Which include:

- **An early entry deadline.**

Are in an area with:

- **Good measurement facilities.**

And will have:

- **On-site measurement/checking facilities.**

And when:

- **There are likely to be a significant proportion of 'professional' crews.**
- **There are likely to be a significant number of one-off or prototype boats.**
- **Boat builders may use the results as a sales tool.**

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How?



- **At the simplest in the Notice of Race:**
- **« Boats shall hold a valid IRC Endorsed certificate. »**
- **But an Organising Authority might alternatively say:**
- **« Boats including in their crew any sailor classified as Group 3 under ISAF Regulation 22, ISAF Sailor Classification Code, shall hold a valid IRC Endorsed certificate. »**

Or:

- **« Boats Racing under ISAF Regulation 20, Advertising Code, Category C, shall hold a valid IRC Endorsed certificate. »**

Or even:

- **« The Organising Authority or Race Committee may require any boat to hold a valid IRC Endorsed certificate. »**

- **Or any variation of the above or other reasonable requirement.**

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MINUTES OF THE MEETING - ANNEX 3



INTERNATIONAL IRC OWNERS' ASSOCIATION CONSTITUTION

Up dated October, 20th, 2007

1. Name

The name of the Association is the International IRC Owners' Association.

2. Members

The members of the Association are the owners of all boats holding a current IRC Rating Certificate.

3. Objectives

- 3.1 To facilitate handicap racing based on the IRC Rule for a wide range of cruising and racing ballasted monohull keelboats by providing a system of measurement to classify boats for competition with single figure allowances based on time or distance.
- 3.2 To encourage design innovation consistent with stability, rounded performance, seaworthiness and safety.
- 3.3 To discourage unnecessary expense.
- 3.4 To discourage owners and designers from seeking means of artificially reducing the rating of the boat, or increasing performance without a corresponding increase in rating.
- 3.5 To maintain the confidentiality of the calculation of IRC Ratings.

4. Governance

- 4.1 Policy direction of IRC is controlled by the RORC and UNCL taking into account recommendations from the IRC Congress. This comprises one member from each country, as recognised by ISAF, with an IRC fleet of a minimum of 25 boats at 31 December the previous year (30 June of the current year in the Southern hemisphere), or by 31 August of the current year, and two representatives from each of the RORC and UNCL.
- 4.2 The IRC Congress meets annually to propose changes to IRC Rules, except rule 2.6 and other powers reserved to the RORC and UNCL and the Technical Committee.
- 4.3 The IRC Congress elects the Chairman and two Vice Chairmen and appoints one IRC Congress representative to the IRC Committee. Each shall hold office for a period of three years and shall be immediately eligible for re-election. The Chairman and Vice Chairmen need not be their country's representative on the IRC Congress. The Vice Chairmen shall be from different continents.
- 4.4 Each member of the IRC Congress shall have votes dependent on that country's fleet size as follows:

Fleet size	Votes
25-99	1
100-249	2
250-499	3
500 or greater	4 + 1 additional vote for every 250 boats over 500.

Decisions of the IRC Congress will be by simple majority vote. Votes may be cast by those present or by proxy, post or email. A quorum shall be 50% of the total members, including those voting by proxy, post or email.

- 4.5 The IRC Technical Committee is appointed by the IRC Congress from representatives nominated by the RORC Rating Office & UNCL Centre de Calcul. The IRC Technical Committee has sole responsibility & authority over the technical content of the IRC Rule and reports to the IRC Congress.
- 4.6 Changes to the International IRC Owners' Association Constitution may be made by the IRC Congress. A majority of least 50% of the members present and 75% of the votes cast is required provided that any changes to any part of Rule 4 shall require the approval of the RORC and UNCL.
- 4.7 It is recognised that the IRC Rule is and shall remain the joint property of Seahorse Rating Ltd and UNCL and that the establishment of the International IRC Owners' Association and its involvement in the management of the IRC Rule shall neither affect the proprietary interests of Seahorse Rating Ltd and UNCL in the IRC Rule nor shall it confer on the International IRC Owners' Association any rights in excess of those expressly set out in this Constitution.

5 IRC Committee

- 5.1 The following form the IRC Committee:

IRC Congress Chairman
 Two IRC Congress Vice Chairmen from different continents
 Representative of IRC Congress
 Representative of RORC
 Representative of UNCL
 Two representatives of Technical Committee

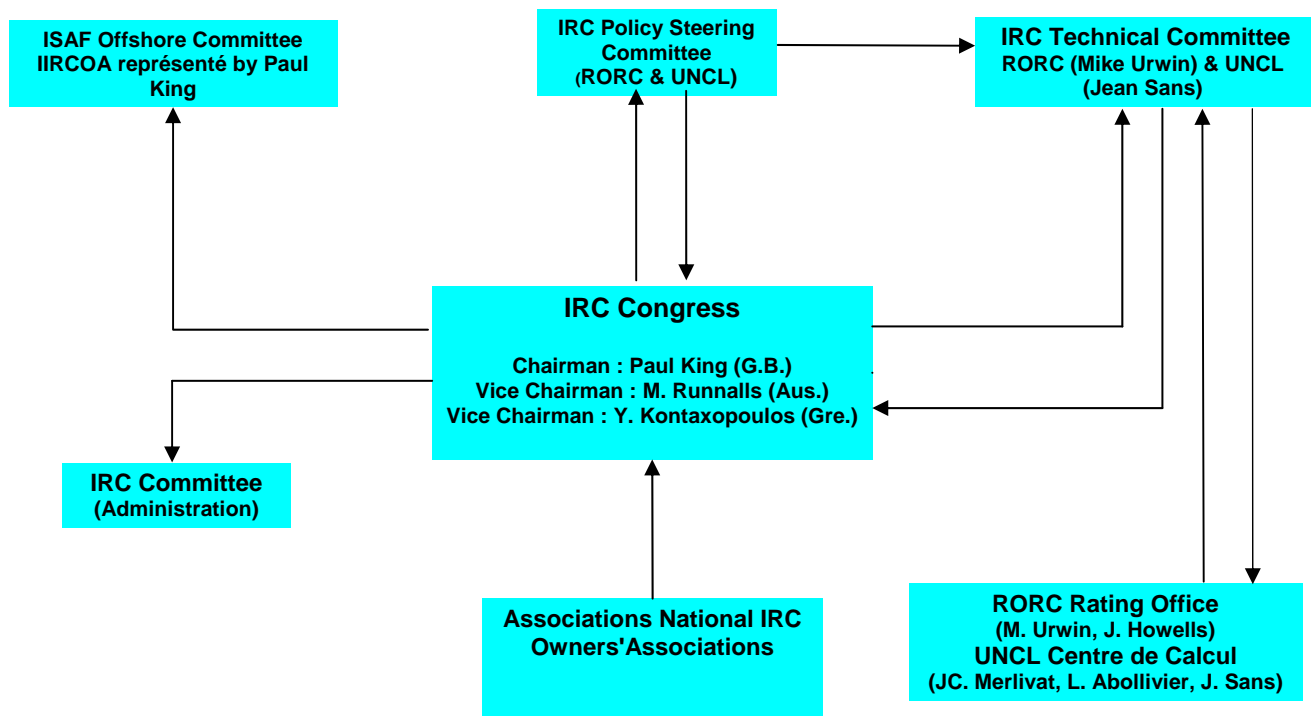
- 5.2 The IRC Committee has full power to administer the rights and duties of the International IRC Owners' Association between annual IRC Congress meetings, and makes decisions by a simple majority of all members.
- 5.3 The IRC Committee elects its chairman, who has a casting vote, and holds office for a period of 3 years, after which he/she is eligible for re-election.

6 National and Regional Championships

- 6.1 Each country with an IRC fleet may hold a national IRC championship and regional IRC championships.
- 6.2 Organising Authorities wishing to run national and/or regional IRC championships shall obtain approval from the local national IRC Owners' Association.
- 6.3 National IRC Owners' Associations may set regulations for the conduct and format of, and approval for, national and regional IRC championships under their jurisdiction.
- 6.4 National IRC Owners' Associations shall advise the IRC Congress or, between meetings, the IRC Committee of national and regional IRC championships to be held within their jurisdiction.

7. Continental and International Regional Championships

- 7.1 Organising Authorities wishing to run continental or international regional IRC championships shall obtain the approval of the IRC Congress. Applications shall be submitted through the RORC Rating Office or UNCL Centre de Calcul by September 1st of the preceding year. Late applications may be accepted at the discretion of the Congress. Applications shall include the event title, location, dates, and the name of any sponsor known at that time.



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MINUTES OF THE MEETING - ANNEX 4



IRC FLEET 2007

Country	Continent	Total Boats Holding certificates at 31/12/2006	Total Boats Holding certificates at 31/8/2007	Issued by	Number of votes
Argentina	S. America	50	56	UNCL	1
Australia	Oceania	493	578	RORC	4
Austria	Europe		3	UNCL	
Belgium	Europe	91	89	UNCL	1
Bermuda	N. America	4	7	RORC	
Brunei	Asia	1	1	RORC	
Bulgaria	Europe		1	UNCL	
Canada	N. America	24	22	RORC	
Croatia	Europe		1	UNCL	
Cyprus	Europe	23	14	RORC	
Denmark	Europe		3	RORC	
Dubai & Gulf States	Africa	66	56	RORC	1
Finland	Europe	1	3	UNCL/RORC	
France	Europe	966	858	UNCL	5
Germany	Europe	24	38	UNCL/RORC	1
Gibraltar	Europe		1	UNCL	
Great Britain	Europe	1839	1952	RORC	9
Greece	Europe	56	101	UNCL	2
Hong Kong	Asia	80	85	RORC	1
Iceland	Europe	14	15	RORC	
Ireland	Europe	402	415	RORC	3
Israel	Europe	27	19	RORC	1
Italy	Europe	840	685	UNCL	5
Japan	Asia	33	81	RORC	1
Malaysia	Asia	14	23	RORC	
Malta	Europe	42	41	RORC	1
Netherlands	Europe	54	129	RORC/UNCL	2
New Zealand	Oceania	126	142	RORC	2
Norway	Europe	1	2	RORC	
Philippines	Asia	11	13	RORC	
Portugal	Europe	133	85	UNCL	2
Russia	Europe	16	3	UNCL	
Singapore	Asia	29	45	RORC	1
Slovaquia	Europe		1	UNCL	
South Africa	Africa	72	91	RORC	1
Spain	Europe	155	154	UNCL	2
Sweden	Europe	1	3	UNCL	
Switzerland	Europe	2	10	UNCL	
Thailand	Asia	43	48	RORC	1
Turkey	Europe	280	237	UNCL	3
Uruguay	S. America		21	UNCL	
USA	N. America	589	574	UNCL/RORC	4
Other		99	36	RORC/UNCL	
Total		6701	6742		54