



IRC Congress Meeting 2010

Minutes of a Meeting of the IRC Congress held at the

Radisson Bosphorus Hotel, Istanbul

on Saturday 16th and Sunday 17th October 2010

INDEX

Item	Title	Page
	Present	2
1	Introduction	2
2	Apologies for Absence and proxy votes	2
3	2009 minutes	2
4	Matters Arising	3
5	Report from Technical Committee	3
6	IRC distribution worldwide	3
7	Reports from National IRC Representatives	3
8	Proposals for IRC Rule changes	5
8.1	From the IRC Technical Committee	5
8.2	From National IRC Associations	12
9	Proposals for IRC Constitution changes	23
10	IRC submissions to ISAF	25
11	Continental & Regional Championships	27
12	IIOA representative on the IRC Policy Steering Group	27
13	Representative of IRC Congress on IRC Committee	27
14	Election of IRC Congress Chairman and Vice Chairman	27
15	Any Other Business	27
16	Other ISAF Submissions	28
17	Other Offshore Special Regulations Submissions	29
18	OSR Re-draft	30
Appendix 1	National Votes	31
Appendix 2	Report from the IRC Technical Committee	32
Appendix 3	Fleet Statistics	36
Appendix 4	Reports from National IRC Owners Associations and IRC Rule Authorities	40
Appendix 5	Endorsement stamp	58
Appendix 6	IRC submissions to ISAF 2009	59



IRC Congress Meeting 2010

Present :

Chairman	Paul King
Australia	Malcolm Runnalls, Glen Stanaway
Belgium	Jurgen Cluytmans
Bulgaria	Nikola Dukov
France	Jacques Pelletier
Germany	Volker Andreae, Kay Brink
Great Britain	Andy Hill
Greece	Marina Psychogiou, Lazaros Tsalikis
Hong Kong	Gideon Mowser
Japan	Jun Hasegawa, Haru-Hiko Kaku, Yasuo Nanamori
Malta	Godwin Zammit
Norway	Thorstein Tonesson
Romania	Bogdan Alexandrescu
South Africa	Dwayne Assis, Gero Brugmann
Sweden	Sten Edholm, Eva Holmsten
Spain	Vicens Domenech
Turkey	Alp Doguoglu, Alican Turali
UAE	Barrie Harmsworth
USA	Eric Baittinger, Dan Nowlan
RORC	Caroline Aubrey-Fletcher, James Dadd, Andrew McIrvine, Emma Smith, Eddie Warden-Owen
UNCL	Ludovic Abollivier, Marc Alperovitch, Marc de Saint Denis, Matthieu Visbecq
IRC Technical Committee	Jean Sans, Mike Urwin
Associate Member:	Peter Lawson, International Maxi Association
In attendance:	Rob Taylor, ISAF Technical Office

1. Introduction and welcome from Paul King, Chairman of the IRC Congress.

The Chairman welcomed all members and representatives and expressed his thanks to Vice Chairman Alp Doguoglu and the Turkish Offshore Racing Club for their excellent organisation of the meeting.

2. Apologies for absence and proxy votes.

The number of votes per country is shown by Appendix 1.

Malcom Runnalls held a proxy vote for Thailand.

3. Minutes of the meeting of the IRC Congress held on 10th October 2009.

The minutes of the meeting held on 10th October 2009 were accepted as a true record of that meeting.



IRC Congress Meeting 2010

4. Matters arising not covered by the agenda.

There were no matters arising not covered by the agenda.

5. To receive a report from the IRC Technical Committee, Mike Urwin and Jean Sans.

Presenting the report which had been circulated and is shown as Appendix 2, Mike Urwin highlighted that while the total number of rated boats had fallen in 2009, this had stabilised in 2010 suggesting that we might be through the worst of the recessionary effects. Growth continued however in newer IRC countries including Canada, Denmark and Japan.

Two international measurement seminars had been planned for 2010. Regrettably, the Tokyo seminar had been postponed. The Istanbul seminar had been successful and had been co-presented by Rob Taylor from ISAF and James Dadd using material developed in co-operation with ISAF. The IRC Rating Authority is grateful to ISAF for its work on this.

The IRC Technical Committee had made progress on the subject of the performance of lighter boats under IRC. Some changes could be expected for 2011.

6. To receive a summary report of IRC distribution worldwide.

Statistics for various parameters of IRC rated boats had been previously circulated and is shown as Appendix 3. Average LH across the whole fleet is 11.3m which has increased from approximately 10m 15 years ago.

In response to a question, Mike Urwin noted that in some countries (eg Australia) essentially all boats hold Endorsed certificates. In GBR, where there is seldom a requirement to hold an Endorsed certificate, approximately 50% of boats nevertheless hold Endorsed certificates whereas in France it is only 9%. The Technical Committee will include statistics for Endorsed certificates in its report next year.

In response to a further question, Mike Urwin noted that while IRC continued to grow in newer IRC countries, no new countries had adopted IRC in 2010.

7. To receive contributions from attending National IRC Representatives (not including submissions for proposed rule changes).

Written reports (attached as Appendix 4) were received from Canada, Croatia, France, Germany, Great Britain, Greece, Italy, Japan, Malta, South Africa, Turkey, UAE and USA.

In discussion, the following verbal comments were made.

Australia: Despite efforts, a formal Australian IRC Owners Association had not yet been formed. All certificates in Australia are endorsed to maximise certificate integrity. On occasion, Yachting Australia subsidise measurement by way of providing measurers and measurement facilities free of charge.

Canada: Mike Urwin reported significant growth in Canada. Canada is in discussion with US-IRC to promote a North American IRC Championship.



IRC Congress Meeting 2010

- Croatia:** Mike Urwin reported that there is significant growth potential in Croatia and that it was hoped that IRC would shortly be recognised as an official measurement system.
- Belgium:** Some new applications during 2010, but generally the same boats racing. Class bands are to be revised for 2011. There is good co-operation between the Belgian and Dutch IRC fleets.
- Bulgaria:** Bulgaria currently requires endorsed certificates. It is however difficult to weigh boats in Bulgaria and it is likely therefore that unendorsed certificates will be accepted next year to encourage more boats to race under IRC.
- France:** Fleet numbers are stable with potential for growth.
- Germany:** In Germany the majority of boats are still rated under ORC rules but are dual scored under IRC. German sailors are reported to be happy with IRC.
- Great Britain:** At the end of August 2010, the number of rated boats was below but close to the same point in 2009. The GBR IRC Rule Authority has decided that with effect from 1st January 2011, sailmakers submitting data for an IRC Endorsed certificate will be required to have been approved by ISAF for In House Certification. Two IRC incentive schemes had been promoted in GBR during 2010, the first addressed at clubs adopting IRC and the second at cruiser/racer classes at regattas. Both had been successful and had attracted boats to IRC.
- Greece:** 25% of the 2009 fleet did not revalidate in 2010 for economic reasons. More promotion of IRC is planned.
- Italy:** Ludovic Abollivier noted that Quantum Sails in Italy had been approved by ISAF for In House Certification.
- Japan:** The significant increase in Japanese IRC rated boats was noted. Most of these had been in the south of Japan. There was however growing interest in the north of the country.
- Malta:** The composition of the Maltese fleet had changed to a predominance now of larger cruiser/racers. Not all boats had fully measured certificates, but applications were checked for accuracy. It is intended that more formal measurement will be carried out in future for the more competitive boats. This policy has been generally accepted.
- Romania:** An IRC training regatta had been held. While there are still some events run under ORC rules, it has been decided by owners that for 2011 only IRC will be used with 4 regattas planned.
- South Africa:** A general decline in sailing in South Africa was noted largely to do with the economic situation with some races having to be cancelled due to a lack of sponsorship. A local rating/handicap system had been established in South Africa which had drawn some boats away from IRC. There are issues with a lack of suitable craning facilities for weighing boats.
- Sweden:** The Swedish IRC Owners Association no longer exists. It is hoped that ORC and IRC owners will come together.
- Turkey:** A high level of activity was noted despite the economic situation. IRC is the sole rating system in use in Turkey and 350 boats hold certificates in 2010. Many IRC events are held with good levels of entries.



IRC Congress Meeting 2010

UAE: UAE have now formed a proper National Authority. A significant concern is that the majority of competitors are foreign nationals as opposed to local people making for a fragile fleet. The largest fleet is in Dubai.

USA: In the USA, fleet numbers were significantly affected by the Newport/Bermuda Race held in even years. It was estimated that the maximum US fleet size was of the order of 1200 boats. Consideration was being given to dropping the blanket requirement for endorsed certificates to try and make IRC more attractive allied to a possible subsidy for new applications. Paul King noted that, for a non-endorsed certificate, the cost of measurement can be zero

8. To receive, consider and decide proposals for IRC Rule changes for 2011.

8.1 From the IRC Technical Committee.

8.1.1 Rule 2.8

Reason for change: Rule 2.8 repeats elements of Rule 2.7 and also Rule 13.6. It is therefore redundant and should be deleted.

Delete: ~~2.8 IRC boats may be weighed.~~

Effect of change: None.

Decision: Congress accepted the submission.

8.1.2 Rule 8.4

Reason for change: Rule 8.4 has evolved to cover a variety of issues and would be clearer if split into three separate rules without changing any wording.

Additionally, in re-numbered Rule 8.5, reference to 'the boat' should properly be to 'the owner' and 'Boat' at the beginning of the third sentence of new Rule 8.6 should also properly be 'Owners'.

Delete existing Rule 8.4 entirely.

Insert: **8.4** Rating certificates will be issued with the heading of the Rule Authority and any sponsorship as appropriate.

8.5 An owner may apply to the Rule Authority to have an IRC rating certificate 'Endorsed'. The Rule Authority will inform the ~~boat~~ owner of any measurement including weighing or other checks required prior to issuing a certificate carrying the notation ENDORSED (see also Rule 13).

8.6 On IRC certificates for all **boats** rated for one or more downwind sails (see Rule 22.6), a second, non spinnaker, TCC is printed. The non spinnaker TCC shall be valid only for races for which the Notice of Race includes a non spinnaker division or class. Boat shall declare their intention to enter such a non spinnaker class using the second TCC a minimum of seven days before the race, or first race if a series of races, and shall not then be permitted to race using a spinnaker for the race or races. This Rule may be amended by Notice of Race.



IRC Congress Meeting 2010

Renumber existing 8.5 – 8.11 as 8.7 – 8.13.

Effect of change: Improved clarity and correction of an error.

Decision: With the addition of the words ‘including weighing’ in Rule 8.5, Congress accepted the submission.

8.1.3 Rule 8.9

Reason for change: The second sentence of Rule 8.9 repeats (using slightly different wording) the second sentence of Rule 4.3 and is therefore redundant and should be deleted. The remaining sentence of Rule 8.9 would be more logically placed in Rule 8.2.

Delete: ~~8.9 Each **boat** racing under IRC shall hold a current valid IRC certificate. Action may be taken against any third party using information derived from IRC for the purpose of handicapping or rating any **boat** without a current IRC certificate.~~

Insert : 8.2 Each **boat** racing under IRC shall hold a current valid IRC certificate. A **boat** shall not hold more than one valid IRC rating certificate at any time except as permitted by Rule 8.2.1.

Renumber existing 8.10 and 8.11.

Effect of change: None.

Decision: Congress accepted the submission.

8.1.4 Rule 9

Reason for change: Rule 9, Rating Review, is not applicable to inspection at an event for compliance with certificates. During 2010, it became apparent that this was not always clearly understood. It is proposed therefore to explicitly state this and avoid future confusion.

Insert:: 9 RATING REVIEW

Rule 9 does not apply to equipment inspection at an event.

9.1 Review of a **boat**'s rating may be requested at any time by the owner who should submit a review request through their Rule Authority to the Rating Authority. A fee may apply.

Effect of change: None. Clarification only.

Decision: In discussion, it was noted that the purpose of the IRC certificate review process is to enable an owner or competitor to formally question whether the secret elements of IRC had been properly and correctly applied.

Noting this, Congress accepted the submission.

8.1.5 Rule 10.6

Reason for change: The IRC Rating Authority does not have the power to require a boat's Member National Authority to investigate the circumstances of a boat's non-



IRC Congress Meeting 2010

compliance with her certificate. Rule 10.6 should therefore be amended to reflect what in practice is wanted.

Amend:: **10.6** When as a result of an action in a race or series, or the withdrawal of a certificate by the Rating Authority, a **boat's** rating is reviewed and its TCC increases by more than 0.010, the **boat's** Member National Authority ~~shall~~ may be requested by the Rating Authority to investigate the circumstances and report its findings to the Rating Authority.

Effect of change: Removal of an unenforceable rule and replacement with a practical alternative with the same effect.

Decision: In discussion, the relationships between this IRC Rule and RRS 69 and also between an IRC Rule Authority and an ISAF MNA were discussed. The Technical Committee were requested to review the wording of the rule.

Noting this, Congress accepted the submission.

8.1.6 Rule 17.2

Reason for change: Rule 17.2 makes no reference to electronic equipment. Increasingly, boats are equipped with portable computers, battery chargers, and similar equipment which may or may not be permanently installed on the boat. In light of questions received during 2010, it is desirable to clarify the definition of measurement condition by explicitly specifying that electronic equipment that is not permanently installed is removed.

Insert:: **17.2.9** Portable electronic equipment not permanently attached to the boat.

Re-number existing 17.2.9 as 17.2.10.

Effect of change: Clarification.

Decision: Congress accepted the submission.

8.1.7 Rule 18

Reason for change: The title of Rule 18 refers to WATERLINE LENGTH (LWP). LWP is derived from overhangs. Correctly Rule 18 should refer to overhangs.

The final sentence of Rule 18.1 no longer applies and should be deleted.

Delete existing Rule 8.4 entirely.

Delete: ~~**18** WATERLINE LENGTH (LWP) AND DRAFT~~

Insert: **18** OVERHANGS AND DRAFT

Amend: **18.1** Measurements shall be taken with the boat in measurement condition. The measurement points for various configurations of **boats** are shown on the diagrams for hull shapes and are defined in Appendix 1. The dimension y shall also be supplied and dimensions h and x if appropriate. ~~In the case of doubt, LH and LWP shall be maximised.~~



IRC Congress Meeting 2010

Effect of change: None. Correction of an error. Deletion of redundant text.

Decision: Congress accepted the submission.

8.1.8 Rule 18.2

Reason for change: With developments by the IRC Technical Committee in recent years, overhang factor has become redundant within the calculation of sailing length and IRC TCC. The IRC Technical Committee has therefore taken the decision that Overhang Factor will be removed entirely from IRC with effect from 1st January 2011. Rule 18.2 therefore becomes redundant and should be deleted.

Delete: ~~18.2 Overhang Factor (OF) is an assessment by the Rating Authority of the bow and stern overhangs of the boat and their contribution to sailing length.~~

Effect of change: Implementation of a decision of the IRC Technical Committee. In practical terms, none.

Decision Congress accepted the submission.

8.1.9 Rule 21.3.3

Reason for change: Rule 21.3.3 refers only to J with no mention of FL. While the definition of FL makes reference to J, the rule would be clearer if FL was specifically mentioned.

Delete: 21.3.3 RRS 50.3(a) is amended to the extent that a spinnaker may be tacked to a **bowsprit**. A headsail may only be tacked to a **bowsprit** if J ~~is~~ and FL are measured to the headsail tack attachment point on the **bowsprit**. See the definitions of J and FL.

Effect of change: None. Improved clarity.

Decision: Congress accepted the submission.

8.1.10 Rule 21.3.4

Reason for change: Rule 21.3.4 e) repeats Rule 21.3.4 d) and is therefore redundant and should be deleted.

Delete: 21.3.4

~~e) that for a boat rated under Rule 21.3.6(a) with no spinnaker pole, the whisker pole (measured as STL) shall not exceed the rated STL.~~

Effect of change: Removal of redundant Rule.

Decision: Congress accepted the submission.

8.1.11 Rule 21.5.3

Reason for change: Rule 21.5.3 defines lower limits for MUW, MTW and MHW. In practice, if any of these dimensions is below the lower limit, then the lower limit is shown on



IRC Congress Meeting 2010

a boat's certificate. This is not explicitly stated and has on occasion caused confusion.

Amend:: 21.5.3 MUW measurements less than 0.22^*E to a lower limit of 0.125^*E may be declared. MTW measurements less than 0.38^*E to a lower limit of 0.25^*E may be declared. MHW measurements less than 0.65^*E to a lower limit of 0.50^*E may be declared. **MUW, MTW and MHW, or the appropriate lower limits if actual dimensions are less, will be shown on the boat's certificate as the maximum permitted values.**

Effect of change: None. Clarity only.

Decision: Congress accepted the submission.

8.1.12 Rule 21.6.1 and 21.6.4

Reason for change: Rules 21.6.1 and 21.6.4 have on occasion caused confusion with boats. Additionally, they are both advisory only. It is inconsistent to be advisory in the context of spinnakers and STL but not in respect of other sails or features on boats. It would be impractical to be advisory in all respects. It is therefore proposed that Rules 21.6.1 and 21.6.4 should be deleted.

Delete: ~~21.6.1 Spinnakers are rated relative to a base area appropriate to a boat of the particular type and size. Any spinnaker will be rated equitably relative to this base size.~~

~~21.6.4 STL is rated relative to a base length of $0.456^*SPA^0.5$. Variations from base STL will result in variation in a boat's TCC appropriate to the change in length.~~

Re-number existing 21.6.2 and 21.6.3 as 21.6.1 and 21.6.2.

Effect of change: None.

Decision: Congress accepted the submission.

8.1.13 Rule 21.7.2

Reason for change: In a similar manner to Rule 21.5.3, Rule 21.7.2 is unclear that if either HHW or HTW are less than the defined lower limits, or if HHB is less than the permitted value without penalty, then the lower limits/permitted value will be printed on certificates. This should be explicitly stated.

Amend:: 21.7.2 HSA, LP, HHW, and HTW (or the lower limits above) of the largest area headsail, LLmax and HHB (or the larger of 0.09m or 0.008^*LL if that is greater) will be shown on the boat's certificate. HSA, LLmax and HHB are the maximum permitted values.

Effect of change: None. Clarity only.

Decision: Congress accepted the submission.

It was additionally noted that the first part of Rule 21.7 is not numbered as a sub-paragraph. This is inconsistent with other Rules. It was agreed to number this as Rule 21.7.1 and to re-number existing Rules 21.7.1 and 21.7.2 as 21.7.2 and 21.7.3.



IRC Congress Meeting 2010

8.1.14 Rule 22.3.2

Reason for change: The wording in Rule 22.3.2 is inconsistent with wording used elsewhere. Additionally, the final two clauses are advisory only and should be deleted.

Delete:: ~~22.3.2 Any such system shall be declared on a boat's rating application, will be noted on the rating certificate, and will be reflected by the application of a power factor to the TCC.~~

Insert: 22.3.2 Any such system shall be declared to the [Rating Authority](#).

Effect of change: None.

Decision: Congress accepted the submission.

8.1.15 Rule 8.6

Reason for change: It has become clear during 2010 that there is uncertainty relating to when a certificate becomes invalid because of discrepancies in rated dimensions. The view has been expressed that the tolerances included in Rule 9.8 related to rating reviews also apply to equipment inspection at an event and to re-measurement by the IRC Rating Authority or a Rule Authority. While this is not the case, it is not expressly stated in IRC Rules and should be. This has been addressed by rule change proposal 4 previously circulated.

It is then also necessary to explicitly state which rated dimensions are maxima, which are minima and that there is no tolerance on rated dimensions for the purpose of equipment inspection and re-measurement.

On the assumption that proposal 2. is accepted, this will become Rule 8.8.

Delete: ~~8.6 Change of ownership and/or any changes in sail number, rated dimensions, or physical changes which might affect the performance of the boat will automatically invalidate the rating certificate. Attention is drawn to Rule 13 and to RRS 78, Compliance with Class Rules; Certificates.~~

Insert: 8.8.1 Change of ownership and/or any changes in sail number, will automatically invalidate the rating certificate.

8.8.2 Physical changes which might affect the performance of the **boat** shall be declared and may invalidate the rating certificate.

8.8.3 Rated Dimensions

8.8.3.1 Values stated on certificates for **LH, Hull Beam, Draft**, x, P, E, J, FL, MUW, MTW, MHW, LLmax, HHB, HSA, PY, EY, LLY, LPY, SPA and STL are maximum values.

8.8.3.2 Values stated on certificates for **Boat Weight**, BO, h, SO, y, and **Internal Ballast** are minimum values.

8.8.3.3 If during **Equipment Inspection** by an **Equipment Inspector**, or during measurement carried out under Rule 13.6, any rated dimension is found to exceed a



IRC Congress Meeting 2010

maximum value or to be less than a minimum value, then the **boat** is not in compliance with her certificate.

8.8.4 Attention is drawn to Rule 13 and to RRS 78, Compliance with Class Rules; Certificates.

Effect of change: Clarity and completeness.

Decision: It was noted in discussion that in determining a boat's compliance with her certificate, account must be taken of the accuracy of measurement. Specifically, load cells had a finite accuracy. Mike Urwin noted that he intended to produce a guidance note, primarily for protest committees dealing with rating protests, and that an appropriate note would be included in this.

Noting this, Congress accepted the submission.

8.1.16 Rule 8.4

Reason for change: Firstly, Rule 8.4 (proposed by proposal 2. to become Rule 8.5 for 2011) addresses Endorsed IRC certificates. While the endorsement process is fully covered by other published documentation, IRC Rules do not specifically define Endorsement. This omission should be rectified.

Secondly, while Rule 8.1 is clear and specific that all IRC certificates are issued by the Rating Authority, current Rule 8.4 is ambiguous in this respect.

Thirdly, while IRC Rules are specific that the word ENDORSED will be used, it is unclear that when a certificate is printed in a different language that the word ENDORSED will continue to be used.

On the assumption that proposal 2. is accepted, this will become Rule 8.5.

Insert: **8.5** An ENDORSED IRC certificate is one for which the data on the certificate has been audited and if necessary verified by measurement, or other methods in accordance with current published standards. An owner may apply to the Rule Authority to have an IRC rating certificate endorsed. The Rule Authority will inform the owner of any measurement including weighing, or other checks required prior to ~~issuing~~ issue by the Rating Authority of a certificate carrying (irrespective of certificate print language) the notation ENDORSED under the IRC Rating Authority stamp (see also Rule 13).

Effect of change: Improved clarity and completeness.

Decision: A preliminary version of the new Endorsement stamp was shown and is reproduced as Appendix 5..

Congress accepted the submission.

8.1.17 Rule 13

Reason for change: Rule 13.3 specifies that a measurement service is available through the Rating Authority. This is incorrect. Measurement is the responsibility of Rule Authorities.



IRC Congress Meeting 2010

Secondly, data is supplied to the Rating Authority through Rule Authorities. This is not specifically stated by Rule 13.5

- Amend:
- 13.3 The accuracy of measurements supplied shall be the owner's responsibility. An IRC measurement service is available on application to ~~the Rating Authority or~~ a boat's Rule Authority.
- 13.5 The Rating Authority will use the ~~supplied~~ data supplied by a Rule Authority as a basis for rating but reserves the right to overrule specific data or to standardise the dimensions of a class of production **boats**.

Effect of change: Correction of an error and completeness.

Decision: Congress accepted the submission.

8.2 From National IRC Owners Associations and IRC Rule Authorities.

8.2.1 Australia. Submission 1: IRC Congress Location and Timing

Reason for change: The IRC Congress is held independently of the ISAF meetings. The meetings may be held on entirely different continents and are approximately 1 month apart.

For example, in 2010 the IRC Congress is in Istanbul, Turkey on 16 October, and the ISAF meetings are in Athens Greece from 4 to 14 November.

Proposal: It is proposed that the IRC Congress should be held in conjunction with the November ISAF annual meetings, in the same nation and host city, and in either overlapping or conjoining time frame

Effect of change: Attending international meetings has a significant cost impost in terms of time away and the costs of international travel. Bringing the IRC Congress meeting into alignment with the ISAF annual meetings provides delegates to both arenas the opportunity to make the most effective use of the time away and travelling costs.

IRC Technical
Committee Comment:

A number of issues must be considered.

1. Cost for delegates who would not attend ISAF meetings.
2. Cost of the IRC Congress for the IRC Rule Authority.
3. That it is intended that delegates to the IRC Congress are representatives of IRC certificate holders in their country. These will often not be the same as ISAF delegates.
4. Production of the IRC Yearbooks for 1st January each year is already tight. Delaying decisions on IRC Rule changes by at least 3 weeks would make this very difficult indeed.
5. Location of the IRC Congress would become out of the control of the Congress.



IRC Congress Meeting 2010

6. It is inevitable that sooner or later the ISAF Conference will be held in a country without an IRC fleet or an IRC Rule Authority.

Decision: It was noted that accepting this submission would result in the IRC Congress being held some 3 weeks later than currently. This would make production of annual IRC Yearbooks and preparation of updated software extremely difficult to achieve by the following 1st January.

While there was some support for the submission, on a show of hands, Congress did not accept the submission.

8.2.2 Australia. Submission 2: IRC Boat Listings.

Reason for change: IRC Rule Authorities have a responsibility to promote IRC to boats owners. The TCC Boat Listing is a very simple and effective promotional tool within each country. It also helps organising authorities by providing ready access to key boat information.

Informal indications from Rod McCubbin of TopYacht suggest that this may be a technically simple feature to provide and might be easily done.

Features that should be included are:

- a. Filtering the IRC boat list by country
- b. Standard URL or HTML coding allowing the IRC Rule Authority to incorporate this in its own website.

This requires a segment of code to run the search and display feature as an embedded applet in the Rule Authority's own website.

The IRC website <http://www.ircrating.org> has a feature at <http://www.ircrating.org/en/race-organisation/on-line-tcc-listings.html> allowing the visitor to view a TCC listing of boats. This list may be filtered by country.

The results are shown framed inside the IRC website and come from the TopYacht website www.topyacht.com.au/rorc/irc_select.php.

The facility provides a way to display a list of the TCCs for all boats in a country.

Proposal: [Develop and provide an IRC boat listing that is specific to a country. This would allow IRC Rule Authorities to link to an up-to-date listing that is limited to boats of their own country](#)

IRC Technical Committee Comment: This proposal has significant cost implications for IRC. It is already simply possible to extract national fleets from published listings.

Decision: In discussion, Glen Stanaway, Yachting Australia, noted that he had had discussions with Top Yacht, the host website for the IRC listings. Top Yacht had indicated that the suggested features would be simple to implement. Glen advised that Yachting Australia would cover any costs involved. Mike Urwin confirmed that the IRC Rating Authority would give permission to Top Yacht to manipulate the raw data supplied to Top Yacht to achieve what is required.

Noting the above, Congress accepted the submission.



IRC Congress Meeting 2010

8.2.3 Australia. Submission 3: IRC Activity Reporting.

Reason for change: There is a significant turnover in IRC certification globally. Rule Authorities are the 'front desk' servicing each country's needs.

There are no reporting mechanisms available to support Rule Authorities.

Rule Authorities are required to report to the IRC Congress providing data on certificates issued, which is information that the two Rating Authorities would hold anyway, indicating a duplication of effort

Proposal: [Appoint a working party to consider the development of rudimentary online reporting tools for Rule Authorities. These reports might be able to provide the following.](#)

1. [Password secure log in to IRC website for each Rule Authority](#)
2. [Search and display all certificates issued for boats of that country](#)
 - a. [Filter searches by date range](#)
 - b. [Filter searches by certificate number](#)
 - c. [Click to download PDF of certificate](#)
 - d. [Click to export *.xlsx file](#)
5. [List all applications and fees from the Rating Authority invoiced to the Rule Authority](#)
 - a. [Filter by date range](#)
 - b. [Filter by paid status](#)
 - c. [Click to export *.xlsx file](#)

[The working party might consist of 5 people, including representatives of each Rating Authority, and interested Rule Authorities. The working party should make its recommendations in advance of the 2011 Congress.](#)

Effect of change: To improve support from the Rating Authorities to the Rule Authorities. To reduce administrative inefficiencies currently being experienced. To achieve consistency in information and 'intelligence' available to each Rule Authority.

IRC Technical Committee Comment: This proposal has significant cost implications for IRC. We are unclear what the specific benefit to Rule Authorities might be.

Decision: There was general acceptance by Congress that this would be a desirable development. Rather however than form a working party to consider this in detail, it was agreed that Glen Stanaway and Mike Urwin would consider the proposal in detail and report back to the next IRC Congress meeting.

Noting the above, Congress deferred the submission until 2011.

8.2.4 Australia. Submission 4: MyIRC.

Reason for change: There is a significant turnover in IRC certification globally. Rule Authorities are the 'front desk' servicing each country's needs.



IRC Congress Meeting 2010

There is the MyIRC feature currently available to GBR boat owners only. There are no online application tools available to support other Rule Authorities. Rule Authorities are required to accept and process applications.

Proposal:

Appoint a working party to consider developing MyIRC further to provide online tools for other Rule Authorities. The working party would be appointed to consider business needs. Issues considered might include:

1. The ability to embed MyIRC into a Rule Authority's own website.
2. Secure Measurer ID and passwords for Measurer access and endorsing certificate applications.
3. Secure owner ID and passwords for owner access.
4. Automatic email notifications to the Rule Authority.
5. Mechanism for the Rule Authority to authorise an application to proceed.
6. Reporting tools showing applications made
 - a. Filter by date range
 - b. Filter by application type
 - c. Filter by certificate number
 - d. Export to *.xlsx file.
7. Ability to force Endorsed applications only
8. Ability to set application fees in local currency
9. Ability to process credit card transactions
10. Perform the same data validation checks that are in the current application forms

The technology may instead use the PDF forms with send email function which transports the data as an XML attachment, similar to what ISAF currently uses for Officials applications.

The working party might consist of 5 people, including representatives of each Rating Authority, and interested Rule Authorities. The working party should make its recommendations in advance of the 2011 Congress.

Effect of change:

To improve support from the Rating Authorities to the Rule Authorities.
To reduce administrative inefficiencies currently being experienced.

**IRC Technical
Committee Comment:**

myIRC has been developed with the intention that it should be 'exportable' to IRC Rule Authorities. The enhancements proposed would however be very expensive to develop.

Decision:

It was noted that myIRC on the RORC Rating Office's website, www.rorcrating.com was an initiative of the Rating Office acting as the GBR IRC Rule Authority. It is therefore limited in its current application to GBR rated IRC boats. The RORC Rating Office would however be happy to make the code available to other IRC Rule Authorities via the original developer at no cost. Any costs of modifying the code to suit other Rule Authorities would however have to be borne by those Rule Authorities. UNCL noted that they had similar systems on their website and would be happy to assist in any development.



IRC Congress Meeting 2010

Congress accepted the above and noted the submission and that this was a matter for each IRC Rule Authority individually.

8.2.5 France. Submission 1: Rule 22.4

Reason for change: Currently, there is no limitation in crew numbers nor on crew weight. The PROPIRC has polled French IRC owners and has obtained 200 answers. 150 would like the crew numbers to be always limited to the number displayed on the certificate. 11 would like to always be able to sail with a larger number. 36 have said that they would like the limit on crew numbers to be set to the value specified in the EC certificate.

The PROPIRC realizes that some country have been sailing with a larger crew numbers for years and that it might not be practical to limit the crew numbers in all situations.

The PROPRIC notes that in many races, the sailing instructions don't mention anything on crew numbers which means that theoretically there is no limitation at all on crew numbers. This is often based on the false understanding by the organizers that there is an implicit limit on crew numbers in IRC.

The proposal would simply establish a default value for crew numbers but would let organizers set up a larger crew numbers if they wish.

- Delete::
- ~~22.4.1 There is no limitation on crew numbers or weight under IRC except in the case of a short handed certificate (see Rule 8.2), for one designs, and in races requiring boats to hold an 'Endorsed' certificate (see Rule 8.4). Attention is drawn to Rule 3.4.~~
 - 22.4.2 **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. See also Rule 13.7
 - ~~22.4.3 In races requiring boats to hold 'Endorsed' certificates, the crew number printed on each boat's certificates shall not be exceeded.~~
 - ~~22.4.4 In all other cases, the crew number printed on each boat's certificate is for information only, has no effect on TCC, and has no relevance under these Rules unless invoked by notice of race. Crew number may be amended by notice of race.~~
 - ~~22.4.5 Race committees may invoke crew limitations, by number or by weight, in the notice of race.~~
 - 22.4.6 Rule 22.4 may be amended by Notice of Race.
- Replace:
- 22.4.1 The crew numbers printed on each boat's certificates shall not be exceeded or the crew weight should not exceed 85kg multiplied by the crew number printed on the certificate.

Re-number Rule 22.4.6 as 22.4.3.

Effect of change: Limit the crew number for all races, or let a boat race with a larger crew number provided that it respect a certain crew weight limit enabling owners to continue racing with their children if they want to do so. It has to be understood that setting a weight limit for boats which sail with a higher crew number does not imply to weight all crews. Boats that would elect to qualify with a higher crew number but with an appropriate weight have to



IRC Congress Meeting 2010

understand that they could be checked but given the declarative nature of IRC, Organizing Authorities would not be obliged to perform such check.

IRC Technical
Committee Comment:

Currently, unless invoked by NoR/Sis or in the case of a race requiring Endorsed certificates, there are no crew limitations under IRC. Acceptance of this submission would effectively reverse this current default position.

While a majority of French owners polled may want a default fixed crew limit, this is unlikely to be the case in all other countries, particularly for club racing. The current rule already gives the necessary flexibility to achieve both aims.

The Technical Committee invites comment from the IRC Congress.

Decision:

After lengthy discussion, it was proposed by Alp Dogluoglu that the phrase [or the crew weight should not exceed 85kg multiplied by the crew number printed on the certificate](#). should be deleted from the proposal. On a card vote, this was defeated by 17 votes in favour to 21 against.

Congress then voted 21 in favour and 18 against to accept the submission.

8.2.6 France. Submission 2: Rule 22.4

Reason for change:

Preamble: Historically, the CHS, ancestor of the IRC, was born on the debris from the IOR, which in particular by measuring the stability of the boats, had objectively encouraged boats which stability was mainly assured by the weight of the crew. The tragedy of Fastnet 1979 recalled that one “does not discuss” with stability, main safety parameter of a ship.

By taking the “party” of safety and the “seaworthiness”, the CHS, by not measuring stability supported boats secure and stiff. This orientation belongs to the bases of the philosophy of IRC Rule (Basic Rule, Article 2.3). That forged amongst other things (with the secrecy of the rule) the world success of the IRC.

Pushed by the competition of the IMS, stability has been gradually more and more taxed. This led to today’s paradox: it is preferable to have a keel with low stability (but high hydrodynamic performance) associated with an important crew weight (see another note on this subject), to obtain a competitive rating.

IRC Rule *must support the* stiff, stable and safe boats (Article 2.3)

IRC should not seek, on this subject, the balance of rating in term of performance between a keel with bulb (or other) and a keel with low stability.

This has led many boat owners across the world to replace the bulb keel initially specified by the architect of their boat by a keel without bulb.

IRC *must support the* keels with strong stability.

Similarly, double rudders are currently much penalized. On modern hulls, the double rudders bring directional stability and safety which the IRC should support and not penalize.

Effect of change:

See above.

IRC Technical



IRC Congress Meeting 2010

Committee Comment: The IRC Technical Committee strongly supports the philosophy behind this submission. It is already the Technical Committee's position that stable seaworthy boats should be encouraged. As an example, a boat moving internal ballast from inside the boat onto the keel will not be penalised. Similarly, modern IRC designs have a range of keel types from fins to deep bulb keels.

Double rudders are not penalised under IRC.

The IRC Technical Committee supports the submission and is continuing to review the effect of keels on IRC TCC.

Decision Congress accepted the submission.

8.2.7 GBR. New Rule 25

Reason for change: The RYA/RORC Sportsboat Rule will be discontinued with effect from 1st January. It is therefore desirable that Organising Authorities should be able to specify a sportsboat class using IRC. It is proposed therefore to include a formal definition of an 'IRC Sportsboat'. Additionally, in some cases, sportsboats are equipped with trapezes or other hiking aids. It is therefore proposed to give an Organising Authority the right to explicitly permit IRC Sportsboats to use hiking aids. Boats so equipped will be rated appropriately.

Insert::

25 IRC SPORTSBOATS

25.1 An IRC Sportsboat is defined as a boat with:

- a) LH of greater than 6.00 m and not greater than 10.00 m.
- b) IRC DLR of 160 or less.
- c) IRC Hull Factor of 9.0 or higher.

25.2 A Notice of Race may:

- 25.2.1 include further restrictions, which may be used to determine eligibility for a class, but may not vary the definition of an IRC Sportsboat.
- 25.2.2 specify either that all IRC rated boats or that only IRC Sportsboats are eligible for a class.

25.3 When explicitly stated in a Notice of Race, the crew of an IRC Sportsboat may use trapezes and/or sliding planks. The maximum number of crew that may be carried on trapezes or planks shall be declared to the IRC Rating Authority,

25.4 Boats qualifying as IRC Sportsboats will carry the notation SPORTSBOAT on their IRC certificate and if appropriate the maximum number of crew that may be carried on trapezes or planks, and a TCS derived from the boat's IRC TCC to include the use of trapezes and/or planks.

Effect of change: Formal definition of a sportsboat.

IRC Technical Committee Comment: No comment.



IRC Congress Meeting 2010

Decision Concerns were expressed that this submission could have unforeseen consequences. It was also noted that it would be entirely possible to achieve the same thing in a Notice of Race.

Congress did not accept the submission.

8.2.8 Malta. Submission 1: Rule Number: 21.8.1 (c)

Reason for change: Rule as written allows boats rated with a single furling headsail to race with a small furling headsail on any particular event even though they are given a rating benefit on the basis that they may only use a single furling headsail whose LP exceeds 1.3J and are presumed to have to partially furl it to reduce sail in heavy weather.

Amend: (c) Only a single headsail whose HSA may not be less than 95% of rated HSA shall be used while racing, except that additionally storm jibs (see Appendix 1, IRC Measurement Definitions & Abbreviations) may be used.

Effect of change: To disallow boats rated with a single furling headsail from racing with a small headsail at their option depending on predicted weather condition. Limit the crew numbers for races requiring an Endorsed Certificate. Increases the fairness of the competition.

IRC Technical Committee Comment: The Technical Committee supports the principle of the submission and invites comment from the IRC Congress.

Decision Congress accepted the submission.

8.2.9 Malta. Submission 2: Definitions of HHB, LL, LLmax, LP

Reason for change: Definitions of HHB, LL, LLmax and LP use the words "on board" with respect to rated dimensions of headsails when the IRC rule does not prohibit other headsails from being on board even though they may not be rated for use while racing.

Delete: ~~on-board~~

Insert: used while racing

Effect of change: Removal of inconsistency

IRC Technical Committee Comment: The words 'on board' are deliberately used to be clear that the definitions apply to all sails.

The Technical Committee is unaware of problems in respect of these definitions and does not support the submission.

Decision Mike Urwin noted that the Technical Committee now understands the underlying issue and proposed that the submission should be amended to read:

and which may be used while racing.

Congress accepted the amended submission.



IRC Congress Meeting 2010

8.2.10 Malta. Submission 3: Rule 8.2.1

Reason for change: Rule allows boats to hold a separate short handed certificate which may only be used for races nor classes for no more than 2 crew. Nothing in the rule prevents a boat holding such a certificate from racing with its normal certificate at its option. This gives that boat an unfair advantage over boats not holding a second shorthanded certificate as in effect that boat may chose between two different rated configurations at will according to the conditions.

Insert: 8.2.1 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, **mainsail widths**, **headsail** dimensions, single furling headsail allowance, the use of stored power, SPA, STL, **spinnaker pole/bowsprit**, **moveable ballast** and **variable ballast**. [A boat holding a second shorthanded certificate may only use that certificate for shorthanded races.](#)

Effect of change: To disallow boats holding a second shorthanded certificate from being able to use their normal certificate for short handed races at their option depending on predicted weather conditions.

IRC Technical
Committee Comment:

The Technical Committee recognises the issue raised, but is not aware that this has caused significant problems to date.

The Technical Committee invites comment from the IRC Congress.

If Congress's decision is to accept this submission, it would be clearer if [only](#) and [use](#) were reversed, ie:

[A boat holding a second shorthanded certificate may use only that certificate for shorthanded races.](#)

Decision

Congress accepted the amended submission.

8.2.11 Spain. Rule 21.6 and Definition of HB, Mainsail Top Width.

Reason for change: Currently there are sails with great roach and yacht that using. We believe that it should show a value of HB in the certificate which shall not be exceeded. That this values is measured, or a value calculated by the Authority Rating. There are sails with the same E, P, MHW, MTW, MUW, and difference HB.

Insert: [21.6.4 HB will be shown on the boat's certicate and not be exceeded.](#)

[HB](#) The widest top width of the mainsail

Effect of change: Not stated.

IRC Technical
Committee Comment:

This issue was also raised in 2009. The minute recorded was:



IRC Congress Meeting 2010

The IRC Technical Committee supports the philosophy of the submission. However, the perceived 'loophole' is actually already closed. As an example, changing the mainsail on a typical TP 52 from default widths to a square top increases TCC by +c0.006.

Additionally, in developing the current IRC treatment of mainsails, the Technical Committee noted that the clear definition of mainsail headboard is difficult and has been abused in other rules.

Noting that current IRC methods effectively deal with square top mainsails, the IRC Technical Committee notes that the gain in accuracy of calculated mainsail area would be very small indeed and would result in additional complexity for owners.

The Technical Committee therefore supports the intent of the submission, but notes that there is no actual need to make any change to current IRC treatment of mainsails to achieve this intent.

The only addition to make to the above now is to note that further abuse of mainsail headboard under other rules has been noted during 2010.

Decision Noting the Technical Committee's comments, Congress did not accept the submission.

8.2.12 USA. US Sailing Submission 1: Remote Certificate processing by Rule Authorities

Proposed change: Enable designated Rule Authorities to process simple amendment applications and issue the amended certificates without any action required on the part of the Rating Authority. The simple amendments envisioned would be to change sail dimensions, number of spinnakers carried, rig dimensions, rig configuration items such as spinnaker pole/bowsprit or runner/jumper/checkstay sets, and enabling/disabling the use of stored power or forestay/mast foot adjustment.

All processing and certificate issuance is only performed by the Rating Authority.

Reason: Increase Rating Authority office throughput/shorten turn-around time while reducing staff workload. Enable timely issuance of amended certificates particularly in cases where the rating Authority office is closed.

Effect of change : Allows better customer service. Reduces Rating Authority workload.

IRC Technical
Committee Comment: The IRC Technical Committee does not support the submission. There would firstly be significant software development to enable this process. Secondly, and more fundamentally, it would potentially enable 'what if' type questions to be asked without the knowledge of the Rating Authority, comprising the integrity of IRC.

Decision The IRC Rating Authority will explore in greater detail what could be possible. It was noted however that there could be very significant costs involved which would have to be covered. Congress deferred the submission until 2011.

8.2.13 USA. US Sailing Submission 2: Additional Certificate Information/ Description



IRC Congress Meeting 2010

Proposed change:	<p>With due consideration to the excellent improvements made to the IRC certificate format and the limited space available on the certificates, the following items are recommend for inclusion on the certificate.</p> <p>A less cryptic keel description including material, fairings, characteristics, etc. without confusing "+/-" labeling.</p> <p>Addition of the bulb weight in the Detail section for boats with bulbs.</p> <p>Addition of "fractional" or "masthead" to the Rig Type description in the General Details section.</p>
Current position :	<p>The keel description is limited by space available on the certificate as it is currently arranged.</p> <p>The bulb weight does not appear on the certificate of boats with bulbs.</p> <p>The masthead or fractional description is not included in the rig type.</p>
Reason:	<p>The keel description for those boats with higher tech keel configurations is often confusing. This usually necessitates communicating with the Rating Authority to confirm that the boat's keel is rated properly.</p> <p>Inclusion of bulb weight and the full rig type provides a more complete description on the certificate.</p>
Effect of change:	<p>Owners and competitors will have a clearer and more complete understanding of factors that are important elements of the rating determination.</p>
IRC Technical Committee Comment:	<p>The IRC Technical Committee supports the intent of the submission and will review what changes are possible.</p>
Decision	<p>Congress accepted the submission.</p>

8.2.14 USA. US Sailing Submission 3: "Provisional" Rating Methodology/ Mechanism

Proposed change:	<p>Establish a mechanism to enable one-time or limited use inexpensive standard certificates to be issued for use in events in regions where IRC has not yet made any penetration.</p>
Current position :	<p>Not known.</p>
Reason:	<p>The cost of a certificate for an unknown rating system is more than most racers are likely to be willing to pay. Racers would be interested in having the opportunity to try the system before committing to paying for a full certificate should there be sufficient interest generated in the area to hold more events using IRC.</p>
Effect of change:	<p>This would give IRC promoters a valuable tool - enabling event organizers and racers to try the system before committing.</p>
IRC Technical Committee Comment:	<p>This is a matter for the Rule Authority in each country.</p>



IRC Congress Meeting 2010

- 4.4 On line 1 replace ~~member~~ with **representative**. On line 13 replace ~~members~~ with **representatives**.
- 4.7 On line 3 replace ~~members~~ with **representatives**
- 5.2 Lines 3-4 A simple majority of all **its** members.

Decision

The Chairman withdrew the proposed change to paragraph 2.2.

In discussion it was noted that it was a requirement that the Vice Chairmen be from different continents and that if the proposed change requiring that the Chairman and Vice Chairman were members of the Association, it would be difficult to find a second Vice Chairman. The Chairman withdrew this proposed change.

Congress accepted the remainder of the submission.

9.1.2 Submission 2

Reason for Change: Rule 5.3 concerns election of Chairman of IRC Committee. In practice this rule has not been operated. Since this committee is concerned only with the duties of the IIOA it would be simpler to make the Chairman of the IIOA, also the Chairman of this committee, ex officio. This would avoid the need for elections and would conform to current practice.

- 5.3 The **Chairman** of the IRC Committee ~~elects its own chairman shall be the Chairman of the Association~~ who has a casting vote. ~~and holds office for a period of 3 years, after which he/she is eligible for re-election.~~

Decision:

Congress accepted the submission.

9.2.1 From the IRC Technical Committee.

Reason for change: It is important that all countries have proper notice of proposed changes to IRC Rules or to the International IRC Owners Association Constitution. Currently, the IIOA Constitution does not define a deadline date for submissions in either case. It is desirable that a date should be included. Some flexibility is however still desirable.

Amend:

- 4.3 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 IRC Technical Committee. **Submissions for changes to IRC Rules shall be received by the IRC Rating Authority and circulated to all IRC Rule Authorities a minimum of 14 days before a meeting of the IRC Congress. Submissions received and circulated after this date will only be decided by a 75% majority vote.**

- 4.5 Each member shall have 1 vote.

Except as otherwise stated, 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.



IRC Congress Meeting 2010

Effect of change: Implementation of deadline dates for submissions. Control over late submissions.

Decision: Congress debated whether submissions should be circulated to members or to Rule Authorities. Noting that Rule Authorities are in regular contact with the IRC Rating Authority and that members, and their addresses, often change, it was concluded that circulation should be through Rule Authorities.

It was also agreed that for submissions to be received and circulated 14 days before a Congress meeting was too onerous a requirement on the Rating Authority. An amendment to the submission was therefore proposed:

- 4.3 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 IRC Technical Committee. **Submissions for changes to IRC Rules shall be received by the IRC Rating Authority a minimum of 21 days and circulated to all IRC Rule Authorities a minimum of 14 days before a meeting of the IRC Congress. Submissions received and circulated after this date will only be decided by a 75% majority vote.**

Congress accepted the amended submission.

9.3 From National IRC Owners Associations and IRC Rule Authorities.

No submissions had been received.

10. To discuss IRC submissions to ISAF.

10.1 Report on IRC submissions to the 2009 ISAF Conference.

A report had been previously circulated and is attached as Appendix 6. Paul King said he had been advised that the Storm Sails Working Party would recommend approval of the IRC submission, to delete Cat 4 from the regulation requiring boats to carry a storm trysail or be capable of reefing to reduce luff of main by 40%.

10.2 IRC 1-10 International Measurers.

A submission had been made to ISAF as follows:

International Measurer Rating Systems A submission from the International IRC Owners Association

- Proposal 33.13.1 The appointment is made for a specific Class **or Rating System**. An International Measurer can only be appointed to a maximum of three Classes **and/or Rating Systems** except the Race Officials Committee may authorize additional Classes **and/or Rating Systems** if they are very similar to measure as a Class **or Rating System** the International Measurer is already appointed to.
- 33.13.2 A candidate for appointment as International Measurer shall:
(a) have acted as an Equipment Inspector in at least two principle events (as defined by the International Measurers Subcommittee) of the Class **or Rating System**. he is applying for,



IRC Congress Meeting 2010

- within the four years prior to 14 October of the year of application;
- (b) have attended an ISAF International Measurer's seminar and have passed the International Measurers written test within the last four years prior to 14 October of the year of application; and
 - (c) have an intimate knowledge of the relevant **Class or Rating System**. rules and the ISAF Equipment Rules of Sailing.
 - (d) be recommended by the relevant class association **or Rating System**. and another International Measurer.

- 33.13.3 A candidate for re-appointment as International Measurer shall:
- (a) have acted as an Equipment Inspector in two principle events (as defined by the International Measurers Sub-committee) within the four years prior to 14 October of the year of application; one of the events shall be of the **Class or Rating System**. he is applying for. As an alternative, one of the events may be substituted by one hull prototype measurement of the Class he is applying for;
 - (b) have an intimate knowledge of the relevant class **or Rating System**. rules and the ISAF Equipment Rules of Sailing.
 - (c) be recommended by the relevant class association **or Rating System**..

- 33.13.4 Once appointed, an International Measurer shall not be employed by or act as a consultant to or regular official measurer at a builder for that class **or Rating System**.

Current Position

As above.

Reason

Currently, International Measurers may only be appointed for a specific class. International Measurers may not be appointed for a Rating System. It is proposed that Regulation 33.13 should be modified to permit International Measurers to be appointed for Rating Systems:

While some different measurements may be taken for certification under a Rating System, the fundamental principles of measurement are identical to the extent that in 2010 IRC Rules adopted the Equipment Rules of Sailing in their entirety.

IRC is used by c7500 actively racing boats each year. Boats are certified in some 40 countries

IRC is used for races including the Commodores' Cup international team event, the Fastnet Race, the Sydney to Hobart Race, Hamilton Island Race Week, Spi Ouest France, Cork Week, Key West Race Week, Voiles de St Tropez, etc, etc, etc.

This fleet, and these events, are not currently catered for by the International Measurer system. It is very desirable that Rating Systems should be able to offer the same service in respect of equipment inspection at events that is available to classes generally. Work is in hand, in conjunction with the Equipment Control Sub-committee, to produce an ERS based training guide. It is anticipated that this guide will be used at two international measurement seminars for IRC measurers in October 2010.

Decision:

Congress endorsed the submission.



IRC Congress Meeting 2010

11. Continental and International Regional Championships.

No applications had been received.

12. To elect the IIOA representative on the IRC Policy Steering Group.

Proposed by the Chairman, Malcom Runnals was unanimously re-elected.

13. To elect the representative of IRC Congress on the IRC Committee.

Congress agreed to delegate to the IRC Committee the task of co-opting a representative of the IRC Congress to sit on the IRC Committee.

14. To elect a Chairman and Vice Chairman of the IRC Congress.

Proposed by Andy Hill, Peter Wykeham-Martin was unanimously elected as Chairman of the IRC Congress.

Proposed by Paul King, Malcolm Runnals was unanimously re-elected as a Vice Chairman of the IRC Congress.

It was noted that the term of office of the second Vice Chairman, Alp Doguoglu, expires in October 2011, when he will be eligible for re-election.

15. Any Other Business.

Andy Hill noted that some countries effectively require that all certificates in those countries are endorsed. He questioned whether this might have the effect of deterring participation. Barrie Harmsworth expressed the view that this was not the case. Glen Stanaway noted that the Australian requirement that all Australian boats hold Endorsed certificates was at the request of Australian sailors. No conclusion was reached.

In response to a question from Alp Doguoglu, Mike Urwin noted that in a majority of cases the IRC Rating Authority held reliable standard data for unweighed production boats requiring an Endorsed certificate. Noting the variability in the weight of production boats, in these cases a weight based on the lightest weighed weight for a boat of the design was invariably used.

The meeting was adjourned at 17.30 until 09.30 on Sunday 17th October.



IRC Congress Meeting 2010

Sunday, 17th October 2010 09.30 – 11.00

Discussion of submissions to ISAF relevant to IRC and any other ISAF Related Matters.

16. ISAF Submissions.

A number of submissions to ISAF were considered.

Submission: 015 ISAF Advertising Code. Regulation 20. A submission from the Executive Committee.

It was noted that submission 016 from the RYA has been incorporated in 015. Congress was not in favour of new paragraph 20.8.3 which as drafted would again prohibit an Organising Authority from charging an additional entry fee to a boat carrying advertising

Submission: 016 ISAF Advertising code. Regulation 20.8. A submission from the Royal Yachting Association.

This submission from the RYA alters paragraph 20.8.2 of the proposed new advertising code (see submission 015) to permit an Organising Authority to charge an additional entry fee to a boat carrying advertising. Congress agreed with the submission.

Submission: Various Equipment Rules of Sailing.

Mike Urwin advised that there were a number of submissions relating to ERS. None of these would have any substantive effect on IRC.

Submission: 133 ORC Limited Offshore Racing Congress. Regulation 18.7 and Regulation 29.1, 29.2. A submission from the Executive Committee.

The proposed changes were noted.

Submission: 064, 065 Class World Championship Regulations. Restructure of Regulations 18 and 26. World Championship Requirements. Submissions from the Chairmen of the Equipment Committee and the Events Committee

These would change the minimum number of boats required to participate in a world championship. Three options are suggested for voting on. The proposed changes were noted.

Submission 134 Designation as an International or Recognised Class.

This would require Offshore Racing Classes to be recommended for designation by the Offshore Committee, as well as by the Equipment Committee.

Submission: 164 Racing Rules of Sailing. New exception to Rule 42 – Offshore Classes. A submission from the Royal Spanish Sailing Federation.

The submission seeks to permit pumping in offshore classes. Congress does not support this submission.



IRC Congress Meeting 2010

Submission: 175 Racing Rules of Sailing. Rule 64.3. A submission from the Royal Yachting Association.

The proposed change to RRS 64.3 to clarify that there should be no difference in protest procedure between measurement rules, rating rules and class rules which are all the same thing as explicitly stated in paragraph (d) in the RRS definition Rule.

17. OSR Submissions.

A number of submissions to ISAF Offshore Special Regulations Committee were considered.

Submission: SR01 Offshore Special Regulations 4.03. Material of Plugs for Through Hull Openings. A submission from the US SAILING Association.

The submission seeks to permit the use of polyurethane foam plugs in addition to softwood plugs. In principle, Congress agreed with the submission. It was however noted that a more complete definition of 'polyurethane' was required.

Submission: SR02 Offshore Special Regulations – 4.07. Flashlights / Searchlights. A submission from the Royal Yachting Association

Congress agreed with the submission.

Submission: SR03 Offshore Special Regulations – 4.19. EPIRBs. A submission from the Royal Yachting Association

Congress agreed with the intent of the submission but considered that the word 'ship's' was redundant wherever it occurred.

Submission: SR04 OFFSHORE SPECIAL REGULATION – 5.01. Lifejackets. A submission from Ken Kershaw

Congress agreed with the submission.

Submission: SR05 Offshore Special Regulations – 5.02. Safety Harness and Safety Lines (Tethers). A submission from the US SAILING Association.

The submission seeks to remove the current requirement that harnesses and safety lines manufactured prior to January 2001 are not permitted. Congress did not agree with the submission, particularly on the stated grounds of cost.

Submission: SR06 Offshore Special Regulation 4.20. Integrity of Liferrafts. A submission from the Chairman of Special Regulations Subcommittee on behalf of the Chairman of the International Regulations Commission.

Congress noted that the proposed text would be advisory only and agreed with the intent of the submission.

Submission: SR02-08 Offshore Special Regulations 3.14.3 (m). Working Deck. A submission from the US SAILING Association.

Congress noted that the wording was unchanged from the submission deferred in 2008 and 2009 for reasons of lack of clarity. Congress urges that a formal definition is agreed.



IRC Congress Meeting 2010

Submission: SR01-09 Offshore Special Regulations - 3.08.3. Hatches. A submission from the US SAILING.

Congress noted that the wording was unchanged from the submission deferred in 2009 for reasons of lack of clarity.

18. OSR Re-Draft.

Congress noted the supporting paper for agenda item 11, OSR re-draft, and are in support of the proposals.



IRC Congress Meeting 2010

Appendix 1

National Votes

The number of votes for each country is as shown by the table below. Countries not listed have fleets of less than 25 boats and in accordance with the Constitution of the International IRC Owners Association, paragraph 4.5, are not eligible to vote.

Country	No. of boats	Votes
Argentina	27	1
Australia	535	4
Belgium	87	1
Bulgaria	42	1
Canada	59	1
China	37	1
Finland	38	1
France	937	5
Germany	65	1
Great Britain	1806	9
Greece	108	2
Hong Kong	93	1
Ireland	443	3
Israel	27	1
Italy	840	5
Japan	252	3
Malta	64	1
Netherlands	172	2
New Zealand	78	1
Portugal	56	1
Singapore	37	1
South Africa	63	1
Spain	167	2
Sweden	37	1
Thailand	72	1
Turkey	342	3
UAE/Gulf States	72	1
Uruguay	45	1
USA	488	3



IRC Congress Meeting 2010

Appendix 2

Report From The IRC Technical Committee

1. IRC Activity

The total number of boats issued with IRC certificates in 2005 to 2009 and to 31st August 2010 is shown below.

Country	Continent	Region	Certificate Year						
			2005	2006	2007	2008	2009 to 31/8/09	2009	2010 to 31/8/10
Great Britain	Europe	North	1878	1839	2043	2029	1749	1806	1723
France	Europe	North	904	966	924	1074	860	937	889
Italy	Europe	North	763	840	931	962	624	840	711
Australia	Oceania	South	527	578	570	528	341	535	344
USA	N America	North	549	589	610	611	449	488	432
Ireland	Europe	North	389	402	429	455	433	443	409
Turkey	Europe	North	260	280	292	327	236	342	261
Japan	Asia	North	1	33	89	122	208	221	252
Netherlands	Europe	North	58	54	152	162	153	172	136
Spain	Europe	North	934	155	164	165	146	167	151
Greece	Europe	North	0	56	109	101	100	105	108
Hong Kong	Asia	South	76	85	94	120	70	93	69
Belgium	Europe	North	79	91	99	100	80	87	66
New Zealand	Oceania	South	15	142	97	94	50	78	33
UAE/Gulf States	Africa	South	67	56	79	67	12	72	10
Thailand	Asia	South	50	48	49	64	14	72	22
Germany	Europe	North	16	24	39	64	57	65	50
Malta	Europe	North	49	42	47	65	57	64	58
South Africa	Africa	South	91	91	84	76	47	63	31
Portugal	Europe	North	127	133	95	101	56	56	23
Canada	N America	North	22	24	23	32	49	51	59
Uruguay	S America	South				47	33	45	32
Bulgaria	Europe	North				41	39	42	35
Singapore	Asia	South	29	45	41	41	29	37	18
Sweden	Europe	North				28	28	37	35
Finland	Europe	North				13	33	34	38
Argentina	S America	South	0	50	90	37	27	27	7
Israel	Europe	North	27	27	21	23	20	23	27
Malaysia	Asia	South	19	23	27	23	11	23	13
Croatia	Europe	North				15	15	20	16
Switzerland	Europe	North				20	15	16	2
Philippines	Asia	South	19	13	13	12	7	13	8
Iceland	Europe	North	18	14	15	14	12	12	13
Norway	Europe	North				8	8	9	14
Korea	Asia	North					9	9	3
Russia	Europe	North	0	16	7	7	3	7	0
Maurice Island	Oceania	South				9	4	6	1
Bermuda	N America	North	0	4	8	9	2	3	1
Denmark									17
World & Other (<5)	N/A	N/A	164	125	114	74	138	215	111
		Totals:	7131	6845	7355	7740	6224	7335	6228
		As % of previous year:		96.0	107.5	105.2		94.8	100.1



IRC Congress Meeting 2010

Between the 2008 and 2009 Certificate Years, there was a significant decrease in the number of boats rated of 405 boats, or 5.2%. Noting the state of the global economy during 2009, this is unsurprising. It is noteworthy however that against this trend, growth in new IRC countries continued.

For reference, the latest available data at 31st August 2010 is also shown. Care should be taken in reading this data, particularly for South countries which are only 3 months into their year.

At the end of 2009, 27 countries on all 6 continents had fleets of 25 boats or more, satisfying the requirements of ISAF Regulation 28.2(e)(i). At the end of August 2010, 24 countries had achieved this level with the likelihood of a further 3 by the end of the year. At the end of 2009, 37 countries had fleets of 5 or more boats. At the end of August 2010, this number was 34.

Growth in the number of rated boats in new IRC countries, CAN, FIN, GER, JPN, and NED continues. The development of a fleet in Denmark during 2010 continues the expansion of IRC throughout Scandinavia and the Baltic.

The table below shows the comparison of the numbers of boats rated at 31st August for the period 2006, to 2010:

Country	Boats at 31/08/2006	Boats at 31/08/2007	Boats at 31/08/2008	Boats at 31/08/2009	Boats at 31/08/2010	Change 31/08/2009 to 31/08/2010	Comment
Italy	604	685	766	624	711	87	
Japan	14	81	117	208	252	44	
France	829	858	980	860	889	29	
Turkey	212	237	249	236	261	25	
Denmark					17	17	
Canada	25	22	30	49	59	10	
Greece	43	101	98	100	108	8	
Thailand	10	48	19	14	22	8	South
Israel	24	19	19	20	27	7	
Sweden	1	3	30	28	35	7	
Norway	0	0	8	8	14	6	
Finland	1	3	13	33	38	5	
Spain	141	154	156	146	151	5	
Australia	328	285	357	341	344	3	South
Malaysia	4	23	13	11	13	2	South
Croatia	0	1	8	15	16	1	
Iceland	14	15	14	12	13	1	
Malta	41	41	57	57	58	1	
Philippines	0	13	1	7	8	1	South
Cyprus	23	14	0	0	0	0	
Bermuda	4	7	9	2	1	-1	
Hong Kong	58	85	65	70	69	-1	South
Uruguay	0	21	39	33	32	-1	South
UAE	21	56	26	12	10	-2	South
Maurice Island	0	0	8	4	1	-3	South
Russia	14	3	5	3	0	-3	
Bulgaria	0	1	38	39	35	-4	



IRC Congress Meeting 2010

Country	Boats at 31/08/2006	Boats at 31/08/2007	Boats at 31/08/2008	Boats at 31/08/2009	Boats at 31/08/2010	Change 31/08/2009 to 31/08/2010	Comment
Korea				9	3	-6	
Germany	17	38	51	57	50	-7	
Singapore	21	45	25	29	18	-11	South
Switzerland	2	10	18	15	2	-13	
Belgium	80	89	95	80	66	-14	
South Africa	37	91	53	47	31	-16	South
Netherlands	50	129	134	153	136	-17	
New Zealand	36	142	49	50	33	-17	South
USA	562	574	584	449	432	-17	
Argentina	39	56	27	27	7	-20	South
Ireland	396	415	447	433	409	-24	
Great Britain	1785	1952	1987	1749	1723	-26	
Portugal	130	85	100	56	23	-33	
World & Other (<5)	56	36	51	138	111	-27	
Totals:	5622	6438	6746	6224	6228	4	
		2.6	1.5	-0.3	0.8	0.0	

We believe that the decline in certificate numbers in established IRC countries reflects the current economic conditions.

We are again encouraged by the growth during 2010 in newer IRC countries. Of particular note is the increase in Japan from 208 in 2009 to 252 boats in 2010. It is also noteworthy that, against other trends, the number of certificated boats in Italy, France and Turkey has increased during 2010. It is suspected however that a change to the method of counting in these cases may have influenced this.

In overall summary, and noting the economic climate, IRC numbers remain stable.

2. Measurement

Two international measurers seminars were planned for 2010 in Tokyo, Japan and Istanbul, Turkey. Regrettably the Tokyo seminar has been postponed. The Istanbul seminar will have happened by the time this report is considered.

During 2010, considerable effort has been made in co-operation with the RYA and with the ISAF Technical Office to develop measurer training material based around the Equipment Rules of Sailing. The Istanbul seminar will use this material and will be jointly presented by a member of the ISAF technical staff. Ultimately, the aim is a standard ISAF approved official measurer training course. We are grateful to both the RYA and to ISAF for their work on this subject.

3. Technical

During 2010, the Technical Committee has spent considerable time exploring an apparent bias towards heavier boats at smaller sizes and lighter boats at larger sizes. We now believe that this effect is probably related to real scaling effects within the structures of boats allied to continuing developments in design, and in construction materials and building techniques. We do not consider that major changes to IRC are required as a result. It is nevertheless likely that there will be some changes in 2011 to reflect this.



IRC Congress Meeting 2010

We regret that the promised PDF portfolio linking IRC Rules with the Equipment Rules of Sailing has yet to see the light of day. It will. Considerable progress has been made, but the task has proved more complex than was originally thought and is therefore taking more time than originally estimated.

The Technical Committee has, as always, been in regular contact by E-Mail throughout the year and met formally once in 2010 in Caen, France in June. As a result, a number of changes will be made in the calculation of IRC TCCs for 2011.



IRC Congress Meeting 2010

Appendix 3

Fleet Statistics 2009

The table below gives summary fleet statistic for IRC fleets in 2009.

Country	Certificate Year 2009										
	Fleet	LH < 10m		LH 10 - 15m		LH > 15m		New applications		LH	TCC
		No.	%	No.	%	No.	%	No.	%	Average	Average
Uruguay	45	35	77.8	9	20.0	1	2.2	12	26.7	8.78	0.904
Maurice Island	6	4	66.7	2	33.3	0	0.0	4	66.7	8.89	0.908
Iceland	12	7	58.3	5	41.7	0	0.0	1	8.3	9.15	0.968
UAE/Gulf States	72	46	63.9	24	33.3	2	2.8	10	13.9	9.31	0.973
Singapore	37	23	62.2	13	35.1	1	2.7	4	10.8	9.70	0.998
Ireland	443	261	58.9	178	40.2	4	0.9	33	7.4	9.75	0.957
Korea	9	6	66.7	2	22.2	1	11.1	9	100.0	10.40	1.064
Japan	221	106	48.0	114	51.6	1	0.5	106	48.0	10.42	1.043
Portugal	56	22	39.3	32	57.1	2	3.6	8	14.3	10.57	1.014
Argentina	27	15	55.6	10	37.0	2	7.4	2	7.4	10.64	1.025
Bulgaria	42	18	42.9	22	52.4	2	4.8	17	40.5	10.65	0.971
Great Britain	1806	721	39.9	1007	55.8	78	4.3	181	10.0	10.67	0.984
South Africa	63	25	39.7	35	55.6	3	4.8	11	17.5	10.68	1.018
France	937	394	42.0	505	53.9	38	4.1	238	25.4	10.78	1.015
Philippines	13	3	23.1	9	69.2	1	7.7	3	23.1	10.84	1.036
Bermuda	3	1	33.3	2	66.7	0	0.0	0	0.0	10.88	1.064
Canada	51	11	21.6	38	74.5	2	3.9	26	51.0	11.38	1.050
Turkey	342	103	30.1	226	66.1	13	3.8	98	28.7	11.48	1.000
Greece	105	22	21.0	76	72.4	7	6.7	29	27.6	11.61	1.039
Finland	34	4	11.8	30	88.2	0	0.0	18	52.9	11.61	1.079
Belgium	87	30	34.5	48	55.2	9	10.3	15	17.2	11.63	1.042
Spain	167	50	29.9	102	61.1	15	9.0	37	22.2	11.89	1.027
Israel	23	2	8.7	20	87.0	1	4.3	0	0.0	11.98	1.042
New Zealand	78	14	17.9	55	70.5	9	11.5	18	23.1	12.02	1.068
Australia	535	89	16.6	394	73.6	52	9.7	89	16.6	12.08	1.092
Italy	840	186	22.1	583	69.4	71	8.5	213	25.4	12.09	1.063
Malaysia	23	5	21.7	15	65.2	3	13.0	1	4.3	12.10	1.051
Russia	7	2	28.6	4	57.1	1	14.3	3	42.9	12.19	1.057
Thailand	72	13	18.1	49	68.1	10	13.9	18	25.0	12.22	1.029
China	37	1	2.7	34	91.9	2	5.4	37	100.0	12.23	1.058
Netherlands	172	32	18.6	125	72.7	15	8.7	40	23.3	12.31	1.059
Croatia	20	5	25.0	12	60.0	3	15.0	13	65.0	12.58	1.109
Hong Kong	93	17	18.3	58	62.4	18	19.4	17	18.3	12.67	1.083
Sweden	37	5	13.5	26	70.3	6	16.2	19	51.4	12.72	1.132
Malta	64	5	7.8	54	84.4	5	7.8	14	21.9	12.77	1.052
USA	488	39	8.0	369	75.6	80	16.4	93	19.1	12.87	1.105
Norway	9	0	0.0	8	88.9	1	11.1	5	55.6	13.19	1.187
Switzerland	16	0	0.0	11	68.8	5	31.3	4	25.0	14.14	1.169
Germany	65	1	1.5	38	58.5	26	40.0	14	21.5	15.35	1.184

Others	215
	7372



IRC Congress Meeting 2010

Within this, average length across the whole fleet can be shown to be 11.31m, and average TCC 1.028. The lowest rated boat in 2009 (a bilge keel Vivacity 20 in South Africa had a TCC of 0.744. The highest rated boat in 2009 (the super maxi WILD OATS XI in Australia had a TCC of 1.933.

Salient points to note then include:

- 38 countries had fleets of 5 or more boats.
- The country with both the lowest average LH and TCC is Uruguay.
- The country with the highest average LH is Germany.
- The country with the highest average TCC is Norway. Noting the small total size of the Norwegian fleet, this may not be statistically significant.
- 7 countries (CHI, NOR, GER, ISR, MLT, SWI, USA) had less than 10% of their fleets with LH less than 10m.
- 5 countries (KOR, MAU, SIN, UAE, URU) had more than 60% of their fleets with LH less than 10m.
- 2 countries (KOR, URU) had less than 30% of their fleets with LH in the range 10 - 15m.
- 5 countries (CHI, FIN, ISR, MLT, NOR) had more than 80% of their fleets with LH in the range 10 - 15m.
- 6 countries (CRO, GER, HKG, SWE, SWI, USA) had more than 15% of their fleet with LH greater than 15m.
- In 11 countries (BUL, CAN, CHI, CRO, FIN, JPN, KOR, MAU, NOR, RUS, SWE,) more than 40% of all applications were new applications.



IRC Congress Meeting 2010

The table below gives fleet statistic for the age of IRC boats in 2010.

Country	>20 years	15 - 20 years	10 - 15 years	5 - 10 years	0 - 5 years
	Age Date <1991	Age Date 1991 - 1995	Age Date 1996 - 2000	Age Date 2001 - 2005	Age Date 2006 - 2010
	%	%	%	%	%
Australia	17.7	7.8	15.1	27.9	31.4
Belgium	19.7	12.1	12.1	15.2	40.9
Bulgaria	31.4	2.9	5.7	20.0	40.0
Canada	40.7	6.8	3.4	20.3	28.8
China	0.0	3.2	3.2	0.0	93.5
Croatia	12.5	0.0	18.8	50.0	18.8
Denmark	11.8	11.8	23.5	17.6	35.3
Finland	10.5	0.0	15.8	23.7	50.0
France	18.6	7.9	10.3	21.9	41.3
Germany	18.4	6.1	6.1	22.4	46.9
Great Britain	33.9	11.2	13.3	18.6	23.0
Greece	27.7	13.4	14.3	17.0	27.7
Hong Kong	26.1	5.8	11.6	18.8	37.7
Iceland	23.1	23.1	23.1	23.1	7.7
Ireland	36.1	9.0	13.2	22.4	19.3
Israel	11.1	11.1	7.4	40.7	29.6
Italy	15.3	6.3	9.4	30.1	38.9
Japan	8.7	24.2	24.2	17.9	25.0
Malaysia	38.5	15.4	7.7	23.1	15.4
Malta	3.4	8.6	12.1	31.0	44.8
Netherlands	16.2	10.3	12.5	28.7	32.4
New Zealand	39.4	12.1	3.0	33.3	12.1
Norway	7.1	0.0	0.0	0.0	92.9
Portugal	13.0	13.0	4.3	21.7	47.8
Singapore	11.1	5.6	0.0	22.2	61.1
South Africa	36.7	10.0	0.0	20.0	33.3
Spain	16.6	10.6	19.2	33.1	20.5
Sweden	5.7	2.9	5.7	5.7	80.0
Thailand	13.6	13.6	13.6	18.2	40.9
Turkey	11.1	6.1	16.9	21.1	44.8
Uruguay	51.6	12.9	6.5	12.9	16.1
USA	29.2	7.6	16.0	21.5	25.7
Others	17.0	10.4	5.7	15.1	51.9
All	23.8	9.5	12.7	22.2	31.7

Some points to note include:

- Overall, 53.9% of boats are less than 10 years old, 22.2% are 10 – 20 years old, and 23.8% are more than 20 years old.
- In addition to having the smallest average length and TCC, Uruguay also has the highest percentage of boats more than 20 years old.
- Unsurprisingly, China has 0 boats more than 20 years old and has 93.5% of boats less than 5 years old.
- There is an apparent trend towards newer IRC countries (Norway, Sweden, Finland, Germany) having a higher percentage of newer boats. This however is not universally true; Uruguay shows the opposite trend.



IRC Congress Meeting 2010

- The two original CHS (from which IRC was developed) fleets, Great Britain and France show very different trends. 33.9% of GBR boats are more than 20 years old while in FRA this is just 18.6%. 63.2% of FRA boats are less than 10 years old while in GBR this is just 41.6%.
- The Technical Committee hesitates to draw conclusions from this data except to note that at face value, IRC Rule 2.2 '*The IRC concept protects the existing IRC fleet*' is demonstrably being satisfied.



IRC Congress Meeting 2010

Appendix 4

Reports

From National IRC Owners Associations

and IRC Rule Authorities

For 2010



IRC Congress Meeting 2010

1. Canada. Canadian Yachting Association

General Descriptive Report:

The most active IRC fleet in Canada is the Lake Ontario fleet. There have been 60 certificates issued to this group so far this year, their overall results for the season include 46 boats. There are 3 measurers in Canada all based in Ontario. There have been 6 certificates issued to boats on the east coast of Canada so far this year; this is consistent with 6 certificates issued on the east coast in 2009.

IRC Activity & Growth:

IRC Certificates as of August 31 st 2009	47
IRC Certificates as of December 31 st 2009	54
IRC Certificates as of August 31 st 2010	66

Since January 1st 2010, 66 IRC Certificates have been issued in Canada: 14 New, 40 Revalidations, 8 Amendments, 4 trials. This puts us 14 certificates ahead of August 31st 2009, and 12 certificates ahead of December 31st 2009.

Of the 66 certificates issued, 60 of them are within central Canada, more specifically Ontario. The Lake Ontario IRC Fleet is the largest in Canada. There were 6 certificates issued in Eastern Canada and none in Western Canada. All the new certificates were issued to boats in Central Canada.

Major IRC Events:

- ABYC Level & Open Regatta, May 29-30, 2010
- RCYC Open Regatta, June 11-13, 2010
- IRC Canadian Championship, July 10-11, 2010
- EYC Level & Open Regatta, August 28-29, 2010
- QCYC/NYC Open Regatta, September 11-12, 2010



IRC Congress Meeting 2010

2. Croatia. Nenad Plovanic

The main characteristic of activity during the period between two congresses was struggle for official recognition of IRC system by HJS (Croatian Sailing Federation). The first step was nomination of Yacht Sailing Committee (to which I am a member) as advising body to the HJS Executive Committee. The YSC was active during whole year and the result was proposition of the basic rules for regatta organizers. In those rules IRC system has been recognized as official measurement system in Croatia, and we will have first IRC Croatian Championship next year, whose date and place will be determined mid November.

That will significantly enlarge the interest for IRC and we expect 30-40 boats to get certificate.

Regatta organizers will also gain from that fact and we expect many more IRC regattas next year.

Having in mind that IRC was not recognized as official measurement in Croatia in 2010. we consider this year reasonably good. 20 certificates have been issued but we have had some problem with IRC tax late payments. That has forced us to change the payment terms and we do not expect problems in future.

Analyses of issued certificates show several maxis with certificates. Bigger boats prevail, but as mentioned before the main reason for that was non-recognition of IRC by HJS.

Those bigger boats also participated in various international regattas in Mediterranean area to which smaller boats do not attend.

Boats with certificate per LH:

LH	Qty
Maxi -	3
50+ ft -	2
40+ ft -	6
30+ ft -	6
25+ ft -	3

Boats with first certificate – 3.

Boats with 2010 revalidated certificate – 17.

Zagreb, 05.10.2010.



IRC Congress Meeting 2010

3. France Report.

Comments

- The number of rated boats - 889 - to the end of August 2010 a little less than August 2009 (900). The total in 2009 was 937 (980 in 2008).

With 188 new boats (196 in 2009)

➤	Range on 2010-08-31	2010	2009
	Length < 10 m	= 348	388
	Between 10 and 12	= 334	294
	Between 12 and 15	= 156	188
	Length < 15 m	= 51	30
	TOTAL	889	900

Endorsed Certificates 9 %

- Four IRC regional and one national championships were successfully held in France in 2010.



IRC Congress Meeting 2010

4. Germany. DEUTSCHER SEGLER-VERBAND, Robert Jacobsen

IRC Activity and Growth

In general the sailing community is satisfied with the situation of handicap racing in Germany.

IRC fleet size is stable with 50 yachts whereof 9 yachts were new entries. A considerable part of the fleet is located in the Med. All yachts based in Germany hold their IRC certificate in addition to the ORC certificate. The majority of German yachts is handicapped under ORC with a total number of more than 720 certificates.

The following events were double scored under IRC and ORC:

Pantaenius Rund Skagen Race (11 IRC entries)

Flensburger Herbstwoche (15 IRC entries)



IRC Congress Meeting 2010

5. Great Britain & Northern Ireland (GBR).

Comments

- As predicted last year, the number of IRC rated boats at the end of 2009 was significantly down from 2008 (1806, cf 2029). The number of rated boats to the end of August 2010 is however very close to August 2009.
- Again, a very wide range of different boat types, sizes and ages has been reported as winning races during 2010. Specifically, at the time of writing, 10 different designs occupy the top 10 places in the 2010 RORC series.
- Reports suggest that the changes to IRC for 2010 in respect of boats fitted with bowsprits have levelled the playing field.
- The GBR IRC Committee noted the decision by the GBR IRC Rule Authority to require sailmakers to be formally approved to supply data for an endorsed certificate. The committee expressed concern that standards for endorsement might vary from country to country and request that the IRC Congress address this issue.
- Four IRC area or regional championships were successfully held in GBR in 2010.
- During 2010, the GBR IRC Rule Authority has promoted two IRC Incentive Schemes. These have been successful and have resulted in 41 additional boats holding IRC certificates.
- Consideration is being given to the publication of a GBR IRC E-Newsletter.

IRC Technical Committee Submissions

The GBR IRC Committee supports all the IRC Technical Committee submissions. It is proposed however that in proposal 1 the words 'including weighing' should be added into existing IRC Rule 8.4.

GBR Submission

There is one submission from GBR to the IRC Congress related to the definition of an IRC Sportsboat.

Proposed Amendments to International IRC Owners' Association Constitution

The two proposals from the IRC Congress Chairman to amend the International IRC Owners' Association Constitution were approved by the GBR IRC Committee.



IRC Congress Meeting 2010

The proposal from the IRC Technical Committee was also approved subject to the proposed deletion of the final sentence and inclusion of 'or representatives'. The proposal would then read:

- 4.3 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 IRC Technical Committee. [Submissions for changes to IRC Rules shall be received by the IRC Rating Authority and circulated to all IRC Congress members or representatives a minimum of 14 days before a meeting of the IRC Congress. ~~Submissions received and circulated after this date will only be decided by a 75% majority vote.~~](#)

IRC Submission to ISAF.

The GBR IRC Committee approved the submission to ISAF to amend ISAF Regulations in respect of International Measurers.



IRC Congress Meeting 2010

6. Greece. Hellenic Sailing Federation – Offshore Committee

NUMBERS in 2010

The number of Certificates in 2010 remains about the same with 2009 and 2008, constantly over 100 boats. Since the Offshore Committee does not encourage self-measurement, all certificates are endorsed.

It should be noted that in 2010 25 new boats were certified, most of them in new sailing areas, showing a wider geographical spread of the system. However, this also means that ¼ of the fleet from 2009 didn't renew their certificate.

RACES in 2010

The same races were organized in 2010 that were organized in 2009 but participation was significantly reduced, possibly affected by both the economic crisis. It is possible that the absence of an IRC Circuit or other initiatives affected participation as well.

PLANS for 2011

For 2011, one of the initiatives that the HSF will take in order to improve the level of keelboat racing in general, will be to include IRC in the Hellenic Offshore National Championship, which has always been sailed under ORC only. This is a long awaited development, as many high-profile boats in Greece hold an IRC certificate. This initiative is expected to increase the numbers of IRC certificates in 2011.

IRC PROMOTION

It should be noted that the offshore racing fleet in Greece reaches 750 boats. This is a big potential market for IRC and although the Hellenic Sailing Federation, which administers both IRC and ORC, cannot appear to favor one of the two systems, IRC itself could take some promoting actions.

The Hellenic IRC Owners Association was given since January 2010 a class status and should take actions to promote IRC to the owners. However the International IRC owners association should back up those actions. Although IRC at the moment is the system that many highly competitive boats chose to be certified under and very important races are run with, this message does not pass through to the average club racer. A better promotion of the system both nationally and internationally would be essential.



IRC Congress Meeting 2010

7. Italy. UVAI.

We open our concise report drawing up the “numbers”. We will show the number of certificates issued for Italian boats, from the beginning of the year 2010 until the 31st of August 2010, comparing them with the corresponding statistics data of past years:

- | | |
|---|-------|
| • IRC certificates on August 31 st 2008: | 766 |
| • IRC certificates on August 31 st 2009: | 660 |
| • IRC certificates on December 31 st 2008: | 1095. |
| • IRC certificates on August 31 st 2010: | 778 |
| • IRC certificates on December 31 st 2009: | 943. |
| • New certificates: 175 | |
| • Certificates for boats less than 10 mt: | 140 |
| • Certificates for boats between 10 mt. and 15 mt: | 541 |
| • Certificates for boats over 15 mt: | 97 |

Comments

The increase of certificates issued, shows a plus 11,78%. It's an element that contrasts with the deep crisis that has troubled the western economies also in the 2010. This circumstance shows the “good job” that UVAI was able to develop during the year 2010. Actually, and naturally, the same increasing has involved also the other “family” of certificates issued from UVAI. The meaning is that UVAI was able to overwork the possibility to “go against the tide” (to remain in the sea world). The same situation of countertendency we have verified in various situations: The number of boats that participated to “Giraglia”; the number of Maxi that participated to the World Championship of Porto Cervo, and others, maybe not so important.

As usually it's easy to forecast that the Fleet and therefore the number of certificates issued will further increase with the starting of the “Winter Championship”, interesting all the coastal regions all over Italy. The increasing, looking at the past seasons, would be, in average, about 20-25%. We forecast that the “final number” of certificates will be over 1.000.

Also during the 2010 the IRC System has been used as a major, or exclusive measurement system, in many well-known sailing events as:

- The Maxi Rolex Cup in Porto Cervo, with 49 maxi boats entering the competition among the classes of Maxi, Mini Maxi, Wally and Classic and Spirit of Tradition;
- The Giraglia, with 203 boats using the IRC System;
- Gavitello d'Argento, traditional event organized by YC Punta Ala;
- The “new entry” Offshore regatta, “151 Miglia”, organized by the YC Punta Ala and the YC Repubblica Marinara of Marina di Pisa;
- Finally, various of regattas of high technical level all around our coasts.

Following our political tradition we continue to cooperate, with mutual satisfaction, with major boat designers, some of which looked for apply the positive aspects of the IRC System.



IRC Congress Meeting 2010

UVAI offered his collaboration to some Shipyards too that want to go into the system before to realize his boats.

To conclude this short report we like to underline the extremely positive cooperation with the Management of Italian Sailing Federation – FIV, and with his Chairman, Carlo Croce, who appreciate, very positively, UVAI activity.

FIV Management and Carlo Croce too are sharing the strategies and rulings for “rating” boats, that remain along the positive and cooperative lines of previous seasons.

2.10.2010

UVAI
Il Presidente

A handwritten signature in black ink, appearing to read 'Carlo Croce', is written below the printed name.



IRC Congress Meeting 2010

8. Japan. IRC Committee

Overview:

This is our 5th season since we adapted IRC system in 2006.

As of the end of September 2010, the number of IRC rated boats reached 250, some 30 boat increase from 2009. More than 60 certificates were for new application, even though, as we expected earlier, due to economic difficulties all over the world, newly launched boats were very few. We saw big increase in number in southern part of Japan like Kyushu area. Some local yacht clubs decided to adapt IRC system instead of ORCC.

Northern part of Japan like Hokkaido and Tohoku still have some racing boats not rated by IRC. However they expressed their interest in using IRC, it is a matter of time that IRC system covers pretty much all over Japan.

Almost all major racing events in Japan are now run using IRC, which include the Japan Cup (Series), Pearl Race (180nm offshore), Okinawa Tokai Yacht Race(720nm long offshore).

Mini-ton class had been quite popular here for long time. Regarding a rating system to adapt, they seem to have had transitions. They now decided to use IRC system and place limits in LOA and TCC.

Issues:

From the beginning of our adoption of IRC, we felt the necessity of good international racing events more in Asian region. IRC Measurement Seminar in Japan was expected to be a good opportunity to make a strong international relationship in Asia. Unfortunately, we had to cancel the seminar due to lack of participants. We hope in the near future there will be such seminar or get-together in Japan or somewhere in Asian region.



IRC Congress Meeting 2010

9. Malta. RMYC MALTA.

Racing

The racing at the RMYC remains almost exclusively run under IRC. The programme which runs from March to December includes local coastal races, weekend regattas and short offshore races to destinations in nearby Sicily. Two offshore international races the Malta- Syracuse race and the 606 mile Rolex Middle Sea Race include both IRC and ORC Categories. This year was the 50th anniversary of the Malta Syracuse which saw a record number of over 100 boats on the start line of which 25 entered the IRC category. The Rolex Middle Sea Race is due to start on the 23rd October and over 60 entries are already confirmed. In this race almost all the boats are expected to enter the IRC Category with a significant number of boats entering both categories. Dual scoring these races attracts entries that normally race under either of the two rating systems while enticing them to enter in the other as well.

The number of local IRC rated boats has this year stands at around 60, a slight increase over last year. The majority of boats fall within the 10 – 15 metre length band and are mostly modern production boats with a couple of all out racers.

The IRC Cruising Division in which boats may only sail with a Single Furling Headsail and one Asymmetric Spinnaker set without a pole remained popular among the more cruising oriented sailors. However there were some issues with some owners becoming too competitive and trying to work around the single furling rule.

Generally the rating system is still generally perceived to work sufficiently well over a range of conditions. Boats are not all completely independently measured but applications for rating are checked before being submitted to assess the reliability of the data and where it is considered necessary, verified by actual measurement. Recently some sailors started expressing doubts about the correctness of the ratings of some boats. While this is largely unfounded it leads to the perception that the system being based on owner declaration is open to errors. For this reason we are considering requiring more complete measurement and weighing of boats at least in the Racing Division which will have the effect of all boats in this division holding endorsed certificates.

Godwin Zammit

Rear Commodore Racing, RMYC



IRC Congress Meeting 2010

10. South Africa. SA IRC CLASS CHAIRMAN, Rob Samways

It is with concern that I table my report for SA IRC for 2010.

We have continued to see a decline in the number of <30 foot boats, this being as a result of the implementation of the South African Sailing Keelboat Rating System, which does not require any payment and therefore has become very popular among the smaller boats.

This being said, we still had approximately 60 boats revalidate last year and to date, being only 2 months into the sailing season, 36 boats have already revalidated. Cape Town continues to be our biggest area of growth, with them not accepting the new SASKRS rating and rather opting for IRC, which at this point is what keeps IRC in SA going.

The cancellation at the last minute of the Mauritius to Durban race has also resulted in a number of owners choosing to wait to revalidate. The Vasco da Gama Race, which used to attract entries of 25 or more boats and races over a distance of 300 nm has seen a dramatic decrease in numbers, with only 8 entries this year and resulting in only 4 finishes. Cape Town on the other hand, recently held the Cape Town to Mossel Bay Race and attracted close on 100 entries with the IRC Class being the biggest class. It was won by a Pacer 27, which has a one design IRC Rating.

Cape Town held a successful IRC Nationals this past season, while Durban managed to make class for a Provincial event held offshore. The venue for the IRC Nationals are supposed to alternate between the two cities, but as Chairman, I feel that it is in the best interests of IRC that this event continues to be held in Cape Town. It is for this reason, that I will be stepping down as Chairman, as I feel this position should be held in the area that has the biggest IRC support, however, I will make myself available for Vice Chairman as I feel it is important that the little support we have in Durban is continued.

A further problem in Durban, which was discussed at the last congress, continues to be the unavailability of a crane for weighing and possibly the only solution is to have non-endorsed ratings but there is concern that this may affect the integrity of the ratings.

One also has to take the recession into consideration when looking at the drop in IRC ratings. It would also seem in South Africa that Sailing in general is in decline and it is up to us to continue to promote our sport and encourage more owners to IRC rate and with the Cape To Rio race early next year and the Mauritius Race scheduled for September 2011 we hope this will be the catalyst that IRC Class in South Africa needs.

My thanks and appreciation to Gero Brugmann and Dwayne Assis for representing the SA IRC Class Association.



IRC Congress Meeting 2010

11. Turkey. TURKISH OFFSHORE RACING CLUB, ALICAN TURALI

- | | | |
|---|------|------|
| • Number of yachts on December 31, 2009 : | 335 | |
| • Number of boats on Aug. 31, 2010 : | 279 | |
| | 2009 | 2010 |
| • Number of new boats: | 61 | 48 |
| • Number of boats below 10 meters: | 90 | 93 |
| • Number of boats 10-12 meters: | 87 | 94 |
| • Number of boats 12-15 meters: | 79 | 78 |
| • Number of boats above 15 meters: | 9 | 14 |
| • Percentage of endorsed boats: | 51% | 63% |
- Evolution of the IRC fleet compare to the other rules (PHRF, IMS, ORC...):
NO OTHER RULES

Comments

- The yachting and regatta scene was active in Turkey despite the economic recession.
- IRC Rule is the sole rating rule with TORC as the Rule Authority since 1995.
- The Turkish Offshore Racing Club Trophy, the most prestigious among sailors in Turkey, consists of 21 races for a period from March to December . The attendancy varied from 85 to 50 yachts in 5 IRC classes, splitted only by TCC factor.
- Single and double handled regattas were launched second time this year (since last year) by TORC and BAYK found good resonance with the sailing community and shall be continued .
- Istanbul Sailing Clubs ' Joint Trophy is an organisation where participating clubs have assigned one or more races in their program thereto, and this has now successfully settled. In 2010, it consisted of 7 races with participation of 40-70 boats.
- The highest participation this year again occured in the Turkish Navy Cup Offshore Regatta, celebrating the 39th edition, with a fleet of 77 boats, starting in Istanbul and finishing in Cesme/Izmir 270 nm.
- In other venues, namely Cesme/Izmir, Bodrum, Gocek and Marmaris activity was also strong with Bodrum leading and a very successful Winter Trophy covering 14 races in 7 weekend legs from January to May. Indeed Bodrum regatta season is over 12 months with Bodrum Offshore Sailing Club being the main organizer .



IRC Congress Meeting 2010

- Marmaris International Race Week by End October, organized by Marmaris International Yacht Club with TORC supporting for race management, this year is in its 21. edition and will attract more than 1000 sailors in 140 boats from 17 different countries with many charterboats thereunder -as a matter of fact this is the limit imposed by the Race Organiser with 30 boats in the current waiting list. MIYC in 2009 also started a winter trophy and participation is gradually increasing , currently around 25-30 yachts totally 10 races. They also co-organize the Channel Regatta with Rhodes Yacht Club, now in its 5th year.
- Göcek Yacht Club is continuing with Spring (60-70 yachts) and Autumn regattas with 30 to 40 yachts.
- All those venues are supported by TORC/UNCL trained measurers.
- In 2010 number of endorsed yachts increased considerably, 63 % of the certificates



IRC Congress Meeting 2010

12. UAE IRC Owner's Association

Last year in January 2009, the Member National Authority, the UAE Sailing & Rowing Federation was created as a Law of the UAE Government. In this respect, a Board of directors was formed and they had their first meeting in the early part of last year.

Since then, the Board has reviewed and accepted the constitution of the UAE IRC Owner's Association and a resolution creating its existence was passed late last year. In keeping with the constitution an Annual General Meeting was held on 7th April this year and a committee was elected. The Board had appointed Sheikh Khalid Zayed S. Nehayan as the President and the meeting was attended by representatives of the Sailing Federation and the majority of Clubs having an interest in the UAE IRC Fleet.

Over the summer months, the Calendar was approved for 2010-2011 and it includes the long standing Dubai-Muscat race as well as the Bill Nelson Memorial race. There are a total of 6 major IRC events during the calendar.

The current IRC Membership stands at 35 as membership is stagnant with few new boats. It comes as no surprise that Dubai's financial problems are impinging on luxury leisure activities and keel boats are no exception.

One area of great interest is the entry of the Volvo Ocean Race by Abu Dhabi. The Abu Dhabi Tourist Authority has engaged the services of Ian Walker to head a project that will see the Abu Dhabi boat in the next VOR and a stop-over in Abu Dhabi.

This is an exciting development and hopefully it will stimulate keel boat racing in not only Abu Dhabi but the whole of the UAE.

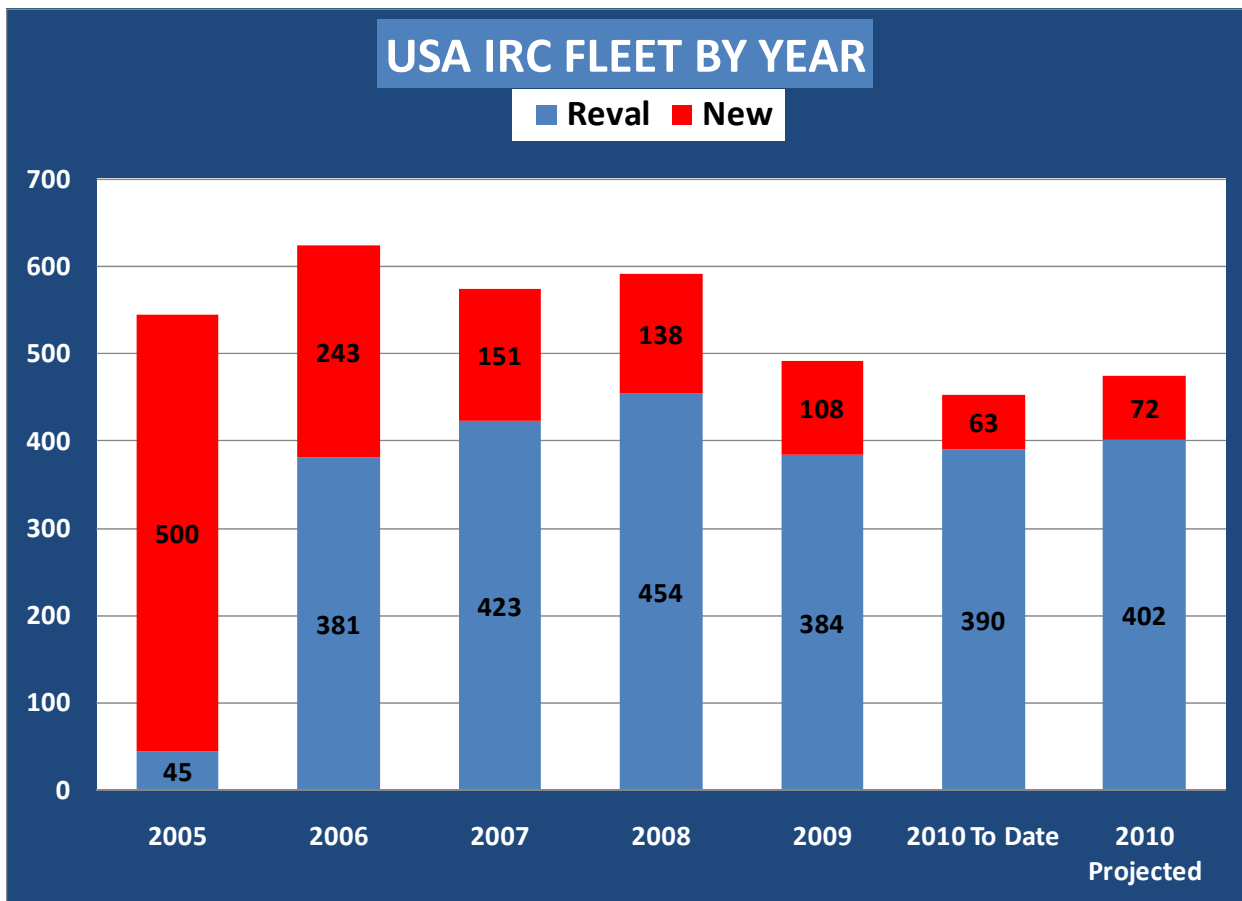


IRC Congress Meeting 2010

13. USA. US-IRC

Number of Boats on December 31, 2008	592
Number of Boats on December 31, 2009	492
Number of Boats on August 31, 2010	447

	2010	2009
Number of new boats:	93 (20%)	63 (14%)
Number of boats below 10 meters	36 (8%)	23 (5%)
Number of boats below 10 and 12 meters	168 (37%)	262 (58%)
Number of boats between 12 and 15 m	175 (39%)	77 (17%)
Number of boats over 15m	75 (17%)	92 (20%)
Percentage of Endorsed boats	84%	91%



Major IRC Events

- Ft. Lauderdale to Key West Race - January
- Key West Race Week - January
- Pineapple Cup Montego Bay Race - February (alternating years)
- Miami Grand Prix - March



IRC Congress Meeting 2010

- Fort Lauderdale to Charleston Race - April
- Charleston Race Week - April
- American YC Spring Series - April/May
- San Diego YC Yachting Cup - May
- Storm Trysail Block Island Race - May
- St Francis YC Stone Cup - May
- New York YC Annual Regatta - June
- Newport to Bermuda Race - June (alternating years)
- Annapolis to Newport Race - June (alternating years)
- Storm Trysail Block Island Race Week - June (alternating years)
- Port Huron to Mackinac Race - Bayview YC - July
- New York YC Race Week - July
- St Francis YC - Aldo Alessio Regatta - August
- Ida Lewis Distance Race - August
- Stamford YC Vineyard Race - August
- St Francis YC Big Boat Series – September
- American YC Fall Series - September
- Long Island Sound IRC Championship - September
- Storm Trysail IRC East Coast Championship - October
- Miami to Nassau Race - November

Summary

- In the USA, IRC registrations will be slightly lower than last year even though we expected growth because it is a Newport to Bermuda race year. The economy is definitely a factor.
- The ORR fleet was impacted less because
 - Newport to Bermuda and the Chicago-Mackinac (500+ boats) require an ORR rating
 - The West Coast downhill events are healthy.
- To return to pre-2009 IRC fleet numbers the US economy needs to recover.
- Fleet growth requires attracting more of the serious PHRF racers. To accomplish this we need to find ways to make the rating process easier and less costly.
 - De-emphasize Endorsed certificate
 - Promote use of standard hull data
 - Allow Rule Authorities to issue simple amendments.



IRC Congress Meeting 2010

Appendix 5

Preliminary version of the 2011 Endorsement stamp.





IRC Congress Meeting 2010

Appendix 6

IRC Submissions to ISAF 2009 - Outcomes

1. IRC 1-09

Title: Role of Rating Systems in Oceanic and Offshore Committee.
ISAF Submission Number: 107-09
Subtitle: Regulations 15.17.2 and 6.1.1
Proposal: To restore seats on the ISAF Offshore Committee for representatives of International Rating Systems.
Outcome: The submission was first considered by ISAF Constitution Committee who considered that the intention of the submission was unclear and that it should be rejected. In light of this and also other difficulties during the Oceanic and Offshore Committee meeting, the submission was withdrawn during that meeting.

2. IRC 2-09

Title: World Championships
ISAF Submission Number: 108-09
Subtitle: IRC Regulations 18.7 and 28.3
Proposal: To permit an IRC World Championship.
Outcome: Deferred to 2010. It was agreed that meetings would be held during 2010 between representatives of the RORC, the ORC and ISAF to consider how best to proceed.

3. SR IRC 2-09 (3) Trysail

Title: OFFSHORE SPECIAL REGULATIONS 4.26.4 g)
ISAF Submission Number: SR00-09
Subtitle: Storm Trysail
Proposal: To delete the requirement to carry a storm trysail in OSR Category 4.
Outcome: Deferred to 2010 to await the outcome of the current ISAF Working Party on storm sails.

4. SR IRC 10-09

Title: OFFSHORE SPECIAL REGULATIONS 4.26.4
ISAF Submission Number: SR_5(d)_SE10
Subtitle: Storm Sails
Proposal: To retain the current, larger maximum sizes in 2008-2009 OSR be retained until such time as the working party have had sufficient time to make their report and give any recommendations.
Outcome: The submission was approved unanimously. It was proposed that a draft report should be prepared by 1 July 2010, with comments by 1 September in time for a formal submission by 20 September 2010.