IRC Congress Meeting 2012

Saturday, 13th and Sunday 14th October 2012

Minutes

Present:	Peter Wykeham-Martin	Chairman
	Alp Doguoglu	Vice Chairman
	Malcolm Runnalls	Vice Chairman
	Matt Allen	Yachting Australia
	Glen Stanaway	Yachting Australia
	John Crawley	Canadian Yachting Association
	Jean-Philippe Cau	France, PropIRC
	Jacques Pelletier	France, PropIRC
	Andy Hill	GBR IRC Owners' Association
	Volker Andreae	Germany
	Kay-Enno Brink	Germany
	Gideon Mowser	Hong Kong Sailing Federation
	Ed Alcock	Irish Sailing Association
	Denis Kiely	Irish Cruiser Racer Association
	Mark Mills	Irish Cruiser Racer Association
	Haru-Hiko Kaku	Japanese Sailing Federation
	Yasuo Nanamori	Japanese Sailing Federation
	Yutaka Yoshida	Japanese Sailing Federation
	John van der Starre	Noordezeeclub, Netherlands
	Eddie Warden-Owen	RORC
	Eva Holmsten	Swedish Sailing Federation
	Simon James	Thailand IRC
	Alican Turali	Turkish Offshore Racing Club
	Barrie Harmsworth	UAE Owners Association
	Eric Baittinger	US Sailing
	Dan Nowlan	US Sailing
In attendance:	Jean Sans	IRC Technical Committee
	Mike Urwin	IRC Technical Committee
	Caroline Aubrey-Fletcher	RORC Rating Office
	James Dadd	RORC Chief Measurer
	Jenny Howells	RORC Technical Manager
	Faith Lawson	RORC Rating Office
	Emma Smith	RORC Rating Office (IRC Congress Secretariat)
	Ludovic Abollivier	UNCL Centre de Calcul
	Matthieu Visbecq	UNCL Centre de Calcul
Observers:	Bas Edmonds	Royal Yachting Association
	Janet Grosvenor	ISAF Oceanic and Offshore Committee

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1. Introduction and welcome.

The Chairman welcomed all present to the meeting

2. Apologies for absence and proxy votes.

It was noted that Mike Urwin held proxy votes for Israel, Malta and South Africa, and that Jacques Pelletier held proxy votes for Belgium, Bulgaria, Chile and Romania.

3. Minutes of the meeting of the IRC Congress held on 15th October 2011.

The minutes of the meeting held on 15th October 2011 were accepted as a true record of that meeting and signed by the Chairman.

4. Matters arising not covered by the agenda.

Item 10:

Endorsement:	The IRC Technical Committee had reviewed and re-published the rules for Endorsement in January 2012. See Appendix 1. In discussion, it was noted that weight derived from freeboards was generally more applicable to large boats that it was impractical to weigh. It was further noted that trials of weighing boats held in a travel hoist on pressure pads were being conducted in GBR. Congress took note of advice from Malcolm Runnalls that in his experience this was very unreliable. Further information would be provided in due course.
Boat Data:	The IRC Technical Committee has concerns that publishing more data will enable designers to better 'optimise' boats and therefore does not intend to generally increase the data publically available. It should however be publicised that the Rating Authority's datafile for each boat was available to that boat. This was also discussed under agenda item 8.2.2 relating to Australian submission 2. In further discussion, it was noted that weight derived from freeboards was subject to potential error. It should be clarified that the Organising Authority for a race could require that all boats must have been weighed, but that Organising Authorities should be wary of adopting this because of the potential disincentive to participation by less committed boats.
Innovative Features:	An example of the Technical Committee's approach to an innovative feature is contained in the proposed approach to quadrilateral headsails discussed below under item 8.
Lighter boats:	Congress noted that definition of 'light' is wholly subjective. The subject remains on the IRC Technical Committee's agenda, but Technical Committee is very wary of trying to embrace all boats including very light and race boats. Evidence from race results this year suggests that the balance is probably now appropriate. Australia reported that after they had conducted a survey finding that around 48% of those asked thought IRC was inhibiting the development of lightweight boats and the general feeling in Australia is that this was a missed opportunity as a generation of sailors were being discouraged. The Survey can be found in Appendix 2 of these minutes.

HPR:	It was reported that RORC had declined to get involved in the management of HPR. Dan Nowlan reported that a relationship between RORC and HPR would be welcomed and that it would be continue to be offered. No evidence has been seen of any significant take-up in HPR to date. The Technical Committee continues to monitor the development of HPR and agrees that it might in due course serve as an appropriate rule for wholly race oriented boats potentially relieving pressure on IRC in this respect.
Dual Scoring:	The Technical Committee are in discussion with the RYA, ECHO and others to try and improve performance handicap racing to make dual scoring more available and to ease the transition between PHS and IRC.
Promotion of IRC:	The RORC have had discussions towards potentially involving a professional PR agency. These however had stalled for the reason that the agency did not believe that they could contribute. The RORC is unsure what further steps could be taken in this direction, but would investigate other avenues.
World Championship:	The Technical Committee remains unsure of the value of a World Championship for IRC rated boats. The subject was also intertwined with ISAF policy on World Championships. In practice nothing had changed in the last 12 months and was unlikely to in the immediate future.

5. To note IRC Notices.

Congress noted IRC Notices 2012/01, Definition of Heavy Weather Jib (see Appendix 3) and 2012/02, Foot Offset (see Appendix 4).

6. To receive a report from the IRC Technical Committee.

Mike Urwin presented the Technical Committee's report (see Appendix 5), highlighting the Technical Committee's concerns at the small reduction of c2% in boat numbers in 2011 and the significant reduction approaching 8% in 2012 to the end of August. The Technical Committee considered that these falls were probably in large part due to the poor state of the world economy. In discussion, it was noted that regatta entries were also down worldwide.

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

Mike Urwin presented the summary statistics (see Appendix 6) previously circulated highlighting the Technical Committee's concerns at the falling number of new applications and also at the apparent aging of the IRC fleet. Overall, the statistics demonstrate that IRC continues to be used by a very wide range of boat sizes and ages.

8. To receive, consider and decide proposals for IRC Rule changes for 2013.

8.1 From the IRC Technical Committee

8.1.1 Rule 17.2.2

Reason for change:	Rule 17.2 defines measurement condition. By omission, no explicit mention is made of variable ballast, ie water ballast. It is desirable that this is explicitly clarified.

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Amend:	17.2.2 Fuel, water, variable ballast and the contents of any other tanks. Gas bottles shall be removed.
Effect of change:	None. Correction of an omission.
Decision :	Congress unanimously accepted the proposal.

8.1.2 Rule 21.3.4 (c)

Reason for change:	Rule 21.3.4 (c) is erroneous in that it refers to spinnakers but should refer to spinnaker pole.
Amend:	21.3.4 RRS 50.3(c) is deleted and replaced by: A headsail may be sheeted or attached at its **clew** or **tack** to a **spinnaker pole** or **whisker pole**, provided: (a) that a spinnaker is not set, (b) that the HSA and LLmax dimensions do not exceed the rated values, (c) that for a **boat** rated with no ~~spinnakers~~ **spinnaker pole** that a **whisker pole** is declared, (d) that the pole length measured as spinnaker tack length (STL) does not exceed the rated STL. A second headsail may be set simultaneously.
Effect of change:	None. Correction of an error only.
Decision :	Congress unanimously accepted the proposal.

8.1.3 New Rule 21.3.7

Reason for change:	We have recently seen the development of spinnakers which may be set 'reefed'. In general terms, we see no reason to prohibit or discourage such sails. However, this development offers the possibility of the development of sails which set and fly as spinnakers when full size, but as headsails when reefed. This would offer a boat the opportunity to effectively carry a large headsail without the appropriate rating increase. This should therefore be controlled by requiring that a sail which measures as a spinnaker when full sized shall also measure as a spinnaker when reefed.
Insert	21.3.7 A spinnaker may be set reefed. When measured in any reefed condition, the sail shall continue to satisfy the definition of a spinnaker.
Effect of change:	Closure of a potential loophole.
Discussion :	It was noted that a sail reefed by furling around the luff would still have the same defined luff length and additionally that in practical terms, it would be very difficult to measure a reefed sail in all possible reefed conditions to ensure compliance with this proposed rule. It was also noted that there was no reason why a sail should not become a headsail when reefed provided that rated HSA and other related parameters were not exceeded
Decision :	Congress deferred the proposal, requesting the Technical Committee to re-consider and, if apppropriate, to re-present the proposal in 2013.

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8.1.4 New Rule 21.3.8

Reason for change: As an alternative to reefing spinnakers, sailmakers have proposed sails with detachable pieces. Unlike a reefable spinnaker, this is not considered a sensible development:

1. IRC Rule 2.5 might be applicable.
2. IRC Rule 8.9 might be applicable.
3. For One Designs, there might be conflict with One Design Class Rules.
4. Sails would need to comply with RRS 77, Identification on Sails with and without the detachable piece.
5. IRC Rule 21.2.2 might be applicable.
6. IRC Rule 21.1.5 (d) requires that during a regatta run on consecutive days that the sails on board shall remain the same. It is arguable that if a piece is detached from a sail, then that becomes a different sail.
7. IRC Rule 21.6.1 (a) limits the number of spinnakers that may be carried to 3 unless more are declared. Assuming that after detachment of the piece of sail that the sail remains a spinnaker (ie it does not then measure as a headsail), it is again arguable that this is an additional spinnaker. If the boat already carries 3 or more spinnakers, then this would require declaration.
8. IRC Rule 21.8 gives a rating credit to boats rated with a single roller furling headsail. If when the piece was detached from the sail, the sail became a headsail, a boat with the single roller furling headsail credit would infringe IRC Rule 21.8.
9. It would be easily possible to have more than one detachable piece and to use different pieces depending on point of sail and sailing conditions.

Insert 21.3.8 Sails with detachable sections of sail cloth are not permitted.

Effect of change: Closure of a potential loophole. Prevention of an undesirable development.

Decision : Congress unanimously accepted the proposal.

8.1.5 Headsail Upper Width, amendment to Rule 21.7.1

Reason for change: During 2012, a number of headsails have been seen with a full length batten close to the head and the top of the sail artificially shortened. This produces a reduction in rated headsail area significantly greater than the actual reduction in sail area.

It is very desirable that this loophole is closed before the practice proliferates.

It is proposed to achieve this by the introduction of headsail upper width. This approach would allow the deletion of the current HHB limit. The number of required parameters is thus not increased.

*Note: The proposed values below for the maximum permitted value of HUW of 0.55 * HTW without penalty and the multiplier of 3 for the addition to LL are currently provisional and subject to change following completion of research and input from sailmakers. It is also possible that the IRC Technical Committee may adopt an alternative approach to achieve the same effect. This may necessitate a change to the proposal below.*

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Delete Definition: ~~HHB~~ ~~The widest top width of any headsail on board and which may be used while racing.~~

Insert Definition: HUW The **upper width** of the largest area headsail, the **upper leech point** being the point on the **leech** equidistant from the **head point** and the **three-quarter leech point**.

Amend: 21.7.1 Headsail area (HSA) shall be calculated from:
~~HSA = 0.125 * LL * (2 * LP + 3 * HHW + 2 * HTW)~~
~~In the calculation of HSA, if HHB is greater than the larger of 0.09m or 0.008*LL, then 5 times the excess shall be added to LL in the calculation of HSA.~~ 0.0625*LL*(4*LP + 6*HHW + 3*HTW + 2*HUW + 0.09).
If HUW is greater than 0.55*HTW, then 3 times the excess shall be added to LL in the calculation of HSA.

Amend: Delete references to HHB elsewhere in IRC Rules and add HUW as appropriate.

Effect of change: Closure of a loophole. Prevention of abuse.

Discussion : Mike Urwin noted that the Technical Committee had not yet concluded on the best way to deal with this issue and that therefore Congress was asked to agree the principles of this proposal and to give the Technical Committee sanction to edit the proposed change to reflect the final technical outcome. It was noted that the great majority of sails would not need re-measurement.

Decision : Congress unanimously accepted the proposal and gave the Technical Committee sanction to edit the proposed change to reflect the final technical outcome.

8.1.6 Definition of Foot Offset. New Rule 21.7.3

Reason for change: During 2012, sailmakers have produced headsails with excessive foot round in order to artificially reduce headsail luff length. This was the subject of IRC Notice 2012/02 in May 2012 and has been addressed for 2012 via Rig Factor. This Notice should be formally included in IRC Rules.

While it would be possible to achieve this using eg the ISAF ERS definition of **foot median**, it is considered that for practical reasons IRC defined foot offset is preferable.

Insert Definition: Foot Offset The maximum offset between the edge of a **headsail foot** and a straight line between **tack point** and **clew point**.

Insert New: 21.7.3 If foot offset is greater than 7.5% of LP, then foot offset shall be declared and foot offset shall be added to LL in the calculation of HSA.

Renumber: Existing 21.7.3 as 21.7.4.

Effect of change: Closure of a loophole. Prevention of abuse.

Discussion : It was noted that the limiting value of 7.5% was based on information received from sailmakers and was intended not to penalise sails with significant foot offset for reasons related to either sheeting position or a raised furling drum. Some of the sails seen during 2012 had foot offset as high as 15% of LP.

Decision : Congress unanimously accepted the proposal.

8.1.7 Measurement of Outer Point Distance

Reason for change: To facilitate hoisting large mainsails, it is common practice on large yachts for the mainsail luff track to flare and increase in fore/aft length for a considerable length (as much as 1/3 of mast length) towards the bottom of the mast. **Outer point distance** is measured from the aft edge of the mast **spar** which includes the luff track. ERS paragraph H.4.2 requires that local curvature is ignored. Curvature of 1/3 of mast length cannot be taken as 'local'. In these cases therefore, Outer Point Distance is artificially reduced offering a rating advantage for these large yachts. Any boat of a class without controls on fore/aft mast dimension could also use this to advantage.

Amend: E The **outer point distance** of a **mainsail** (or in the case of a **schooner**, a **foremast sail)**. The **outer limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no band the measurement shall be taken to the aft end of the boom. For the measurement of **outer point distance**, ERS H.4.2 shall not apply. Fittings, local curvature, local cutaway and any increase in the fore/aft dimension of a sail track and/or sail track support, shall be ignored.

Effect of change: Closure of a loophole. Prevention of abuse.

Discussion : It was noted that while the above was currently a superyacht issue, there was no reason why other boats might not adopt the same practice. Mike Urwin noted that the ORC had agreed to use identical words to the above in their rules to ensure consistency. The Technical Committee were working with the ISAF ERS Working Party to incorporate this into ERS.

Decision : Congress unanimously accepted the proposal.

8.1.8 Definition of Heavy Weather Jib

Reason for change: The definition within ISAF Offshore Special Regulations of Heavy Weather Jib changed for 2012 by deletion of the final phrase *and without reef points*. By omission, these words were not deleted from the IRC definition. This was addressed by IRC Notice 2012/01 amending the IRC definition of Heavy Weather Jib with immediate effect.

Amend: HWJ Heavy weather jib. A headsail of area not greater than 13.5% **foretriangle height** squared~~, and without reef points~~.

Effect of change: None. Correction of an omission.

Decision : Congress unanimously accepted the proposal.

8.1.9 Corrections

For information, the following corrections to omissions and typographic errors will be made.

8.9.1 In Rule 21.7.3, insert LL, between HSA and LP.

8.9.2 In Rule 8.12, replace ~~30 May~~ with 31 May.

8.9.3 Amend the definition of MUW to be consistent with ERS without change in meaning.

Congress noted and accepted these corrections.

8.1.10 Quadrilateral Headsails

Currently, IRC Rules do not permit a headsail or spinnaker to be sheeted from more than one point on the sail. This effectively bans quadrilateral headsails.

Wind tunnel tests and practical experience of quad headsails suggests that for their size and area they are aerodynamically very efficient and can cover a wide range of sailing angles and wind speeds. Quad headsails thus have the potential to replace the existing 'code 0' headsails used by a large number of boats. Permitting them would thus be consistent with IRC Rule 2.3.

We need however to be wary of not encouraging an 'arms race' which would be in conflict with IRC Rule 2.4. This could be simply achieved by, initially at least, calculating the area of a quad such that rated area is larger than actual area. Adopting this would legalise the sails allowing more experience and knowledge to be gained, while at the same time not making them a 'must have' for every boat. This approach would thus be consistent with IRC policy on new developments.

We would also have to address how they would be measured. Currently ERS only addresses quadrilateral mainsails. We would thus need to develop our own definitions etc.

A search through ERS reveals some 12 references to clew/clew point/sheet, etc. In the IRC Rule there are 10 rules involving headsails and sheeting of sails, plus related definitions. All of these would need careful review to ensure clarity and also that potential loopholes were closed.

Implementing this would thus be very far from simple!

The IRC Technical Committee has therefore concluded that to attempt to achieve this for inclusion in IRC Rules for 2013 would be inadvisable. The IRC Technical Committee however supports in principle the inclusion of quadrilateral headsails within IRC and therefore intends to bring properly considered proposals to the IRC Congress in 2013 for potential inclusion in IRC Rules for 2014.

Congress took note of the above statement from the Technical Committee. In discussion, it was questioned whether permitting these sails would send the wrong message to less serious racers. The potential cost to owners was also highlighted.

8.2 From National IRC Owners Associations and IRC Rule Authorities.

8.2.1 Australia. Submission 1: Crew Weight

Current Position:	22.4.2 The Crew Number printed on each boat's certificate shall not be exceeded or the crew weight shall not exceed 85kg multiplied by the Crew Number printed on the certificate.
Reason for change:	Weight on the rail is the most critical aspect of crew on board from a performance point of view. The head count provision risks smaller or female members of the wider sailing community being marginalised as they do not provide the weight per head that picking large men does. The proposed change turns the focus of the rule onto the performance aspects, and addresses the interests of sailing by providing for smaller or female sailors to be valued members of crew when on the rail.
Proposal:	Amend IRC rule 22.4.2

22.4.2 The ~~Crew Number printed on each boat's certificate shall not be exceeded or the~~ crew weight shall not exceed 85kg multiplied by the Crew Number printed on the certificate.

Effect of change: Remove the option to use head count and provide only total weight for crew limitations in the IRC rule.

IRC Technical Committee Comment: Implementation of this proposal would reduce the current flexibility of IRC Rules in that an option currently open to a Race Committee would be removed unless it had specifically been written back in by a Notice of Race.

However, we also note that the fundamental parameter at issue here is crew weight as opposed to crew number.

We also note that effect of the proposal can currently be achieved by those events wishing to use solely crew weight in a Notice of Race.

The IRC Technical Committee is divided on the submission and therefore does not offer an opinion.

Discussion : It was noted that the key parameter here was crew weight and that the current rule wording was discriminatory to lighter people. It was also noted that Notices of Race can amend or delete this rule.

Decision : On a vote of 23 for and 21 against, Congress accepted the submission.

8.2.2 Australia. Submission 2: Boat Data.

Current Position: The IRC rule is silent on the matter. The boat owner is responsible for certificate and measurement compliance. The IRC rating does not display all data used in the calculation of an IRC rating.

Reason for change: A boat owner concerned about the correctness of his rating is unable to take the first sensible step of checking the measurements used for his boat. The Rule Authority may not be able to provide this data if the boat has come in from overseas, or if the New Application predates available records.

There is no way for such an owner to ensure his compliance obligations under the IRC and RRS.

The inclusion of the new rule provides an opportunity for an owner or a boat's Rule Authority to access the data used for rating a boat and check that the data is correct.

Proposal: Insert new IRC rule 9.11

9.11 The owner of a boat subject to a rating review, or intending to request a rating review, or the boat's Rule Authority may apply for a copy of a boat's measurement file for the purposes of checking measurement data being used. The Rating Authority will not unreasonably withhold the data. See also Rule 13.3.

Effect of Change: Make a provision for a boat owner, or the relevant Rule Authority to gain access to the data being used in the calculation of a boat's rating.

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IRC Technical Committee Comment: With the exception of basic configuration information, materials and bulb weight, an IRC certificate includes all data used to calculate a boat's TCC. If requested by an owner, the IRC Rating Authority would readily supply this information to the owner and are investigating how this might be readily achieved on a routine basis.

The IRC Technical Committee thus does not see that the submission is necessary and does not support it.

Discussion : Neither Rating Office had ever had an issue with this. Information was routinely supplied to boats on request.

Decision : On a vote of 20 for and 24 against, Congress rejected the submission.

8.2.3 **Australia. Submission 3: Overruling Endorsed Data.**

Current Position: 13.5 The Rating Authority will use the 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**.

Reason for change: Boats with Endorsed certificates are fully measured and compliant with the Endorsement Guidelines. It is not appropriate to change a boat's data when that data has complied with the Rule's own rigours and requirements for an Endorsed certificate.

The change also clarifies that the right to overrule data should not be limited to classes of production boats, but any boat that is based using unmeasured or declared data

Proposal: Amend IRC Ruel 13.5 :

13.5 The Rating Authority will use the 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 boat ~~class of production boats~~ being issued non-Endorsed certificates. This provision to overrule data does not apply to boats with Endorsed certificates. See also Rule 8.5).

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Effect of change: Clarify that the right to overrule data applies to any boat, rather than just a class of production boats. Limit the provision to overrule data to those boats being issued non-Endorsed certificates; it is not to be used when the data is subject to proper measurement and the Endorsement Guidelines.

IRC Technical Committee Comment: Boats with Endorsed certificates are not necessarily fully weighed and measured. It is standard policy that an Endorsed certificate can be issued to an IRC recognised one design on declaration by her owner that she complies with her one design class rules. Similarly, many production boats hold Endorsed certificates based on standard 'safe' weight and hull data.

It is also far from unknown for measurement mistakes to occur. It would be wrong to prevent the IRC Rating Authority overruling such data as is currently the case. The Technical Committee does not understand what is gained by the submission and does not support it.

Discussion : After lengthy discussion, Congress accepted the Technical Committee's comments above.

Decision : On a vote of 8 for and 33 against, Congress rejected the submission.

8.2.4 Australia. Submission 4: Changing Crew.

Current Position: The IRC rule is silent on the matter.

Reason for change: Boats will consider, and often leave crew ashore on light wind days to gain competitive advantage. Survey results indicate that this is widely undesired (over 70% of respondents), but is a practice that is considered none the less necessary. It is considered to be unhealthy for sailing and marginalises crews participating in IRC scored regattas.

Proposal: Insert IRC rules 22.4.4 and 22.4.5

22.4.4 During a regatta run on consecutive days, including any lay days, the crew on board shall remain the same and be on board for all races. This Rule may be amended by Notice of Race.

22.4.5 Exceptionally, such as in cases of illness, injury or unforeseen unavailability and only with the permission of the Race Committee, the crew on board may be reduced or changed. This Rule may be amended by Notice of Race. See also Rule 22.4.2.

Effect of change: Limit the removal or redundancy of crew during regattas

IRC Technical Committee Comment: At probably a majority of regattas around the world, it is entirely normal for crew to change from day to day. This proposal would therefore require a majority of regattas to amend IRC Rules in their Notices of Race as opposed to the current position where the minority wishing to impose this additional constraint make the change. It would be wrong to change the current default position. This is an issue for the organising Authority of an event.

The IRC Technical Committee does not support the submission.

Discussion : After some discussion, Congress accepted that while this was an undesirable practice, control should be left in the hands of individual regattas through their Notices of Race.

Decision : On a vote of 5 for and 35 against, Congress rejected the submission.

8.2.5 Australia. Submission 5: Rule Authority Prescriptions.

Current Position: 11.1 Notice of Race may vary the requirements of IRC Rules 8.6, 9.6, 14.1, 15.1, 21.1.5 (d) (e) and (f), 21.8.4, 22.4. No other IRC Rules may be amended.

21.6.1(b) A Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ISAF Special Regulations Category 3 or above, a **boat** may carry one more spinnaker than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating. Any such prescription shall be referenced in a Notice of Race.

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Reason for change: The IRC Rule provides limited opportunity for a Rule Authority to invoke national policy, whereas a Race Committee may through the use changes in the Notice of Race. Such a provision would allow a Rule Authority to enable

local requirements without changes to the IRC Rule itself and establish domestic consistency.

The provision in IRC rule 21.6.1(b) becomes redundant if this submission is accepted. The refusal of a Notice of Race to vary a Rule Authority Prescription is considered consistent with the RRS.

Proposal: Amend IRC rule 11.1, insert new IRC rule 11.2, delete IRC Rule 21.6.1(b).

11.1 A Rule Authority Prescription or Notice of Race may vary the requirements of IRC Rules 8.6, 9.6, 14.1, 15.1, 21.1.5 (d) (e) and (f), 21.6.1(b), 21.8.4, 22.1.2 and 22.4. No other IRC Rules may be amended.

11.2 Where the Rule Authority has made a Prescription to a Rule, the Notice of Race shall not vary that Rule or Prescription.

~~21.6.1(b) A Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ISAF Special Regulations Category 3 or above, a **boat** may carry one more spinnaker than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating. Any such prescription shall be referenced in a Notice of Race.~~

Effect of change: Not stated.

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IRC Technical Committee Comment: The Technical Committee supports the principles of the proposed change, but is concerned that the inclusion of IRC Rules 21.6.1 (b) and 22.1.2 could give an IRC Rule Authority more licence than the IRC Technical Committee considers desirable.

Additionally, while the IRC Technical Committee recognises the underlying intent of the proposed new Rule 11.2, it is concerned that this might be over restrictive on some events.

To ensure that an overseas competitor in an IRC event is aware of any National IRC Prescriptions, these should also be referenced in the Notice of Race for an event.

The following alternative proposal is therefore made:

Proposal: Amend IRC rule 11.1, insert new IRC Rules 11.2 and 11.3, delete IRC Rule 21.6.1(b).

11.1 A Rule Authority Prescription or Notice of Race may vary the requirements of IRC Rules 8.6, 9.6, 14.1, 15.1, 21.1.5 (d) (e) and (f), 21.8.4, and 22.4. No other IRC Rules may be amended.

11.2 A Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ISAF Special Regulations Category 3 or above, rule 21.6.1 is varied to the extent that a **boat** may carry one more spinnaker than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating.

11.3 Where a Rule Authority has made a Prescription to a Rule, a Notice of Race shall not vary that Rule or Prescription without the

permission of the Rule Authority. Rule Authority Prescriptions shall be referenced in a Notice of Race.

~~21.6.1(b) A Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ISAF Special Regulations Category 3 or above, a **boat** may carry one more spinnaker than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating. Any such prescription shall be referenced in a Notice of Race.~~

Re-Number existing rule 21.6.1 (a) as 21.6.1.

Discussion: Congress agree with the principles of the submission, as re-drafted by the Technical Committee, but were concerned that to leave this entirely in the hands of IRC Rule Authorities would be inappropriate. It was therefore proposed to further amend Rule 11.1 to read:

11.1 A Rule Authority Prescription or Notice of Race may vary the requirements of IRC Rules 8.6, 9.6, 14.1, 15.1, 21.1.5 (d) (e) and (f), 21.8.4, and 22.4. **Any such prescriptions shall have been approved by the national IRC Owners' Association when such exists.** No other IRC Rules may be amended.

Decision: On a vote of 26 for and 13 against, Congress accepted the submission as amended by the Technical Committee and further amended as above.

8.2.6 France. Submission 1: To review Crew Number.

Current Position:

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Reason for change: We observe the following:

1/ The parameter "Number of crew " calculated by IRC is very high (i.e. LOA 10M crew= 7, LOA 12M. Crew=10, LOA 13.7M Crew= 13 etc.).

2/ This number of crew is not a rule to be respected in IRC races. Organizers can ignore it or modify to N+1, N+2.

3/ This has perfectly been understood by One-Off architects and they consider the crew weight on the rail in their calculations. Therefore One-Off boats have an advantage against production boats.

4/ It becomes increasingly difficult to recruit numerous and heavy crew members..

5/ The running cost of high number crews tends to discourage owners of cruiser-racers.

6/ It is increasingly difficult to explain to cruiser-racer owners that IRC has been written and set up for them when they see guys stacked on the rail and bending over the lifelines.

Proposal: We propose to the congress members to vote a Motion aiming to create a working group in 2013 with 7 to 8 delegates of "North and South" countries and two members of the TC. The mission of this working group would be :

. Propose a new calculation method for crew aiming to reduce current number around 15 %.

. Propose, if it appears necessary, several methods of calculation for the above.

. Study correlation between number of crew and overall crew weight.

. Study obligation to respect strictly these limitations.

Conclusion of the group's work will have to be communicated to all countries before September 1st 2013.
Equally, the working group will propose to the IRC Congress 2013 a submission about this crew number reduction.

Effect of change: Not stated.

Discussion : Congress expressed the view that while difficulty in finding crew was a commonly expressed concern, that a general reduction in crew number was not necessarily the right answer. Adopting this would reduce the availibility of crew places on boats. Congress also wished to see an end to the continually recurring theme of crew number/weight.

It was noted that this was not a formal submission and that it had been received within the 24 hours prior to this meeting.

Decision : Congress agreed without a vote that a working group comprising Malcolm Runnalls, Jacques Pelletier and Barrie Harmsworth should review the whole subject and report back to Congress in 2013 with any submissions for changes.

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

Written reports (see Appendix 7) had been received and circulated from: Australia, Great Britain, Hong Kong, Japan, Malta, Turkey and the USA. In discussion of these:

Australia: The National Championships moves around the country with this year's event being a part of Audi Hamilton Island Race Week.

Japan: In response to a question, Mike Urwin clarified that if two boats had identical data, then their TCCs would be the same irrespective that one of them had achived the same data by modifications to the boat.

Verbal reports were received from:

Canada: The number of rated boats in 2012 had fallen to 67 from 82 in 2011. In part at least, this was due to the North American IRC Championships being on Lake Ontario in 2011. Generally, Canadian owners liked IRC, but the significantly greater cost than PHRF was a disincentive.

France: The reduction by 12% of the number of rated boats was thought to be related to the French economic situation.

Germany: The German fleet has fallen this year. The majority of German rated boats are actually Mediterranean based with no IRC racing taking place in Germany.

Ireland: As everywhere, boat numbers are down with an apparent shift towards older, smaller boats. Some of these (older ¼ tonners) appear to be fast for their TCCs.

Sweden: Sweden has fallen back to ORC in 2012 with very few boats rated under IRC.

Thailand: It was reported that there were 6 events in Thailand with in excess of 30 competitors. Additionally, there were 12 Asian IRC events between Hong

Kong and Thailand. Last year 76 boats had raced under IRC at Phuket King's Cup.

UAE: Little change from previous years although the economy was having an effect.

10. To discuss and consider the future direction of IRC.

Mike Urwin made a presentation (see Appendix 8) on behalf of the RORC Rating Office to set the tone for discussions. Included within this were the Technical Committee's concerns at the falling numbers of new applications and new boats. Attention was also drawn to the survey (see Appendix 9) aimed primarily at non IRC users conducted by the RORC Rating Office and to the primary findings of this. In initial discussion of this, it was noted that in a number of cases, the presence of professional sailors competing in IRC events was resented.

The Chairman requested Congress to address the following questions:

1. Is the IRC philosophy of rating all boats fairly still valid?

2. Do we see HPR as a threat or opportunity?

3. Do we see PY/PHRF as a threat or opportunity?

4. How do we increase the 'Buy in' to IRC?

In lengthy discussion, the following primary points emerged:

- That IRC had become increasingly complex and was not well understood by many sailors.
- It was considered that keelboat racing generally was in decline and that this underlying trend was the primary issue that needed to be addressed.
- IRC is seen in many quarters as a high end racing rule. This needed to be addressed to emphasise that IRC is for all.
- It was considered that generally IRC could cater for lighter (but not extreme) boats.
- HPR is not seen as a threat. It has the potential to attract very light and extreme modern race boats to the benefit of IRC.
- Performance handicap systems are seen as the natural starting point for keelboat racing. They thus provide a natural feed to IRC and are therefore an opportunity.
- After a long discussion, Congress concluded that each Rule Authority should be actively promoting IRC. Included within this should be, when possible and practical, national surveys to better understand owners wishes.
- While the IRC Rating Authority of course supports IRC around the world, it would be impractical and unaffordable for this to be the only form of promotion.

In consultation with the IRC Policy Steering Group, the IRC Technical Committee had considered the possibility of introducing 'Limited Validity IRC TCCs' aimed at boats that compete in only one or two events per year. While there were a number of uncertainties, it had been concluded that there was sufficient potential benefit to justify a trial in GBR in 2013. This trial had just been announced and has been generally well received with significant interest shown. If the trial is successful, then LV TCCs will be extended to other countries in the future at the discretion of the local IRC rule Authority. While

expressing some concern at the practicalities and the potential for abuse, Congress generally welcomed this initiative. Full details including Terms & Conditions can be found at Appendix 10.

Congress noted that the RORC Rating Office were co-operating with the RYA and others to try and re-invigorate the Portsmouth Yardstick performance handicap system in GBR. The underlying purpose of this was to encourage greater participation in keelboat racing with the then likely increase in the use of IRC. In this context, this initiative would also include encouragement to clubs to routinely dual score races under both PY and IRC rather than split fleets into separate classes. This would then be in line with the very successful Irish model.

Congress also noted that the RORC Rating Office were planning a series of regional tours for the coming winter. The intent was to get all clubs in a region in one place and to encourage greater co-operation between the clubs. The opportunity would also be taken to promote the planned re-vamp of PY.

11. To receive, consider and decide proposals for changes to the Constitution of the International IRC Owners Association.

No proposals had been received.

12. Continental and International Regional Championships.

No reports had been received.

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

Malcolm Runnals was elected by acclamation.

14. Any Other Business.

Volker Andreae highlighted the lack of cohesion between different race management packages which resulted in much data having to be re-entered whenever a boat entered a race. Bas Edmonds reported that in GBR the developers of the primary race results packages are co-operating through a group called the Sailing Software Alliance. Bas would be happy to provide more details on request.

IRC Congress Meeting 2012

Sunday 14th October 2012

1. To discuss IRC submissions to ISAF.

1.1 Report on IRC submissions to the 2011 ISAF Conference.

The IRC submission to permit IRC International Measurers was accepted by the 2011 ISAF Conference. It is hoped that a small number of IRC measurers will be appointed IMs at the ISAF Conference in Dublin in November 2012. Further discussions were planned with the ISAF International Measurers Sub-Committee towards the next round of appointments. It was noted that the number of IRC IMs would however be limited in line with general IM policy.

1.2 IRC 2012 submissions.

There are no IRC submissions to ISAF this year.

2. Discussion of submissions to ISAF relevant to IRC.

2.1 Offshore Special Regulations Submissions.

Congress discussed the most relevant among the submissions to ISAF Offshore Special Regulations Committee. It was noted that in a number of cases, the 'Chairman's Submissions were as a result of the capsize of RAMBLER in last year's Fastnet Race. In some cases there were parallel, but generally more onerous submissions from elsewhere.

No.	Title	Synopsis	Comment	Recommendation
27-11	Mandatory Requirement for Lifeline to be 'taut'.	To require 50mm deflection with 50N load.	Deferred from 2011. Impractical. Working party has done nothing.	Reject.
1-12	Keel Inspections	Recommends regular inspections of keels, particularly welded keels.	Concern was expressed at the undefined nature of 'inspection'. This might result in an impractical unworkable regulation.	No recommendation.
12-12	Escape hatches for inverted yachts.	Requires boats with Age Date 2015 onwards in Cats 0 and 1 to have an escape hatch.	Over prescriptive and unnecessary.	Reject.
13-12	High visibility colour on monohulls.	Requires prescribed coloured area on all boats in Cats 0 and 1.	Over prescriptive and unnecessary.	Reject.
14-12	Grab bags mandatory and on deck.	For all boats requires a grab bag to be stowed on deck for Cats 0, 1, 2,	Over prescriptive and unnecessary.	Reject.
7 & 15-12	PLB Registration	Address PLB reqistration and requirement for an OA to record the information.	Good in principle, but internationally complex.	Defer for wider consultation.
8-12	Preventing lifejacket and safety harnesses from	Requires fall arrest style harnesses.	Impractical and cumbersome.	Reject in favour of acceptance of separate report

	pulling over head,			from crotch strap working party.
9-12	3.14.7	Proposes to permit carbon fibre stanchions.	Concerns expressed on the potential cost implications and why the change was necessary.	No recommendation.
10-12	3.29	Wil make DSC radios mandatory. Changes requirements for ships VHF installation.	DSC sensible and readily available. Concerns expressed regarding the Installation changes.	Accept DSC. No recommendation on installation changes.
11-12	Mandatory Stability Requirements.	Makes compliance with ISO 12217-2, or STIX/AVS, or ORC Stability Index, or SSS mandatory.	Principle accepted. Organising Authorities do not understand stability. This does it for them.	Accept as amended by informal working party.
23-12	Rescue laser flares as personal equipment	Recommends laser flares as personal crew equipment.	Probably very sensible, but needs further work and definition. Andy Hill reported positive experience of their use.	Defer. Set up Working Party to report back in 2013.

2.2 ISAF Submissions.

Congress's attention was drawn to three submissions which were potentially of relevance to keelboat racing.

No.	Title	Synopsis	Comment	Recommendation
041	Required Usage of ISAF Training Resources. Offshore Training	That the recently published ISAF OSR training book be a mandatory requirement of OSR training courses.	Inappropriate. The book is unreviewed and uproven.	Reject.
116	RRS. New Case – Rule 41 (c).	A new case to define the meaning of 'information freely available'.	For information. Congress expressed the view that RRS 41 was in need of full review.	Reject in favour of a working party to fully review RRS 41.
117	RRS. New Appendix SY – Superyacht Racing Rules.	A new RRS Appendix to cater for the differing racing needs of superyachts.	Developed jointly by ISAF Racing Rules Committee and the Superyacht Racing Association. Already tested and works. Noted that superyachts were defined as longer than 30m as opposed to the commonly used 30.48m.	Approve.

MJU
17/10/12

IRC Congress Meeting 2012

Appendix 1

IRC Endorsement

Process, Measurement, and Data Standards

Issue: January 2012. Detail Edits as left sidelined.

1. Preamble

An 'Endorsed' IRC certificate is defined by IRC Rule 8.5 as:

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.

The 2005 IRC Congress agreed that a set of common standards for the IRC Rating Authority and Rule Authorities to apply when endorsing a boat's IRC certificate should be developed and published.

Generally, IRC is a self-measurement system. There is thus no general requirement for an owner to have his boat officially measured or weighed unless either he chooses to do so, or his Rule Authority (ie his local IRC body) and/or an Organising Authority for a race requires official measurement, generally resulting in an Endorsed IRC certificate.

An Endorsed IRC certificate will carry the notation ENDORSED under the IRC Rating Authority stamp:

Within the guidelines below Rule Authorities are given some options for sources of data. This recognises that circumstances vary from country to country, that some owners are prepared to expend more time and effort than others, and that for instance weighing a large boat may be impractical. The options offered cater for these while at the same time not generally compromising the validity of a boat's data and hence her Endorsed certificate.

It is a fundamental prerequisite of this that responsibility for appointment and training of measurers and quality of measurement data generally lies with each Rule Authority. Attention is drawn to the IRC Measurement Manual available from the IRC website, www.ircrating.org. Additional material to aid Rule Authorities and measurers is also available direct from the Rating Authority.

2. Process

An owner wishing to have his certificate endorsed first contacts his local Rule Authority. **The Rule Authority carries responsibility for auditing the boat's data file and for defining what, if any, data is to be verified.** In doing this, the data and measurement standards below shall be applied. If these standards are not applied, then the Rating Authority must be advised and an Endorsed certificate will not be issued.

On return of the data from the measurer, or other defined source, the Rule Authority will review the data and confirm that it is satisfied that an Endorsed certificate can be issued. The data is then forwarded to the Rating Authority accompanied by a request to issue an Endorsed certificate. Only then will the Rating Authority issue an Endorsed certificate.

The Rating Authority reserves the right at its absolute discretion to refuse to issue an Endorsed certificate if it is not satisfied in any respect with the data submitted by a boat through her Rule Authority.

It is not permitted for any body to over stamp an unendorsed IRC certificate as Endorsed. IRC Endorsed certificates are issued by the IRC Rating Authority only.

3. Measuring Equipment

While measurement methods are generally beyond the scope of this, the following shall apply.

3.1 Load Cells

Load cells for single point lift weighing shall have a quoted accuracy of +/-0.2% of maximum capacity or equivalent and discrimination of not less than 10 kg. ie, a 10 tonne load cell should have a quoted accuracy of +/- 20 kg, and a 20 tonne cell, +/- 40 kg. Load cells shall be calibrated at least once per year.

A load cell should not normally be used to weigh a boat weighing less than 15% of the maximum capacity of the load cell, ie 1500 kg for a 10 tonne cell. Rule Authorities may waive this requirement on an individual case basis.

Compression load cells should generally follow the above standards. It is however recognised and noted that the ultimate accuracy of weighing on compression load cells is a function of the combined accuracy of all the cells rather than the accuracy of each individual cell and also of the methodology adopted. Rule Authorities are therefore advised to exercise care in approving compression load cells.

3.2 Linear Measurements

Tape measures and measuring rules built to CE category 2 or equivalent standards are acceptable.

Tape measures shall be steel, as required by CE category 2.

4. Sources of Data

4.1 General

Generally Acceptable	Weight	Hull and Appendages	Rig	Sails
Measurement carried out by an authorised measurer using equipment complying with defined standards.	N/A	□	□	□
Single point weighing carried out by an authorised measurer using a load cell complying with defined standards.	□	N/A	N/A	N/A
If available, standard design data and light weight defined by the Rating Authority.	□	□	□	□
Data supplied by an approved sail measurer.	N/A	N/A	N/A	□
Acceptable at the discretion of a Rule Authority	Weight	Hull and Appendages	Rig	Sails
Weighing in a cradle on compression load cells carried out by an authorised measurer using load cells complying with defined standards.	□	N/A	N/A	N/A
Measurement carried out by a specially appointed measurer or sail measurer.	N/A	□	□	□
Single point weighing or weighing in a cradle on compression load cells carried out by a specially appointed measurer using load cells complying with defined standards.	□	N/A	N/A	N/A
Weight derived from freeboards measured by an acceptable method, calculation and declaration by the naval architect or other person authorised by the Rating Authority.	□	N/A	N/A	N/A
ORCi DSPM minus measurement inventory. In the absence of a measurement inventory, ORCi DSPM minus 2%.	□	N/A	N/A	N/A
Data derived from an in date or recently expired ORCi or other measurement certificate.	N/A	□	□	□
NOT acceptable	Weight	Hull and Appendages	Rig	Sails
Owner or manufacturer declaration.	□	□	□	□
Registered Tonnage.	□	N/A	N/A	N/A
Weighing on crane built in Loadcell.	□	N/A	N/A	N/A
Weighing in a travel hoist by any means, including on compression load cells, without the prior approval of the Rating Authority.	□	N/A	N/A	N/A

4.2 One Designs Previously Approved by the Rating Authority

One designs previously approved as such by the Rating Authority may have their certificates endorsed without further measurement on declaration by the owner that the boat holds and is in compliance with her one design class certificate.

5. Retention of Endorsed Status

When a boat changes any data, to retain the Endorsed status of her certificate, the changed data shall be verified by a method approved by the Rule Authority and included in paragraph 4.1 above.

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Appendix 2

Australian Boat Owners Forum Follow Up Survey

Q1 *Please select the size range of the boat's LOA you currently own:*

Response	Number	Percent
Less than 40ft	40	54%
40 - 55ft	30	40%
Above 55ft	4	5%

Q2 *Please select the state you are from:*

Response	Number	Percent
ACT	0	0 %
NSW	28	37%
NT	0	0 %
QLD	8	10%
SA	5	6%
TAS	2	2%
VIC	20	26%
WA	12	16%

Q3 *Below deck stacking of weight is illegal under RRS 51 - all movable ballast, including sails that are not set, shall be properly stowed. Water, dead weight or ballast shall not be moved for the purpose of changing trim of stability. Should Yachting Australia:*

Response	Number	Percent
Leave the RRS 51 unchanged so that it remains illegal	48	65%
Introduce a Yachting Australia prescription to RRS 51 to allow weight stacking below deck	13	17%
Allow Organising Authorities the change RRS 51 via the NoR to allow weight stacking below deck	12	16%

Q4 *Should the Yachting Australia Offshore Keelboat Policy Committee (OKPC) be:*

Response	Number	Percent
Left as it current stands	20	29%
Disbanded	1	1%
Re-constituted to boat owner representation	47	69%

Q5 *High Performance Rule (HPR) - Are you interested in Yachting Australia introducing HPR to Australia and to manage the rating certification?*

Response	Number	Percent
Yes	33	47%
No	37	52%

Q6 *Are you looking for further information on HPR to be available through the Yachting Australia communication channels?*

Response	Number	Percent
Yes	47	64%
No	26	35%

Q7 *Would you like to see Yachting Australia organise an ORCi Australian Championship in 2013?*

Response	Number	Percent
Yes	35	49%
No	36	50%

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Q8 *Do you think IRC is inhibiting the development of lighter/ faster boats under 50ft?*

Response	Number	Percent
Yes	36	48%
No	39	52%

Q9 *If you answered yes to Question 8, do you think this should change?*

Response	Number	Percent
Yes	33	73%
No	12	26%

Q10 *Do you think that paid/ subscription weather services should be allowed under the Racing Rules of Sailing?*

Response	Number	Percent
Yes	48	64%
No	27	36%

Q11 *Should boats be able to decrease/ increase crew weight during a regatta by changing the people on board?*

Response	Number	Percent
Yes	23	30%
No	52	69%

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Appendix 3

Rule Notice 2012/02

Definition of Heavy Weather Jib

The definition within ISAF Offshore Special Regulations of Heavy Weather Jib has changed for 2012 by deletion of the final phrase *and without reef points*.

By omission, these words have not been deleted from the IRC definition.

The IRC definition of Heavy Weather Jib is therefore amended with immediate effect to:

HWJ	Heavy weather jib. A headsail of area not greater than 13.5% **foretriangle height** squared.

Ends.

IRC Technical Committee
16 January 2012
IRC Notice 2012 01 Heavy Weather Jib Final GBR and FRA

IRC Congress Meeting 2012

Appendix 4

Rule Notice 2012/02

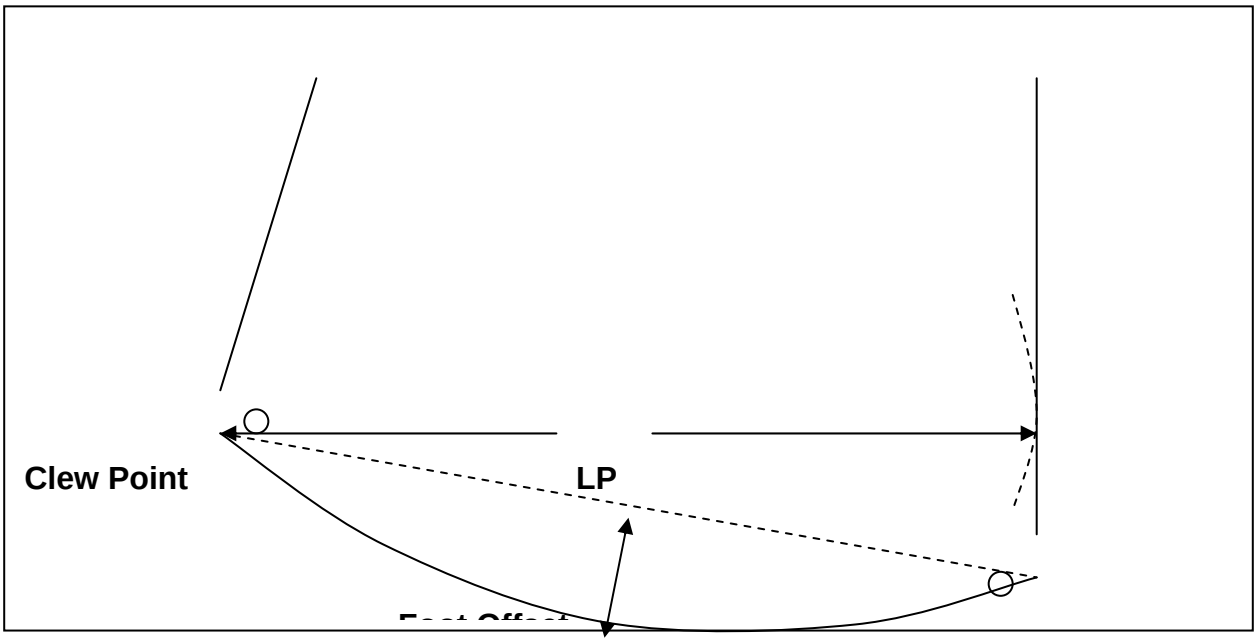
Several Sailmakers have intentionally attempted to circumvent IRC rules 2.4 and 2.5 by developing headsail foot shelf profiles that artificially reduce the headsail measurements, reducing the IRC rating without a corresponding reduction in performance. To do this the curve of the foot is exaggerated to create a far larger foot shelf than required. This means that the measured tack point and clew point are not extended, and therefore move up the luff and leech, artificially reducing the sail's dimensions.

To avoid exploitation of ERS sail measurement rules, if the maximum offset between the edge of the headsail foot and a straight line between the tack point and the clew point (foot offset - see diagram below) is 6% of LP or greater, or if a headsail has a batten or battens adjacent to the foot, then that measurement shall be provided.

If foot offset is greater than 7.5% of LP, it will be considered that IRC Rule 2.5 has been infringed. This will result in an increase in Rig Factor to correspond to the artificial reduction in rating, plus a small penalty.

This notice has immediate effect.

It is intended that IRC for 2013 will be drafted with an additional rule to control this development and prevent sailmakers from pursuing this loophole at owners' expense into the future.



Jean Sans

Mike Urwin

IRC Technical Committee
9 May 2012

IRC Congress Meeting 2012

Appendix 5

Report From The IRC Technical Committee

1. IRC Activity

The total number of boats issued with IRC certificates in 2005 to 2011 and to 31st August 2012 is shown below.

			Certificate Year									
Country	Continent	Region	2005	2006	2007	2008	2009	2010	2011	Endorsed %	2011 to 31/8/11	2012 to 31/8/12
Great Britain	Europe	North	1878	1839	2043	2029	1806	1766	1702	47	1675	1526
France	Europe	North	904	966	924	1074	937	975	1016	10	933	816
Italy	Europe	North	763	840	931	962	840	905	846	4	657	651
Australia	Oceania	**South**	527	578	570	528	535	544	525	95	367	361
Ireland	Europe	North	389	402	429	455	443	423	386	82	393	355
USA	N America	North	549	589	610	611	488	464	380	91	358	306
Turkey	Europe	North	260	280	292	327	342	360	363	54	276	302
Japan	Asia	North	1	33	89	122	221	258	276	42	263	277
Spain	Europe	North	934	155	164	165	167	159	169	50	159	129
Netherlands	Europe	North	58	54	152	162	172	146	138	30	133	148
Greece	Europe	North	0	56	109	101	105	117	104	69	95	73
Hong Kong	Asia	**South**	76	85	94	120	93	93	97	35	75	76
Chile	S America	**South**						0	89	15	40	0
Canada	N America	North	22	24	23	32	51	60	82	95	82	67
Thailand	Asia	**South**	50	48	49	64	72	80	77	9	23	24
Belgium	Europe	North	79	91	99	100	87	74	76	16	75	58
Malta	Europe	North	49	42	47	65	64	66	62	19	51	59
Germany	Europe	North	16	24	39	64	65	53	56	45	55	42
UAE/Gulf States	Africa	**South**	67	56	79	67	72	68	53	34	18	12
South Africa	Africa	**South**	91	91	84	76	63	55	49	90	32	30
New Zealand	Oceania	**South**	15	142	97	94	78	55	46	83	29	27
China	Asia	North	0	0	0	0	37	40	46	0	31	63
Finland	Europe	North				13	34	40	37	89	36	22
Singapore	Asia	**South**	29	45	41	41	37	29	35	54	30	26
Israel	Europe	North	27	27	21	23	23	35	34	24	30	35
Romania	Europe	North						18	32	6	32	30
Bulgaria	Europe	North				41	42	39	29	97	27	28
Uruguay	S America	**South**				47	45	45	27	85	1	0
Malaysia	Asia	**South**	19	23	27	23	23	21	22	18	12	14
Colombia	S America	**South**							21	5		2
Sweden	Europe	North				28	37	37	19	84	18	1
Portugal	Europe	North	127	133	95	101	56	23	14	0	13	0
Philippines	Asia	**South**	19	13	13	12	13	13	14	29	7	3
Argentina	S America	**South**	0	50	90	37	27	24	13	92	1	0
Norway	Europe	North				8	9	16	11	73	10	2
Iceland	Europe	North	18	14	15	14	12	13	10	10	10	13
Croatia	Europe	North				15	20	16	10	0	6	8
Denmark	Europe	North						17	8	50	9	1
Switzerland	Europe	North				20	16	3	6	17	6	2
World & Other (<5)	N/A	N/A	164	125	114	74	215	49	86		113	86
		Totals:	7131	6825	7340	7715	7347	7199	7066		6181	5675
	As % of previous year:			95.7	107.5	105.1	95.2	98.0	98.2			91.8

Between the 2010 and 2011 Certificate Years, there has been a further decrease in the number of boats rated of 133 boats, or 1.8%. Noting again the continued poor state of the global economy during

2011, this is unsurprising. It is noteworthy however that against this trend, the French fleet has shown some growth. Growth also continued in some of the newer IRC countries, notably CAN, JPN and ROM. There is also one new country, CHI.

Overall, 43.7% (2010 44%) of boats held Endorsed certificates in 2011 with the number in each country ranging from 0% to 100%.

For reference, the latest available data at 31st August 2012 is also shown. Care should be taken in reading this data, particularly for South countries which are only 3 months into their year. The key element in this data is the continued falls in fleet numbers with overall a reduction from 6181 boats at the end of August 2011 to 5675 boats at the end of August this year, a fall of 8.2%. Counter to this, some growth has been seen in CHN, JPN, NED and TUR.

At the end of 2011, 28 countries on all 6 continents had fleets of 25 boats or more, satisfying the requirements of ISAF Regulation 12.2(e)(i). At the end of August 20121, 23 countries had achieved this level with the likelihood of a further 5 by the end of the year. At the end of 2012, 39 countries had fleets of 5 or more boats.

The table below shows the comparison of the numbers of boats rated at 31st August for the period 2006, to 2012:

Country	Boats at 31/08/06	Boats at 31/08/07	Boats at 31/08/08	Boats at 31/08/09	Boats at 31/08/10	Boats at 31/08/11	Boats at 31/08/12	Change 31/08/11 to 31/08/12	Comment
China					31	31	63	32	
Turkey	212	237	249	236	261	276	302	26	
Netherlands	50	129	134	153	136	133	148	15	
Japan	14	81	117	208	252	263	277	14	
Malta	41	41	57	57	58	51	59	8	
Israel	24	19	19	20	27	30	35	5	
Iceland	14	15	14	12	13	10	13	3	
Colombia							2	2	South
Croatia	0	1	8	15	16	6	8	2	
Malaysia	4	23	13	11	13	12	14	2	South
Bulgaria	0	1	38	39	35	27	28	1	
Hong Kong	58	85	65	70	69	75	76	1	South
Thailand	10	48	19	14	22	23	24	1	South
Argentina	39	56	27	27	7	1	0	-1	South
Uruguay	0	21	39	33	32	1	0	-1	
New Zealand	36	142	49	50	33	29	27	-2	South
Romania					0	32	30	-2	
South Africa	37	91	53	47	31	32	30	-2	South
Philippines	0	13	1	7	8	7	3	-4	South
Singapore	21	45	25	29	18	30	26	-4	South
Switzerland	2	10	18	15	2	6	2	-4	
Australia	328	285	357	341	344	367	361	-6	South
Italy	604	685	766	624	711	657	651	-6	
UAE	21	56	26	12	10	18	12	-6	South
Denmark					17	9	1	-8	
Norway	0	0	8	8	14	10	2	-8	
Germany	17	38	51	57	50	55	42	-13	
Portugal	130	85	100	56	23	13	0	-13	
Finland	1	3	13	33	38	36	22	-14	
Canada	25	22	30	49	59	82	67	-15	
Belgium	80	89	95	80	66	75	58	-17	
Sweden	1	3	30	28	35	18	1	-17	
Greece	43	101	98	100	108	95	73	-22	

IRC Congress Meeting 2012

Country	Boats at 31/08/06	Boats at 31/08/07	Boats at 31/08/08	Boats at 31/08/09	Boats at 31/08/10	Boats at 31/08/11	Boats at 31/08/12	Change 31/08/11 to 31/08/12	Comment
Spain	141	154	156	146	151	159	129	-30	
Ireland	396	415	447	433	409	393	355	-38	
Chile						40	0	-40	South
USA	562	574	584	449	432	358	306	-52	
France	829	858	980	860	889	933	816	-117	
Great Britain	1785	1952	1987	1749	1723	1675	1526	-149	
World & Other (<5)	56	36	51	138	111	113	86	-27	
Totals:	5581	6414	6724	6206	6254	6181	5675	-506	
		14.9	4.8	-7.7	0.8	-1.2	-8.2		

While we believe that the decline in certificate numbers in established IRC countries continues to reflect the current economic conditions, the IRC Technical Committee is concerned at the significant and apparently accelerating continuing fall in the numbers of rated boats.

We are however slightly encouraged by the growth during 2012 in generally newer IRC countries, CHI, JPN and NED. It is also noteworthy that, against other trends, the number of certificated boats in Turkey has again increased during 2012.

In overall summary, the IRC Technical Committee expresses its concern at the declining number of boats rated under IRC during 2011 and particularly the steep decline so far in 2012.

2. Measurement

No international measurer seminars have been held during 2012.

The deferred IRC submission to ISAF to permit IRC measurers to become ISAF International Measurers was accepted at the 2011 ISAF Conference. It is anticipated that a small number of senior IRC measurers will apply for International Measurer status at this year's ISAF Conference.

The IRC Technical Committee does not foresee any difficulty associated with changes to the revised version of the Equipment Rules of Sailing for 2013 – 2016. We intend to continue to work with the ERS Working Party to further develop ERS into the future.

3. Technical

The further changes to the IRC treatment of smaller lighter boats forecast last year were implemented for 2012. Further work during 2012 suggests that significant further changes are unlikely for 2013.

The Technical Committee has been working this year on a wide ranging. Most significant are probably the changes to headsail and other sail measurement rules necessitated by the 'inventive' solutions developed by some sailmakers during 2012. Much of the remainder is detail issues which will only result in minor changes to IRC Rules and/or rating calculations. Much of this work has been conducted by E-Mail with a formal 2 day meeting in Paris in July.

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Appendix 6

Fleet Statistics 2011

The table below gives summary fleet statistic for IRC fleets in 2011.

	Certificate Year 2011												
	Fleet	LH < 9m		LH 9 - 12m		LH 12 - 15m		LH > 15m		New applications		LH	TCC
Country		No.	%	No.	%	No.	%	No.	%	No.	%	Average	Average
Argentina	13	2	15.4	9	69.2	0	0.0	2	15.4	0	0.0	10.64	1.003
Australia	525	20	3.8	299	57.0	154	29.3	52	9.9	57	10.9	11.99	1.090
Belgium	76	8	10.5	39	51.3	26	34.2	3	3.9	14	18.4	11.32	1.039
Bulgaria	29	8	27.6	9	31.0	9	31.0	3	10.3	4	13.8	11.11	0.993
Canada	82	3	3.7	55	67.1	22	26.8	2	2.4	18	22.0	11.23	1.041
Chile	89	22	24.7	47	52.8	19	21.3	1	1.1	85	95.5	10.5	1.00
China	46	13	28.3	32	69.6	0	0.0	1	2.2	17	37.0	11.03	1.046
Colombia	21	1	4.8	11	52.4	9	42.9	0	0.0	21	100.0	11.63	0.988
Croatia	10	1	10.0	2	20.0	6	60.0	1	10.0	3	30.0	13.08	1.164
Denmark	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0	15.47	1.283
Finland	37	0	0.0	15	40.5	21	56.8	1	2.7	5	13.5	11.93	1.070
France	1016	139	13.7	636	62.6	167	16.4	74	7.3	225	22.1	11.23	1.026
Germany	56	0	0.0	4	7.1	29	51.8	23	41.1	13	23.2	14.80	1.175
Great Britain	1702	375	22.0	989	58.1	269	15.8	69	4.1	189	11.1	10.60	0.982
Greece	104	19	18.3	49	47.1	28	26.9	8	7.7	8	7.7	11.48	1.032
Hong Kong	97	15	15.5	35	36.1	26	26.8	21	21.6	11	11.3	12.68	1.103
Iceland	10	5	50.0	5	50.0	0	0.0	0	0.0	0	0.0	8.96	0.956
Ireland	386	117	30.3	237	61.4	29	7.5	3	0.8	14	3.6	9.75	0.954
Israel	34	8	23.5	15	44.1	9	26.5	2	5.9	8	23.5	11.00	1.006
Italy	846	36	4.3	463	54.7	254	30.0	93	11.0	153	18.1	12.19	1.057
Japan	276	39	14.1	191	69.2	42	15.2	4	1.4	43	15.6	10.38	1.037
Malaysia	22	4	18.2	9	40.9	5	22.7	4	18.2	2	9.1	11.68	1.048
Malta	62	1	1.6	21	33.9	32	51.6	8	12.9	12	19.4	13.20	1.072
Netherlands	138	6	4.3	66	47.8	51	37.0	15	10.9	33	23.9	12.54	1.071
New Zealand	46	3	6.5	13	28.3	16	34.8	14	30.4	6	13.0	13.63	1.145
Norway	11	0	0.0	4	36.4	7	63.6	0	0.0	2	18.2	12.53	1.126
Philippines	14	3	21.4	8	57.1	2	14.3	1	7.1	1	7.1	10.97	1.037
Portugal	14	3	21.4	7	50.0	3	21.4	1	7.1	1	7.1	10.96	1.024
Romania	32	8	25.0	16	50.0	6	18.8	2	6.3	11	34.4	10.50	0.939
Singapore	35	16	45.7	8	22.9	10	28.6	1	2.9	5	14.3	10.35	1.035
South Africa	49	7	14.3	22	44.9	16	32.7	4	8.2	5	10.2	11.37	1.059
Spain	169	19	11.2	94	55.6	33	19.5	23	13.6	39	23.1	12.22	1.043
Sweden	19	0	0.0	9	47.4	5	26.3	5	26.3	6	31.6	12.97	1.133
Switzerland	6	1	16.7	1	16.7	1	16.7	3	50.0	4	66.7	11.51	1.055
Thailand	77	7	9.1	26	33.8	34	44.2	10	13.0	14	18.2	12.33	1.026
Turkey	363	39	10.7	178	49.0	125	34.4	21	5.8	84	23.1	11.70	1.014
UAE/Gulf States	53	17	32.1	25	47.2	9	17.0	2	3.8	4	7.5	9.95	0.994
Uruguay	27	10	37.0	14	51.9	3	11.1	0	0.0	5	18.5	9.18	0.929
USA	380	1	0.3	125	32.9	172	45.3	82	21.6	56	14.7	13.68	1.146

Within this, average length across the whole fleet can be shown to be 11.42m, a marginal decrease over 2010's 11.48m, and average TCC 1.031, just 0.003 higher than 2010. The lowest rated boat in 2011 (a 1985 one off rated without spinnakers in Romania) had a TCC of 0.711. The highest rated boat in 2011 (the 214' superyacht HETAIROS) had a TCC of 2.056.

Salient points to note then include:

- 39 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 Denmark. Noting the small total size of the Danish fleet, this may not be statistically significant.
- 5 countries (DEN, FIN, GER, NOR, SWE) had no boats with LH less than 9m. A further 10 countries (AUS, CAN, COL, CRO, ITA, MLT, NED, NZL, THA, USA,) had 10% or less of their fleets with LH less than 9m.
- 2 countries (SIN, ISL) had more than 40% of their fleets with LH less than 9m.
- 8 countries (GER, HKG, MAS, NZL, SWE, SWI, USA) had more than 15% of their fleet with LH greater than 15m.
- In 7 countries (CHI, CHN, COL, CRO, ROM, SWE, SWI) more than 30% of all applications were new applications.
- In 2011, 16.9% of all applications were new application. This compares with 19.4% in 2010.
- While this fall in new applications is probably related in part at least to the worldwide economic situation, the IRC Technical Committee is concerned at this reduction.

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The table below gives fleet statistic for the age of IRC boats in 2012.

		>20 years	15 - 20 years	10 - 15 years	5 - 10 years	0 - 5 years	0 - 10 years
	No. of Boats	Age Date <1993	Age Date 1993 - 1997	Age Date 1998 - 2002	Age Date 2003 - 2007	Age Date 2008 - 2012	Age Date 2003 - 2012
Country		%	%	%	%	%	%
Australia	361	17.7	8.0	16.3	28.8	29.1	57.9
Belgium	58	32.8	6.9	10.3	24.1	25.9	50.0
Bulgaria	28	28.6	0.0	3.6	28.6	39.3	67.9
Canada	67	37.3	10.4	7.5	23.9	20.9	44.8
China	63	0.0	0.0	0.0	14.3	85.7	100.0
Croatia	8	0.0	0.0	0.0	12.5	87.5	100.0
Finland	22	9.1	9.1	13.6	22.7	45.5	68.2
France	816	18.8	6.5	14.3	25.4	35.0	60.4
Germany	42	21.4	7.1	4.8	21.4	45.2	66.7
Great Britain	1526	36.5	9.0	16.0	20.4	18.2	38.5
Greece	73	26.0	21.9	16.4	21.9	13.7	35.6
Hong Kong	76	27.6	7.9	11.8	22.4	30.3	52.6
Iceland	13	15.4	38.5	7.7	15.4	23.1	38.5
Ireland	355	38.9	7.6	18.9	23.1	11.5	34.6
Israel	35	11.4	5.7	22.9	22.9	37.1	60.0
Italy	651	16.4	6.1	13.4	37.2	26.9	64.1
Japan	277	17.3	27.4	17.7	18.1	19.5	37.5
Malaysia	14	42.9	7.1	14.3	21.4	14.3	35.7
Malta	59	6.8	10.2	15.3	32.2	35.6	67.8
Netherlands	148	16.2	10.1	15.5	27.7	30.4	58.1
New Caledonia	34	58.8	5.9	8.8	14.7	11.8	26.5
New Zealand	28	32.1	10.7	7.1	28.6	21.4	50.0
Romania	30	23.3	6.7	6.7	13.3	50.0	63.3
Russia	8	25.0	12.5	12.5	12.5	37.5	50.0
Singapore	26	26.9	3.8	0.0	11.5	57.7	69.2
South Africa	29	44.8	13.8	6.9	10.3	24.1	34.5
Spain	129	27.9	7.0	23.3	28.7	13.2	41.9
Thailand	24	37.5	8.3	4.2	25.0	25.0	50.0
Turkey	302	14.6	7.6	12.6	29.8	35.4	65.2
UAE	12	8.3	0.0	33.3	33.3	25.0	58.3
USA	306	22.5	9.8	16.7	26.8	24.2	51.0
All	5620	25.4	9.0	14.9	25.0	25.7	50.7

Some points to note include:

- Overall, in 2012, 50.7% (2011 52.5%, 2010 53.9%) of boats are less than 10 years old. This fall is considered to be significant. Within this, the percentage of boats 5 – 10 years old has risen to 25% in 2012 from 22.5% in 2011 while the percentage of boats 0 – 5 years old has fallen to 25.7% in 2012 from 28.9% in 2011.

- 23.9% (2011 22.5%, 2010 22.2% of boats are 10 – 20 years old, and 25.4% (2011 25.0%, 2010 23.8%) are more than 20 years old.

- The above both suggest that the IRC fleet is aging.

- The two original CHS (from which IRC was developed) fleets, GBR and FRA continue to show very different trends. 36.5% of GBR boats are more than 20 years old while in FRA this is just 18.8%. 60.4% of FRA boats are less than 10 years old while in GBR this is just 38.5%.

- New fleet New Caledonia has the ‘oldest’ fleet with 58.8% of boats more than 20 years old.
- Ignoring the special case of CHN, SIN with 57.7% of boats less than 5 years old again has the ‘newest’ fleet.
- IRL with 11.5% (2011 14.2%) has the fewest boats less than 5 years old.
- There is a noticeable trend for countries suffering the deepest economic gloom (IRL, ESP, GRE) to have few new boats in 2012. The apparent anomaly against this of ITA may be explained by the high proportion of ‘foreign’ boats based in Italy.

Overall, the IRC Technical Committee is concerned at the reductions in both the number of new applications and also the fall in the number of new boats.

The IRC Technical Committee again hesitates to draw further conclusions from this data except to note that at face value a wide range of boat sizes continues to use IRC, and that IRC Rule 2.2 ‘*The IRC concept protects the existing IRC fleet’* is demonstrably being satisfied.

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Appendix 7

Reports From National IRC Owners Associations and IRC Rule Authorities

1. Australia.

Issues not subject to submission.

- **Processing Ratings Remotely**

The 2010 US Sailing submission for Rule Authorities to be able to process their own ratings should be revisited as a high priority. The ORC provides this facility, and in turn countries can provide their boat owners high levels of service for ORCi certificates. It is likely that HPR will do the same. The Rating Authorities should look to provide a system for qualifying Rule Authorities to use a similar facility for IRC so that it may grow beyond the centrally controlled and limited system that it currently is. This should be escalated to a priority

- **Notes for Race Organisers**

The measurement checking guidance on page 6 of the 2012 Year Book should be retained.

- **Treatment of 30 to 45 Foot Race Boats**

Australian boat owners would like the IRC Technical Committee to raise the level of priority on addressing the perceived inequity in the handling of fast race boats in the 30 to 45 foot range. This is not only fast light heavy 40s competing against heavy and slower 40s, but also the difficulties in rating a light fast 40 against a light fast 52 where the 52 seems to be invariably favoured.

2. Great Britain & Northern Ireland (GBR)

Comments

- The number of IRC rated boats at the end of 2011 had fallen further from 2010 (1702, cf 1766). A comparison of numbers between Aug 2012 and Aug 2011 shows a reduction of 149 boats (8.9%). The economic climate plainly has a part to play, but this is considered to be very significant.
- In response, The GR IRC Rule Authority will be undertaking a series of visits to GBR regions to promote IRC and to encourage clubs to adopt and use the rule.
- The GBR IRC Committee supports the IRC Rating Authority's decision to introduce 'Limited Validity IRC TCCs' in GBR in 2013 on a trial basis.
- The GBR IRC Rule Authority is also working closely with the RYA to develop a national strategy for cruiser racing in GBR.
- The GBR IRC Rule Authority conducted a survey over the winter aimed at finding out more about why many owners are reluctant to use IRC. The primary outcome of this is that in the majority of cases owners have multiple reasons for not using IRC. While cost of certification is frequently mentioned, on it own, this does not appear to be a significant disincentive. A summary of the findings follows as an addendum to this report.
- Difficulty in finding crew also appears to be a growing problem.
- The GBR IRC Committee also noted that the perception of IRC being a high-level rule is increasingly deterring club level owners.

- Again, a very wide range of different boat types, sizes and ages has been reported as winning races during 2012.
- Four IRC regional championships and a national championship were successfully held in GBR in 2012.
- For the first time a 'small boat' championship was held for boats with TCCs below 0.950 which are often excluded by their low TCCs from competing in other events. The event was a great success. There are now clubs competing to repeat the event in 2013!

IRC Technical Committee Submissions

The GBR IRC Committee supports all the IRC Technical Committee submissions for changes to IRC Rules for 2013.

GBR Submissions to Congress

There are no submissions from GBR to the IRC Congress.

Addendum

GBR IRC Surveys 2012 - Summary

Two on-line surveys have been held, one aimed at owners not currently using IRC and the second at clubs, to explore cost sensitivity and other issues related to the reasons why some owners and clubs are reluctant to use IRC.

We are grateful to both Ocean Safety for sponsoring the owners survey and to the Island Sailing Club for assisting significantly in publicising the owners survey.

A good response has been received to both surveys with it is believed significant responses from the primary target audiences.

The primary conclusions drawn are that:

- The adoption and use of IRC is a complex issue, and is far from solely a cost issue with the majority of respondents having multiple reasons for not using IRC.
- Certification cost on its own does not appear to be a significant disincentive. Reduction in certification costs would not produce a commensurate increase in the number of certified boats.
- There is no evidence of a linkage between boat size and resistance to fees. No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.
- A significant number of owners do not see the justification for revalidation fees at all or consider that they should be reduced.
- For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.
- There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap.
- There are apparently many owners who have misunderstood IRC rules and principles.

As a result of these surveys, various actions are planned including detail changes to the IRC website, efforts to publically dispel common misunderstandings, and development of a strategy to take IRC to clubs.

5. Conclusions

These two surveys have been successful. We have I believe generally reached our target audiences and have learnt a significant amount.

The fundamental conclusions drawn are:

5.1 The adoption and use of IRC is a complex issue and is far from solely a cost issue.

5.2 The majority of respondents had multiple reasons for not using IRC.

5.3 Noting the cruising nature of the majority of the boats that are considered by their owners to be uncompetitive, and also that the majority of these owners had additional reasons for not using IRC, we should accept that there are some designs and owners that we will never attract.

This does not of course mean that we should not endeavour to improve IRC's treatment of more fundamentally cruising oriented boats.

5.4 While certification cost is mentioned repeatedly, on its own it does not appear to be a significant disincentive.

5.5 Reducing fees by 25% would not produce a comparable increase in the number of certified boats.

5.6 There is no evidence of a linkage between boat size and resistance to fees.

5.7 No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.

5.8 There is less comment about new application fees than there is about revalidation fees. A significant number of owners do not see the justification for these latter at all or consider that they should be reduced.

5.9 Associated costs are a significant disincentive.

5.10 There are apparently many owners who have misunderstood IRC rules and principles.

5.11 'Professional' crews are resented in a number of cases.

5.12 For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.

5.13 Single and double handed racing appears to be a measureable element of the sport.

5.14 The benefit to boats of being able to use their IRC certificates at open events would appear from the above to be significant.

5.15 There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap. Care will be needed in exploring this.

6. Actions

6.1 Add a 'New to IRC' section to the websites. *[Note: Done.]*

6.2 Add a ‘Clubs new to IRC’ section to the websites.

6.3 Consider re-balancing new application fees and revalidation fees. It is accepted that this will be difficult and quite possibly impossible.

6.4 Produce editorial to address and as appropriate dispel the common comments and misconceptions, particularly that boats need to be stripped of fitout to successfully compete under IRC.

6.5 Work with the yachting press, perhaps Yachting World, to publicise our findings and the editorial resulting from 6.1.

6.6 Produce editorial to better define the benefits to both owners and clubs of using IRC.

6.7 Consider (again!) the possibility of introducing limited validity certificates valid for only a particular race or regatta.

6.8 Develop a strategy to take IRC to clubs with the potential to adopt or increase their use of IRC. This will almost certainly include a series of visits and lectures. Review and development of the current ‘IRC Incentives’ should also be included.

6.9 Encourage clubs to host racing and regattas for low rating boats.

Mike Urwin.
29 August 2012.

3. Hong Kong.

IRC Numbers continue to be stable in HK. There continues to be a consolidation into two distinct size bands. Those that fall in between 28-38ft in length and rate in the region of-0.990 -1.080 and those that fall in the 38-50ft range and rate in the region 1.100 – 1.100. This has been at the expense of the larger 50ft+ yachts, though we still do have some large racers based locally. There are several Offshore races organised through the year that continue to attract the large boats to participate.

There does seem to be a “churn” of boats with new boats coming in to replace owners earlier boats, however not all of the old boats remain in the fleet. This is as much that the boats leave HK as it is new owners that have little interest in racing be it IRC or local PY systems.

We appear to be quite active with a number of trial certificates being run and amendments made. The purpose usually being to fine tune ratings.

On the whole most owners are generally happy with IRC, certainly more so than any other local handicapping that is available. That said there continues to be the impression that some types of boat are favoured more than others under IRC. However most races & regatta’s run continue to be tightly contested, with a number of boats capable of taking podium positions.

I am not expecting to see any noticeable growth in the fleet going forward. Marina space in HK is extremely limited with little room for growth, that will likely constrain the number of new entrants. There seems to be little expansion of Marina’s being planned so until there is a significant upswell in berth availability the current situation looks set to continue.

4. JAPAN, Haru-hiko Kaku.

Overview:

This is our 7th season of IRC in Japan. With a total number of certificates around 300, we saw small increase from 2011.
Most major domestic events are now using IRC rating.
We would like to focus more on Asian circuit sort of events in the future.

Question:

We have queries from the owner's association.

During this season, some owners questioned how modification to a boat affects its TCC.
This came after the event where a boat with rig modification won and many competitors thought they had no chance to beat that boat.

Question is, when a boat carried out some modifications, whether that boat has the same TCC with a boat having exactly the same configuration but rated as a different design.
In another word, when the modification is evaluated, is it exactly the same process carried out as if the modified boat is a whole new design?
It seems parameters of the modification would be systematically applied in the formula to derive new TCC without reconsidering new configuration.

For example, there is a boat that replaced the mast with 10% taller one. The boat has a longer P and then the sail area may be bigger. TCC can be calculated according to these physical changes.
However, this modification may give extra advantage over non-modified boat.

So we would like to ask how modifications are assessed and make sure there is no oversight in the system to cause inadequate consequences.

5. MALTA, Godwin Zammit.

IRC Report 2011 – RMYC MALTA

Racing

There was little change in the RMYC fleet in 2012.

Numbers remain stable with around 57 boats rated to date and a few more certificates likely to be requested particularly for the Rolex Middle Sea Race.

The composition of the fleet remains largely the same, mostly modern production boats within the 10 – 15 metre length band and a couple of all out racers. Few new boats appeared this year.

As in previous years despite a relatively large fleet of rated boats for our small population, the number of boats that race regularly is less than one would wish for. The reasons for this are varied and include the relatively large number of events held when most owners only find time to enter a few of them, shortage of good crew and other competing interests.

Of some concern is the reduction in participation from the more cruiser oriented boats. These had been enticed to race in recent years in a dedicated cruiser class limited to furling headsails and asymmetric spinnakers but interest here seems to be waning.

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

races the Malta- Syracuse race and the 606 mile Rolex Middle Sea Race include both IRC and ORC Categories. The Rolex Middle Sea Race is due to start on the 20th October with 80 entries 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

Malta IRC 2012 - Comments and proposals:

This year I have no proposals to make to the Congress but can make some comments about those that have been made and about the IRC in general.

Proposed changes to Rules

Having reviewed the proposals for changes we generally support the position of the IRC Technical Committee.

Particularly the proposal to limit crew changes between races of a regatta or a series will create difficulties for many owners already finding it hard to find crew. It seems more sensible to leave the current position as the default while it is still possible for organisers of more competitive events to apply more stringent limitations.

Design trends - Headsails and Spinnakers

As design evolves the IRC rule is expected to respond to new trends.

One such trend is the shift from the large overlapping headsails on older designs to non-overlapping jibs which seem to be more efficient and which are becoming practically the norm on newer boats.

Similarly, on newer designs symmetric spinnakers on poles seem are increasingly being replaced by asymmetric spinnakers which are becoming more efficient and capable of being used quite deep downwind.

As new trends develop and become more efficient the Rating rule should review its treatment of their relative performances to maintain equitability. I am sure that the Technical Committee is fully aware of these developments and gives these issues due consideration in its regular review.

IRC Development

Equitability

While IRC should continue to avoid encouraging the development of unsafe boats it should remain primarily a rating rule whose purpose is to rate the speed of boats equitably. Stability and safety are also taken care of by the Offshore Special Regulations to be applied by Organising Authorities according to the type of event.

It should not discourage innovation treating it cautiously and conservatively until its effect is better understood but fairly while maintaining the competitiveness of the existing fleet.

The rule should not deal preferentially with any particular class. While ideally boats that are too dissimilar should not be raced against each other in many events large fast boats are scored against the smaller boats for the overall prizes.

Multiple TCC's

IRC is a single number system which rates boats on the basis of their overall performance. Inevitably when boats with differing performance characteristics are racing together, the type of course and weather conditions can have a significant effect on results. Offshore, the weather is always relevant and this has to be accepted as part of the nature of the sport. In inshore races it is possible to set

courses that have a component of all points of sailing to reflect the overall nature of the rating. However windward-leeward courses will remain popular and it might be possible to have a second TCC for windward-leeward courses which could be produced to take into account the performance of particular boats on these courses and result in more equitable scoring.

In the past triple ratings for different wind bands have also been suggested but in practice this might prove difficult to adopt putting race committees in a position where they have to select the right wind band in possibly variable wind conditions where such a selection would influence results.

Limited validity certificates

The idea of limited validity certificates which has been suggested could be useful in cases where an owner wishes to race in a particular event with a different configuration and revert back to the previous one for later events. This occurs locally in summer when owners have their boats set up for cruising and are reluctant to race because of the cost of amending their certificate twice.

Championships

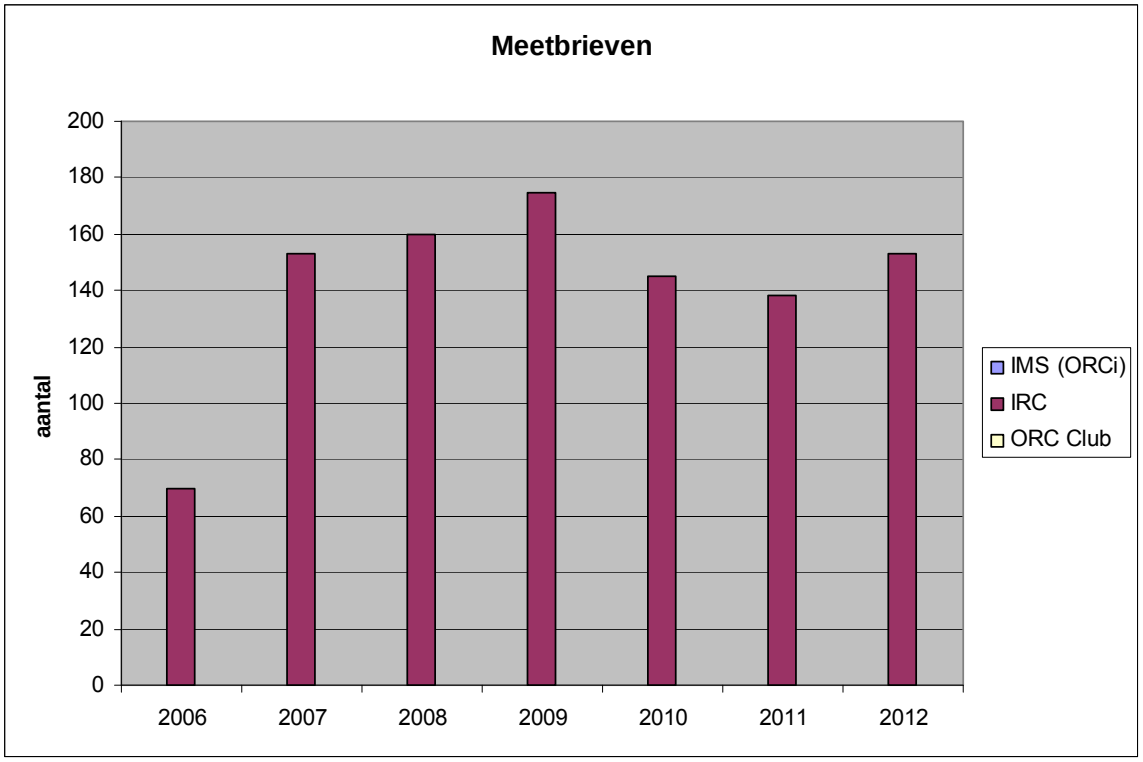
Regarding the running of championships it seems highly unlikely that a truly ‘World’ championship could be held for the type of boats that compose the majority of IRC fleets worldwide. Whenever keelboat championships have been held, even at the most competitive level, the participation was international representing a broad geographical area but still relatively regional rather than worldwide.

Godwin Zammit

Commodore RMYC
IRC representative, Malta.

6. NETHERLANDS.

In 2012 after 2 years of decreasing numbers we see a small increase in IRC certificates in Holland, now 153 against 139 last year.



The main reason for this increase is the introduction of a new shorthanded competition in IRC.

The three main events in Holland showed about the same numbers of competitors as last year in IRC, we lost some in IRC 1 and we gained in IRC2 and 3 , probably due to economical reasons.

In Holland we race both under IRC and ORC ,in the north more ORC and the south of Holland we have more IRC boats. Also the IRC competition is considered to be higher level, because of the more international orientated boats which are also competing in for example the BDCC and Fastnet.

For Holland there is a great need to combine the two systems in one new rule, to avoid this mixed situation we have now for several years and seem to give a stronger discussion in Holland every year. So therefore we strongly advice to support the efforts for a new combined rating rule.

There are no submissions from the Netherlands to the IRC Congress this year.

7. TURKEY, Alıcan Turalı, Turkısh Offshore Racıng Club.

Number of yachts on December 31 2011:		368	
Number of boats on August 31 2012:		317	
	2010	2011	2012
Number of new boats:	48	38	84
Number of boats below 10 meters:	93	99	100
Number of boats 10-12 meters:	94	100	106
Number of boats 12-15 meters:	78	71	83
Number of boats above 15 meters:	14	16	19
Percentage of endorsed boats:	63%	66%	65%

IRC Congress Meeting 2012

Evolution of the IRC fleet compare to the other rules (PHRF, IMS, ORC…): NO OTHER RULES.

- 2012 was again an active year of sail racing in Turkey with 84 new yachts.
- IRC Rule is the sole rating rule represented by TORC as the Rule Authority since 1995.
- The Turkish Offshore Racing Club Trophy, which is the most prestigious among sailors in Turkey, consists of 41 races (a mix of up and down wind competition and geographical courses) from March to December . The attendancy varied from 40 to 70 in 4 IRC classes, classifed solely by TCC factor.
- Istanbul Sailing Club has organised 11 races at the Sea of Marmara with participation of 50-60 yachts.
- Double handled regattas were realized fourth time this year by TORC and BAYK (Bodrum Offshore Racing Club) and won critical acclaim among the sailing community and shall be continued .
- Marmara Sailing Club and Marina Dragos Yacht Club's Joint Trophy is an organisation where organiser clubs have assigned one or more races in their program thereto, and this has now successfully settled. In 2012, it consisted of 3 races with participation of 30-35 boats.
- The Turkish Navy Cup Regatta, this year ran the 41th edition , with a fleet of 68 boats, starting from Bosphorus/Istanbul and finishing at Cesme/Izmir 270 nm, non stop.
- In other venues, namely Cesme/Izmir, Bodrum, Gocek and Marmaris racing scene was also very active . With the initiatives of Bodrum and Marmaris clubs who lead successful WinterTrophies covering 14-21 races in 7-8 weekend events from January to May , race season is now over 12 months in southern Turkey.
- Marmaris International Race Week by end of October and Loryma Summer Cup by end of August, both organized by Marmaris International Yacht Club(MIYC) with TORC support for race management are two major events . Marmaris Week celebrates this year its 23. anniversary and will attract more than 1200 sailors in 160 boats from 23 different countries, 25 boats still on waiting list.. MIYC in 2010 also started a winter trophy and participation is gradually increasing, currently around 25-30 yachts completing 10-12 races. They also organize the Channel Regatta jointly with Rhodes Yacht Club since 7 years.
- Göcek Yacht Club is continuing with May Göcek Regatta (50 yachts) and in November Autumn regattas with 50 yachts.
- All those venues are supported by TORC/UNCL trained measurers.
- In 2011 number of endorsed yachts increased considerably to 65 % of the certificates.

8. USA.

- Number of boats on December 31, 2011 401
- Number of boats on August 31, 2012 319

	2010	2011		2012 (to Aug 31)
• Number of new boats	69	67		56
• Number of boats below 10 meters	24	9	7	
• Number of boats between 10 and 12 m	154	124		85
• Number of boats between 12 and 15 m	203	178		162
• Number of boats above 15 m	97	90		65
• Percentage of endorsed boats	90%	91%		88%

IRC Congress Meeting 2012

Additional info:
- IRC remains the measurement rule used in the most events in the US
- Strongest presence continues in the Northeast
- More events are accepting standard certificates

Year	Valid Certs	% Chg from Prior Year	
2006	624		
2007	578	-7	
2008	592	+2	Bermuda year but economic situation likely held numbers down
2009	492	-17	Non Bermuda year
2010	478	-3	Bermuda year but economic pressure continue
2011	401	-16	Non Bermuda year
2012	350 (est.)	-13	Bermuda year; continued economic pressure and loss of most of the Great Lakes IRC fleet : Port Huron - Mac Race dropped both IRC and ORR and went to PHRF

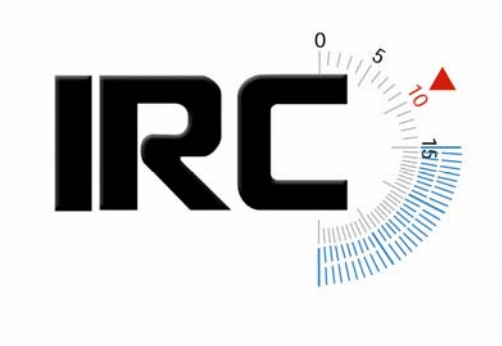
Major IRC Events:
Ft. Lauderdale to Key West Race - January
Key West Race Week - January
Pineapple Cup Montego Bay Race - February (alternating years)
Fort Lauderdale to Charleston Race - April
Charleston Race Week - April
American YC Spring Series - April/May
Storm Trysail Block Island Race - May
New York YC Annual Regatta - June
Newport to Bermuda Race - June (alternating years)
Block Island Race Week - July (alternating years)
New York YC Race Week - July
Aldo Alessio Regatta - St Francis YC - July
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
IRC East Coast Championship-October
Nassau Cup Ocean Race - November
Wirth M. Munroe Fort Lauderdale to Palm Beach Yacht Race - December

IRC Congress Meeting 2012

Appendix 8

Introduction to Agenda Item 10.

Slide 1.



The Future?

Slide 2.

IRC Rated Boats

2007:	**7340**		
2008:	**7715**	**+475**	
2009 :	**7347**	**-368**	
2010:	**7199**	**-148**	**-516**
2011:	**7066**	**-133**	**-649**
2011 (to 31/8):	**6181**		
2012 (to 31/8):	**5675**	**-506**	

Slide 3.

Technical Committee Comments and Concerns

- ***.... Concern at the decline in IRC rated boats during 2011 and particularly the steep decline so far in 2012.***
- ***In 2011, 16.9% of all applications were new applications. In 2010, 19.4% were new applications:***
- ***Probably related partly to the worldwide economic situation, but decline is still of concern***
- ***.... Statistics suggest that the IRC fleet is aging (fewer new boats)***
- ***… Concern at the reductions in numbers of both new applications and new boats.***

Slide 4.

Why?

Is this all due to the world economy?
Unlikely.

What else might be contributory?

Courses?
Class splits?
Increased use of performance handicap systems?
Competition from other rating systems?
Difficulty finding enough (competent!) crew?
Cost of certification?
Cost of race entries?
Campaigning costs (sails, etc)?
'My boat is not competitive'?
Misunderstanding of IRC Rules?
Complexity of the IRC application form?

Other.....?

Slide 5.

GBR IRC Survey - Costs

- **The adoption and use of IRC is a complex issue, it is not just cost.**
- **Most respondents had multiple reasons for not using IRC.**
- **Certificate cost alone is not a significant disincentive.**
- **Associated costs <u>are</u> a significant disincentive.**
- **Reducing fees by 25% would not similarly increase no. of certified boats.**
- **No evidence of a link between boat size and resistance to fees.**
- **No grounds for reducing fees for smaller boats at the expense of higher fees for larger boats.**
- **More resistance to revalidation than new application fees.**

Slide 6.

GBR IRC Survey – Other Issues

- **Most respondents had multiple reasons for not using IRC.**
- **..... Some designs/owners will never be attracted to IRC. However we should still endeavour to improve IRC's treatment of cruising oriented boats.**
- **Many owners misunderstand IRC rules and principles.**
- **'Professional' crews are resented in a number of cases.**
- **For many boats and clubs, PY/local handicap systems are entirely satisfactory.**
- **Single and double handed racing appears to be a popular element of the sport.**
- **Use of an IRC certificates at open events is a significant benefit to owners.**

IRC Congress Meeting 2012

- **Opportunity for expansion of IRC in clubs currently running both IRC and PY/local handicap. Care will be needed in exploring this.**

Slide 7.

What are we (the IRC Rating Authority) doing about this?

- **Limited Validity IRC TCCs.**
  A 'Limited Validity IRC TCC' is an IRC TCC issued by the IRC Rating Authority for use by a boat for a race or regatta (or part of) comprising races run over not more than 9 consecutive days including any lay days.
  We have agreed with the IRC Policy Steering Group that we will conduct an experiment in GBR in 2013.
  Our intent is to encourage boats who would not otherwise do so to experiment with using IRC.
  The cost will be £1.50 + £5.00 per day of validity to a maximum of 9 days.
  Boats subsequently upgrading to a full IRC certificate will receive a discount on their new application fee.
  If the experiment is successful, LV TCCs will be offered on a wider basis in 2014.

Slide 8.

What are we (the IRC Rating Authority) doing about this?

- **Work to better publicise IRC.**

  Additions and changes to the website.
  Try and publicise the GBR survey findings.
  Highlight the benefits to Clubs of using IRC.
  Address common 'misconceptions.

Slide 9.

What is the GBR IRC Rule Authority doing about this?

- **Regional Visits to Clubs.**
  Get the Clubs together in one place to highlight the benefits of regional co-operation and common racing policies.
  Explain the benefits of Using IRC as opposed to local rating systems.
  Encourage events for smaller lower rating boats.
- **Working with the RYA and others to better integrate IRC and performance handicap systems.**
  In GBR we recognise the value of performance handicap systems.
  Racing should preferably be dual scored with mechanisms to ensure that the 'racers' do not win under both.

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Appendix 9

GBR IRC Surveys

IRC Surveys 2012 - Summary

Two on-line surveys have been held, one aimed at owners not currently using IRC and the second at clubs, to explore cost sensitivity and other issues related to the reasons why some owners and clubs are reluctant to use IRC.

We are grateful to both Ocean Safety for sponsoring the owners survey and to the Island Sailing Club for assisting significantly in publicising the owners survey.

A good response has been received to both surveys with it is believed significant responses from the primary target audiences.

The primary conclusions drawn are that:

- The adoption and use of IRC is a complex issue, and is far from solely a cost issue with the majority of respondents having multiple reasons for not using IRC.
- Certification cost on its own does not appear to be a significant disincentive. Reduction in certification costs would not produce a commensurate increase in the number of certified boats.
- There is no evidence of a linkage between boat size and resistance to fees. No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.
- A significant number of owners do not see the justification for revalidation fees at all or consider that they should be reduced.
- For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.
- There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap.
- There are apparently many owners who have misunderstood IRC rules and principles.

As a result of these surveys, various actions are planned including detail changes to the IRC website, efforts to publically dispel common misunderstandings, and development of a strategy to take IRC to clubs.

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IRC Surveys 2012

1. Preamble

At the GBR IRC Committee meeting in September 2011, there was discussion relating to the desirability of reducing IRC certification fees for smaller boats. In subsequent internal discussion, it quickly became apparent that any evidence that the level of fees was a deterrent was purely anecdotal; we had no hard evidence.

We therefore decided to make no changes in fee structure for 2011 in favour of trying to establish firmer ground on which to base decisions.

It was decided that the initial and primary method of establishing facts should be a survey aimed primarily at non-IRC users. In parallel, a similar survey aimed at clubs was developed.

We are most grateful to Ocean Safety, GBR IRC sponsors, for their offer of prizes to survey participants. We are sure that the offer of a lifejacket drawn at random for every 250 responses received was a significant element in encouraging participation.

We are also grateful to the Island Sailing Club for their assistance in publicising these surveys.

The following describes the surveys and the outcomes.

2. The Surveys

The primary target of both surveys was GBR based sailors and GBR clubs. Both surveys were therefore published on-line on www.rorcrating.com, ie the RORC Rating Office's website as opposed to the main IRC site, www.ircrating.org. rorcrating.com is of course open to all and a number of responses were also received from overseas owners and clubs. The text used is shown in Appendix 1.

While the initial rationale for the survey was to explore cost sensitivity, it was decided that we should also use the opportunity to ask various other questions. For both surveys, the format chosen was effectively 'multiple choice' with options to add comments.

The questions asked for the two surveys are given in Appendices 2 and 3.

In response to the question *What would, or does, deter you from applying for an IRC certificate? Please select ALL that apply*, a considerable number of respondents to the owners survey ticked the reply: *My boat would not be competitive*. We therefore subsequently asked this group for more detail. This second sub-survey is detailed in Appendix 4.

A difficulty we faced was publicising the surveys. Plainly, we do not hold contact details for non-IRC users! In addition to our own current database, we therefore publicised the surveys through on-line media such as ScuttlebuttEurope and our own newsletter. We also asked the RYA and yachting print media (Yachts & Yachting, Yachting World, Yachting Monthly, Seahorse) to assist. To date, this latter has not proved over successful.

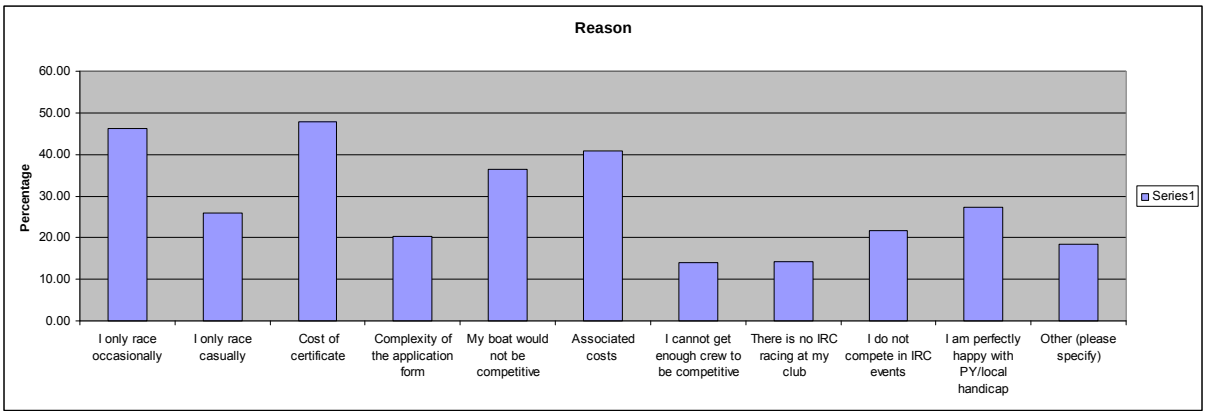
The most successful publicity was via the Island Sailing Club's list of entrants to the ISC rated class in the 2011 Round The Island Race. After some discussion, the ISC E-Mailed this list with text supplied by us. That single E-Mail generated in excess of 250 responses within 72 hours!

3. Discussion - Owners Survey

We received 512 responses.

3.1 A2.1 What would, or does, deter you from applying for an IRC certificate? Please select ALL that apply

	I only race occasionally	I only race casually	Cost of certificate	Complexity of the application form	My boat would not be competitive	Associated costs to be competitive (eg. sails, measurement)	I cannot get enough crew to be competitive	There is no IRC racing at my club	I do not compete in IRC events	I am perfectly happy with PY/local handicap	Other (please specify)
Totals:	237	133	245	104	187	209	72	73	111	140	95
Percentage:	46.3	26.0	47.9	20.3	36.5	40.8	14.1	14.3	21.7	27.3	18.6



The total number of responses to this question was 1606 from 512 respondents broken down as:

No. of reasons	No. of respondents
0	12
1	91
2	95
3	117
4	95
5	51
6	27
7	15
8	9

While cost of certificate was the most common reason stated, further analysis shows that of those respondents (91) who only gave a single reason, 15 (16%) gave cost of certificate as the sole reason. Of those (95) giving 2 reasons, 33 (35%) included cost of certificate. Of those (117) giving 3 reasons, 60 (51%) included cost of certificate. I infer from these figures that certification cost alone is a significant deterrent for only a small minority of respondents.

The most common reason from single reason respondents was ‘I only race occasionally’ with 27 (30%).

Including all respondents, looking at the reasons most often included, 'Associated costs' is plainly a considerable deterrent. Associated costs for even the most frugal owner will plainly dwarf certificate costs.

It is also notable that a large number of owners are perfectly happy with PY/local handicap. While we must of course respect those views, we should I consider attempt to define more clearly the benefits of IRC.

Common reasons stated under 'Other' included: a preference for one-design racing, a low TCC below event cut-off, boats competing in the RTI only, exclusion of sports boats by clubs, revalidation (as opposed to initial certification) cost, preference for PY/local handicap,

3.2 A4.1 My boat would not be competitive <u>because</u>: Please *select ALL that apply.*

As noted above, we asked respondents who had replied *My boat would not be competitive* a second question related to this. We received 89 responses to this with a total number of reasons given of 295, an average of 3.3 reasons per response:

	The design is not suited to racing.	The boat is fully fitted out.	I carry lots of extras and cruising equipment.	The IRC TCC for the design is uncompetitive.	I have been told that the IRC TCC for the design is uncompetitive.	I do not believe that my boat is competitive against other boats in our fleet.	I cannot get sufficient crew.	I and/or my crew are not sufficiently experienced to race under IRC.	The courses that my club sets do not suit my boat or favour other boats.	I would have to spend money on new sails and/or other racing equipment and preparation.	Other. Please specify below.
Totals:	35	43	51	25	10	38	17	20	7	39	10
Percentage:	39	48	57	28	11	43	19	22	8	44	11

Plainly, there are many different reasons why owners consider their boats to be uncompetitive. It is also evident that for the great majority of respondents, there are multiple reasons. It is thus very difficult to define what we might do or change within IRC to address this.

Looking in a little more detail, 38 respondents stated *I do not believe that my boat is competitive against other boats in our fleet.* Extracting just these 38 from all the replies:

	The design is not suited to racing.	The boat is fully fitted out.	I carry lots of extras and cruising equipment.	The IRC TCC for the design is uncompetitive.	I have been told that the IRC TCC for the design is uncompetitive.	I do not believe that my boat is competitive against other boats in our fleet.	I cannot get sufficient crew.	I and/or my crew are not sufficiently experienced to race under IRC.	The courses that my club sets do not suit my boat or favour other boats.	I would have to spend money on new sails and/or other racing equipment and preparation.	Other. Please specify below.
Totals:	18	23	28	8	2	38	4	8	7	20	6
Percentage:	47	61	74	21	5	100	11	21	18	53	16

For only 1 of the 38 replies was *I do not believe that my boat is competitive against other boats in our fleet* the only reason stated.

Intriguingly, just 8 of these 38 consider that the IRC TCC for their boat is uncompetitive. That to me seems illogical.

Looking at other replies, 74% stated that they carry additional cruising equipment. This would firstly be very hard to address. IRC does not include any sort of 'inventory' of loose equipment. Control of what exactly was on board would thus be in practical terms impossible. Secondly, the simple fact that the boats carry this gear suggests that racing is not the prime use of the boat. This group therefore should be considered as of second order interest to us.

61% stated that the boat is fully fitted out. This confirms to me that there is a widespread misconception that to race under IRC boats need to be stripped of their furniture and fittings. Plainly this is not the case; many fully fitted out production boats are fully competitive under IRC.

53% of the sub-group are reluctant to spend money on their boats for racing purposes.

47% consider that the design of the boat is not suited to racing. Reviewing the designs in the group, the vast majority are clearly of a cruising nature.

Analysing further, 25 boats replied that *The IRC TCC for the design is uncompetitive*. Extracting just these 25 from all the replies:

	The design is not suited to racing.	The boat is fully fitted out.	I carry lots of extras and cruising equipment.	The IRC TCC for the design is uncompetitive.	I have been told that the IRC TCC for the design is uncompetitive.	I do not believe that my boat is competitive against other boats in our fleet.	I cannot get sufficient crew.	I and/or my crew are not sufficiently experienced to race under IRC.	The courses that my club sets do not suit my boat or favour other boats.	I would have to spend money on new sails and/or other racing equipment and preparation.	Other. Please specify below.
Totals:	6	8	10	25	1	8	3	2	1	7	3
Percentage:	24	32	40	100	4	32	12	8	4	28	12

For 10 of the 25 replies, *The IRC TCC for the design is uncompetitive* was the only reason stated.

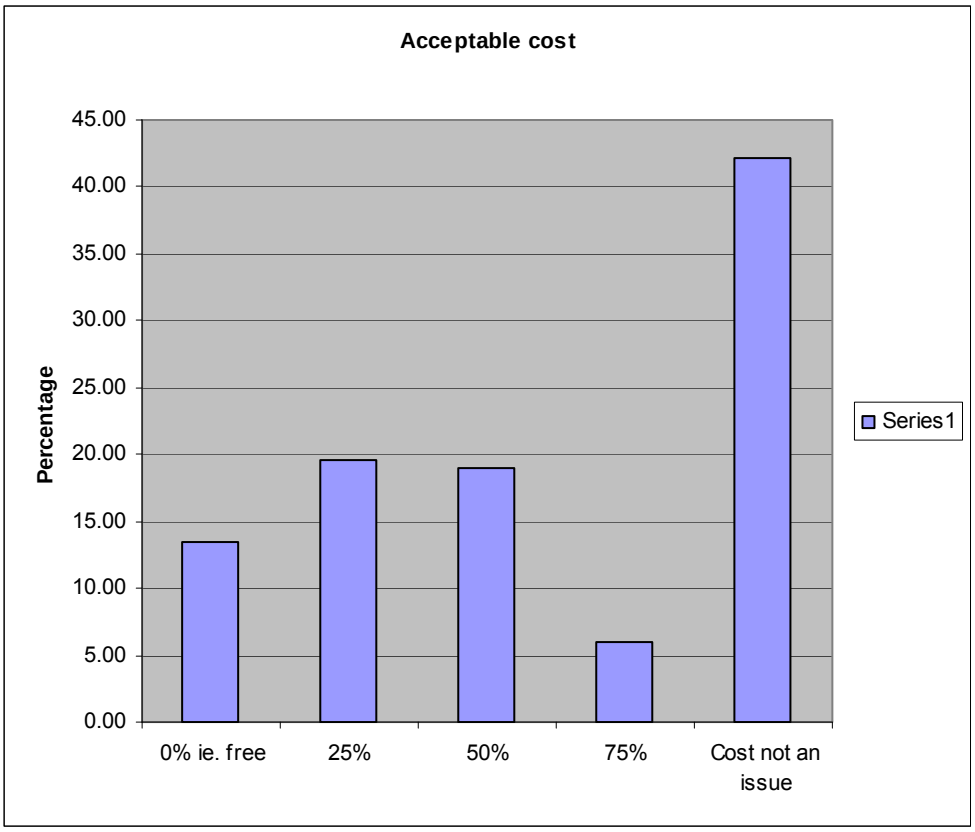
Again, intriguingly, just 8 of these 25 consider that they would not be competitive against other boats in their fleet. That again seems illogical.

As with the previous sub-group, additional cruising equipment, full fitout, and additional cost are again of high importance. Noting firstly the 10 single reason replies and secondly that these reasons are fewer in number, this suggests that the uncompetitive TCC is apparently more important.

Summarising this sub-group analysis, it is always going to be difficult to attract owners who consider that they will be fundamentally uncompetitive under IRC. This is particularly so when in the great majority of cases it appears that this is only one of multiple reasons for non-use of IRC.

3.3 A2.2 If cost is an issue, please indicate (as a % of current fees) the MAXIMUM that would be acceptable to you

	0% ie. free	25%	50%	75%	Cost not an issue
Totals:	69	100	98	31	216
Percentage:	13	20	19	6	42



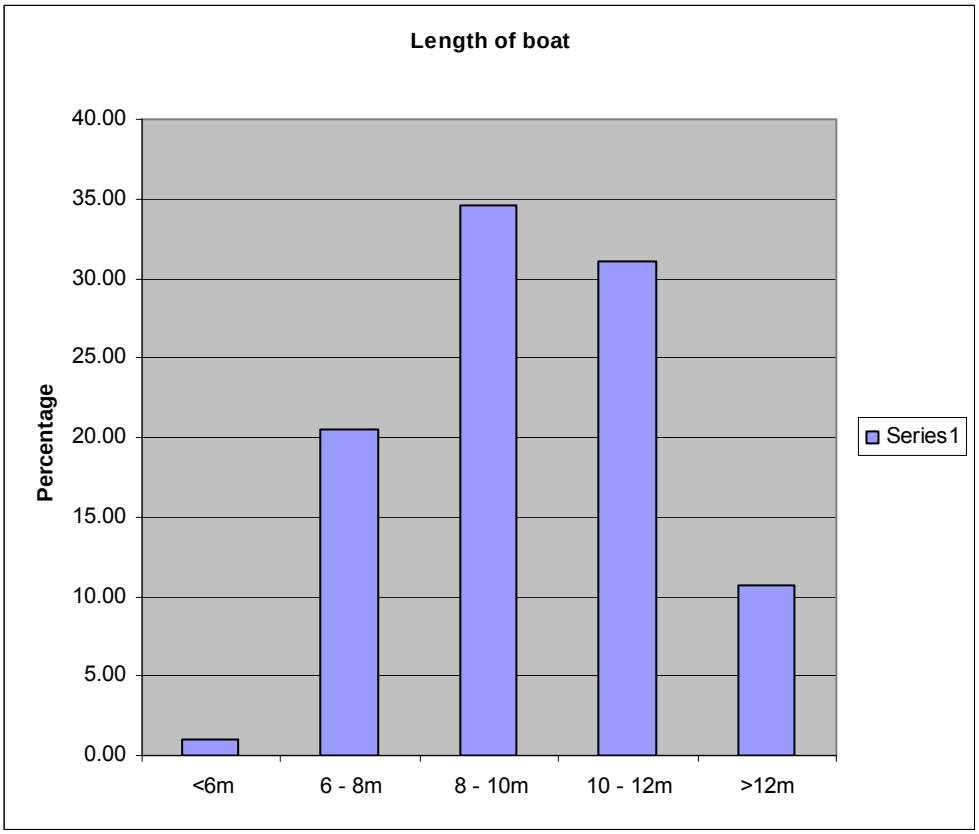
Thus, just 31 (6%) responded that a 25% reduction in certification fees (ie 75% of the current fees) would satisfy them.

The fundamental point to emerge from this question is that to achieve a significant increase in numbers, we would potentially need to reduce fees by of the order of 50%. At face value, this would appear to make IRC attractive to some 25% more owners. However, of those respondents (91) who only gave a single reason for not using IRC, just 9 would apparently be prepared to pay 75% of the current fee. A further 13 (from 95) who gave 2 reasons would apparently be prepared to pay 50% of the current fee. Thus, it seems that reducing fees would on its own not work. 22 owners from a sample of 512 is just 4%. Noting that there is in addition a second reason for not using IRC for 13 of this 22, even that seems potentially optimistic.

3.4 A2.3 Please indicate the length of your boat

	<6m	6 - 8m	8 - 10m	10 - 12m	>12m

Totals:	5	105	177	159	55
Percentage:	1.0	20.5	34.6	31.1	10.7



The data above closely matches statistics for the overall GBR IRC fleet which in 2011 had an average length of 10.61m. This then suggests (but of course does not prove) that we have had responses from a reasonably balanced group.

Filtering the above data to extract respondents who gave only 1 reason for not using IRC with that reason being the cost of certificates results in the following:

	<6m	6 - 8m	8 - 10m	10 - 12m	>12m
Totals:	0	4	10	0	1

Including also respondents who gave only 2 reasons for not using IRC with one of those reasons being the cost of certificates:

	<6m	6 - 8m	8 - 10m	10 - 12m	>12m
Totals:	0	10	13	9	1

The above extracts do not suggest any significant trend that respondents with smaller boats would find reduced fees more acceptable.

3.5 A2.4 Where do you keep your boat (GBR owners only)

	South	South West	Wales	North West England	Western Scotland	Eastern Scotland	North East England	East/South	Northern Ireland	Channel Islands	Isle of Man	Overseas
Totals:	348	57	2	3	6	1	11	46	2	0	0	58
Percentage:	68.0	11.1	0.4	0.6	1.2	0.2	2.1	9.0	0.4	0.0	0.0	11.3

With 68% or respondents being south coast based (cf GBR IRC fleet 56%) the above data is at some variance with the overall distribution of IRC fleets within GBR. Noting that we received a very significant response from the E-Mail sent to the ISC list, this is unsurprising.

It is not known whether this will have had any effect on the balance of responses generally.

3.6 A2.7 What type of mooring do you have?

	Dry Sail	Marina	Swinging mooring / trot	Mud berth
Totals:	20	273	194	16
Percentage:	3.9	53.3	37.9	3.1

This question was included for interest only. It is unknown how this data matches overall berthing statistics.

3.7 A2.8 Approximately how many individual RACES do you compete in each year?

	1 - 3	4 - 6	7 - 10	10 - 15	15 - 20	> 20
Totals:	174	53	39	57	8	110
Percentage:	34.0	10.4	7.6	11.1	1.6	21.5

Noting that close to 45% of respondents compete in only 1 – 6 races per year, we appear to have achieved our aim of reaching the less serious racers.

3.8 A2.9 Do you compete only in your own club's races or do you compete in open events?

	Only my club's races	Mainly my club's races	Mainly open events	Only open event
Totals:	48	235	78	126
Percentage:	9.4	45.9	15.2	24.6

Noting that 55% of respondents compete exclusively or mainly in their own club's races, we again appear to have achieved our aim of reaching the less serious racers.

It is clear however that only a small percentage of respondents compete exclusively 'at home'. Based on my knowledge of cruiser racing here in Lymington, I suspect that in reality the percentage of the whole GBR cruiser fleet that only races at home is much higher. This suggests that we have not successfully reached a significant percentage of this group. I consider however that boats that only ever compete in their own clubs races are unlikely to be a prime target for IRC.

Unless of course those clubs can be persuaded to adopt IRC. Philosophically, we need to be careful in any attempts to do this. I am very firmly of the view that PY and local handicaps are a central part of cruiser racing in GBR. Without those fleets, there is no quick and easy route into the sport.

3.9 A2.10 Do you currently hold an IRC certificate?

81 (16%) of respondents reported that they held a current IRC certificate.

3.10 A2.12 Have you held a CHS/IRC rating in the past for this boat?

167 (33%) of respondents reported that they had previously held an IRC certificate.

3.11 A2.13 If you have previously held CHS/IRC, how long ago was that?

	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	Pre 2001
Totals:	55	30	20	14	8	12	4	5	7	5	0
Percentage:	10.7	5.9	3.9	2.7	1.6	2.3	0.8	1.0	1.4	1.0	0.0

3.12 A2.14 Do you have any other comments?

Many comments were received, far too many to individually note here. Comments generally fell into two categories: comments and misconceptions.

Regularly occurring comments and complaints:

The fact of a cost to revalidate, and the actual cost.
One-Designs should be charged lower fees.
A 'New to IRC' section on the websites. *(Note: Already done)*
Hi-Tech sails should rate higher.
'Pro' crews within IRC.
Age Allowance (in both directions – too high and not high enough!).
Slow boats being excluded by events.
Sisterships not rating the same.
Fees generally.

Common Misconceptions:

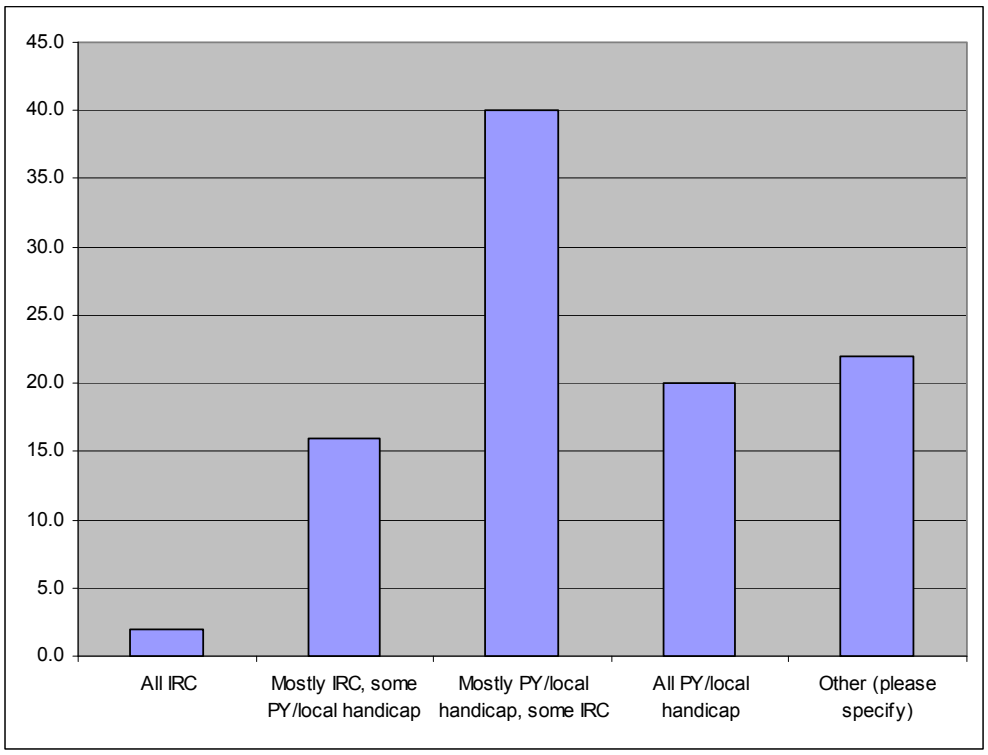
Boats *must* be weighed.
Boats *must* be measured.
Respondents unaware of standard hull data list.
IRC boats are all 'stripped out'. Mine is fully fitted out.

4. Discussion - Clubs Survey

Responses were received from 52 clubs.

4.1 A3.1 What type of racing does your club run?

	All IRC	Mostly IRC, some PY/local handicap	Mostly PY/local handicap, some IRC	All PY/local handicap	Other (please specify)
Totals:	1	8	20	10	11
Percentage:	2.0	16.0	40.0	20.0	22.0



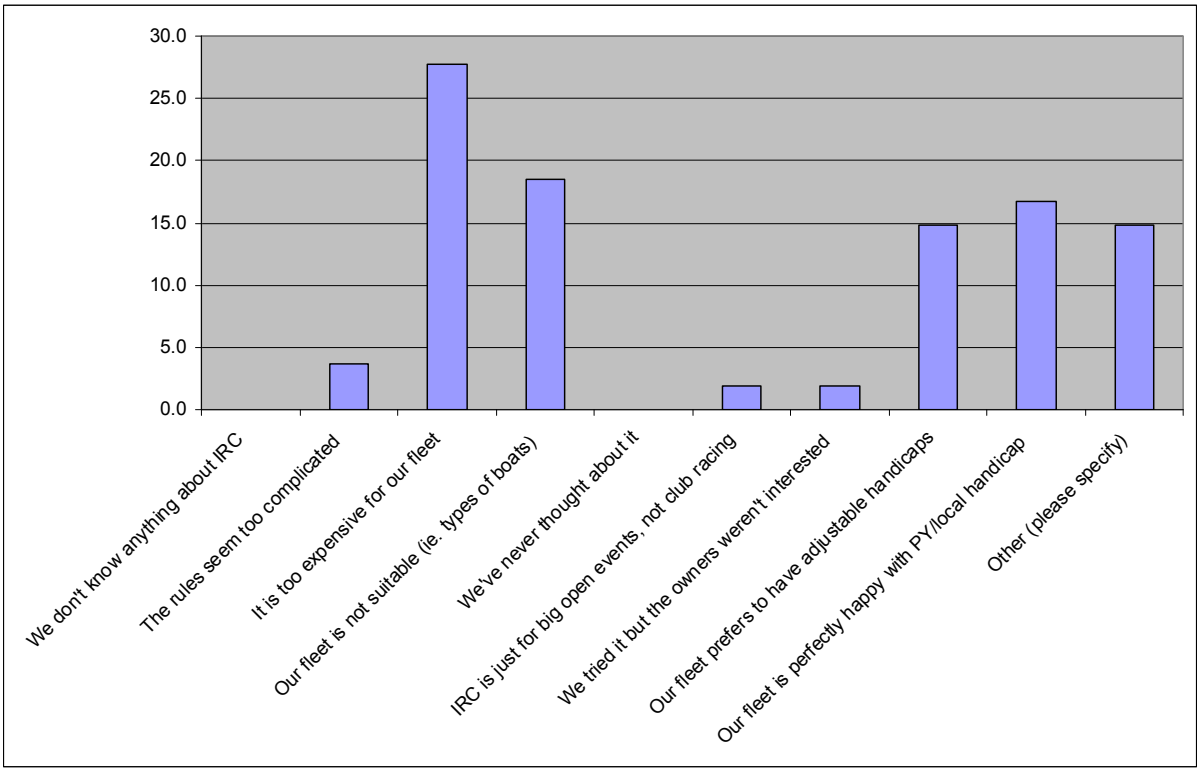
This data confirms that there is potential for IRC growth. The immediate target group here should I consider be the clubs running mostly PY/local handicap, some IRC. 20 clubs in this group is potentially a significant market.

The 10 clubs running All PY/local handicap are of course also of interest.

Of those replying other, the majority mentioned one-design racing. Personal handicap (which I include under the general heading of local handicaps) was mentioned once, as was the Byron system.

4.2 A3.2 If you do not run ANY IRC racing, what are the reasons for that? please tick all that apply

	We don't know anything about IRC	The rules seem too complicated	It is too expensive for our fleet	Our fleet is not suitable (ie. types of boats)	We've never thought about it	IRC is just for big open events, not club racing	We tried it but the owners weren't interested	Our fleet prefers to have adjustable handicaps	Our fleet is perfectly happy with PY/local handicap	Other (please specify)
Totals:	0	2	15	10	0	1	1	8	9	8
Percentage:	0.0	3.7	27.8	18.5	0.0	1.9	1.9	14.8	16.7	14.8



25 clubs responded to this question. Of these:

No. of reasons	No. of respondents
1	8
2	10
3	3
4	3
5	1

Of those clubs giving only one reason, in only I case was that 'It is too expensive for our fleet'. Interestingly, this club chose to remain anonymous raising a question as the validity of this response. 4 clubs replied 'Other' and in 3 cases added that they ran only a minimal number of low key races.

8 of the 10 clubs stating 2 reasons included 'It is too expensive for our fleet' as one of their reasons. For 5 of these 8, the second reason was 'Our fleet is not suitable (ie. types of boats)'. While this second reason may or may not be valid, these responses again suggest that simple cost is rarely the sole factor in deciding the type of rating/handicapping system that a club uses.

4.3 A3.3 What is the average length of the majority of boats in your fleet?

	Less than 6m	Less than 8m	6m to 10m	8m to 12m	10m to 12m	Longer than 12m
Totals:	0	1	7	30	12	2
Percentage:	0	2	13	58	23	3.8

This data again appears to match reasonably overall GBR IRC fleet statistics.

Combining this data with question A2.2, the anonymous club reported an average boat length of 8 to 12m, in other words, not the smallest boats. Of the other 8 clubs noted above, 6 also reported an average length of 8 to 12m, with 1 of the others reporting 6 to 10m and the other 10 to 12m. In other words, while the average length of the boats in these fleets may be less than the GBR average, if that is so, it is not less by a great amount. These are far from the smallest boats in the fleet.

4.4 A3.4 If you are in GBR, in what area of the country are you?

	South coast	South West	Wales	North West England	Western Scotland	Eastern Scotland	North East England	East / South East	Northern Ireland	Channel Islands	Isle of Man
Totals:	17	14	0	0	0	1	5	6	0	0	0
Percentage:	39.5	32.6	0.0	0.0	0.0	2.3	11.6	14.0	0.0	0.0	0.0

43 responses were received. As with the individual responses, the distribution of these clubs appears to be at some variance with the overall distribution of IRC fleets within GBR. Again, it is not known whether this will have had any effect on the balance of responses generally.

4.5 A3.6 What type of mooring does most of your fleet use?

	Dry sail	Marina	Swinging mooring / trot	Mud berth	Don't know
Totals:	3	16	25	3	0
Percentage:	6.4	34.0	53.2	6.4	0.0

This question was included for interest only. It is unknown how this data matches overall berthing statistics.

4.6 A3.7 Approximately how many INSHORE races to you run each year?

	None	1 to 3	4 to7	8 to10	More than 10
Totals:	1	1	3	2	27
Percentage:	2.9	2.9	8.8	5.9	79.4

The above suggests that the responses we have received have been from clubs with significant racing programmes.

4.7 A3.8 Approximately how many OFFSHORE races do you run each year?

	None	1 to 3	4 to7	8 to10	More than 10
Totals:	8	7	5	1	2
Percentage:	34.8	30.4	21.7	4.3	8.7

Only 23 responses were received to this question. Taken with the responses to the question above relating to inshore races, the data nevertheless strongly supports the obvious contention that the great majority of racing is inshore racing.

4.8 A3.9 Do you run any single or double handed races?

	None	1 to 5	5 to10	More than 10
Totals:	24	5	2	2
Percentage:	72.7	15.2	6.1	6.1

33 responses were received to this question. With 9 clubs reporting that they run single or double handed races, this nevertheless appears to be a measureable element of the sport.

4.9 A3.10 Do most of your members only compete in your own club's races, or also in open events?

	Only club events	Club events and open events	Mainly open events	Don't know
Totals:	10	28	1	0
Percentage:	25.6	71.8	2.6	0.0

The benefit to boats of being able to use their IRC certificates at open events would appear from the above to be significant.

4.10 A3.11 Do any of your members hold a current IRC certificate?

	Yes	No	Don't know
Totals:	32	8	0
Percentage:	80.0	20.0	0.0

4.11 A3.12 If 'yes', approximately what percentage of your fleet hold a current IRC certificate?

	less than 25%	25%	50%	75%	over 75%
Totals:	15	15	0	3	3
Percentage:	41.7	41.7	0.0	8.3	8.3

With only 6 of the 46 respondents reporting 75% or more of their fleets as holding IRC certificates, there is at face value plainly room for expansion. As however stated above, noting my views on PY and local handicaps, we need to be careful in any attempts to do this. That does not of course mean that it is not worth exploring.

4.12 A3.13 Do you have any other comments?

A great variety of comments were received. Significantly, 11 clubs mentioned (usually alongside other issues) that cost, both of certification and also the on-cost of IRC racing were deterrents.

Other comments received included:

Apathy.
Local conditions (tidal river sailing) predicating the use of local handicaps.
Unsuitable boats.
Problems with IRC treatment of classics.
IRC racing is dominated by stripped out boats with new sails each year, sailed by pro crews, and which were dry sailed.
Revalidation costs should be reduced.
Development of a 'Club' level IRC.
IRC should be free.
PY permits local, performance-based, tweaks to the handicap which serves to increase the competitiveness of the slower competitors thus maintaining their interest and participation. These people are not interested in full-on racing but nonetheless enjoy racing against their peers at their level.
The Complexity of IRC.

5. Conclusions

These two surveys have been successful. We have I believe generally reached our target audiences and have learnt a significant amount.

The fundamental conclusions drawn are:

5.1 The adoption and use of IRC is a complex issue and is far from solely a cost issue.

5.2 The majority of respondents had multiple reasons for not using IRC.

5.3 Noting the cruising nature of the majority of the boats that are considered by their owners to be uncompetitive, and also that the majority of these owners had additional reasons for not using IRC, we should accept that there are some designs and owners that we will never attract.

This does not of course mean that we should not endeavour to improve IRC's treatment of more fundamentally cruising oriented boats.

5.4 While certification cost is mentioned repeatedly, on its own it does not appear to be a significant disincentive.

5.5 Reducing fees by 25% would not produce a comparable increase in the number of certified boats.

5.6 There is no evidence of a linkage between boat size and resistance to fees.

5.7 No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.

5.8 There is less comment about new application fees than there is about revalidation fees. A significant number of owners do not see the justification for these latter at all or consider that they should be reduced.

5.9 Associated costs are a significant disincentive.

5.10 There are apparently many owners who have misunderstood IRC rules and principles.

5.11 'Professional' crews are resented in a number of cases.

5.12 For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.

5.13 Single and double handed racing appears to be a measureable element of the sport.

5.14 The benefit to boats of being able to use their IRC certificates at open events would appear from the above to be significant.

5.15 There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap. Care will be needed in exploring this.

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6. Actions

6.1 Add a ‘New to IRC’ section to the websites. *[Note: Done.]*

6.2 Add a ‘Clubs new to IRC’ section to the websites.

6.3 Consider re-balancing new application fees and revalidation fees. It is accepted that this will be difficult and quite possibly impossible.

6.4 Produce editorial to address and as appropriate dispel the common comments and misconceptions, particularly that boats need to be stripped of fitout to successfully compete under IRC.

6.5 Work with the yachting press, perhaps Yachting World, to publicise our findings and the editorial resulting from 6.1.

6.6 Produce editorial to better define the benefits to both owners and clubs of using IRC.

6.7 Consider (again!) the possibility of introducing limited validity certificates valid for only a particular race or regatta.

6.8 Develop a strategy to take IRC to clubs with the potential to adopt or increase their use of IRC. This will almost certainly include a series of visits and lectures. Review and development of the current ‘IRC Incentives’ should also be included.

6.9 Encourage clubs to host racing and regattas for low rating boats.

Mike Urwin.
29 August 2012.

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Appendix 1: Owners Survey Publicity

Racing questionnaire

The RORC Rating Office is trying to find out how to encourage more people to use IRC. It is no secret that the Rating Office fully supports PY and local handicap systems to encourage people into the sport; however we are interested in why more people do not then progress into IRC. The information in this questionnaire is intended for our information; it is NOT intended to bombard owners with a 'hard sell', but if you include your name and contact we may wish to answer any specific comments or address false perceptions. Thank you for your help.

Every 250 E-Mail addresses received will be put into a draw with the first name drawn being awarded an Ocean safety KRU Sport Pro combined lifejacket and harness worth £159.95. Offer limited to GBR based respondents only.

OCEAN SAFETY®

The link to the Owners' survey is: http://www.rorcrating.com/not-using-irc-tell-us-why.html

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Appendix 2: Owners Survey: Questions

1. What would, or does, deter you from applying for an IRC certificate? Please select ALL that apply

I only race occasionally
I only race casually
Cost of certificate
Complexity of the application form
My boat would not be competitive
Associated costs to be competitive (eg. sails, measurement)
I cannot get enough crew to be competitive
There is no IRC racing at my club
I do not compete in IRC events
I am perfectly happy with PY/local handicap
Other (please specify)
If 'other' please give details

2. If cost is an issue, please indicate (as a % of current fees) the MAXIMUM that would be acceptable to you

0% ie. Free
25%
50%
75%

3. Please indicate the length of your boat

Less than 6m
6m to 8m
8m to 10m
10m to 12m
Longer than 12m

4. Where do you keep your boat (GBR owners only)

South coast
South West
Wales
North West England
Western Scotland
Eastern Scotland
North East England
East / South East
Northern Ireland
Channel Islands
Isle of Man

5. If you are outside GBR, in what country/region do you keep your boat?

6. To which sailing/yacht club do you belong?

7. What type of mooring do you have?

Dry sail
Marina
Swinging mooring / trot
Mud berth

8. Approximately how many individual RACES do you compete in each year?

1 to 3
4 to 6
7 to 10

10 to 15
15 to 20
over 20

9. Do you compete only in your own club's races or do you compete in open events?
Only my club's races
Mainly my club's races, occasional open event
Mainly open events, occasional club races
Only open events

10. Do you currently hold an IRC certificate?
Yes
No

11. If you do hold a current IRC, what is the certificate number?

12. Have you held a CHS/IRC rating in the past for this boat?
Yes
No

13. If you have previously held CHS/IRC, how long ago was that?
2010
2009
2008
2007
2006
2005
2004
2003
2002
2001
2000 or earlier

14. Do you have any other comments?

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Appendix 3: Club Survey: Questions

Club name
Contact name
E-mail

1. What type of racing does your club run?
All IRC
Mostly IRC, some PY/local handicap
Mostly PY/local handicap, some IRC
All PY/local handicap
Other (please specify)
If 'other', please give details

2. If you do not run ANY IRC racing, what are the reasons for that? please tick all that apply
We don't know anything about IRC
The rules seem too complicated
It is too expensive for our fleet
Our fleet is not suitable (ie. types of boats)
We've never thought about it
IRC is just for big open events, not club racing
We tried it but the owners weren't interested
Our fleet prefers to have adjustable handicaps
Our fleet is perfectly happy with PY/local handicap
Other (please specify)
If 'other', please give details

3. What is the average length of the majority of boats in your fleet?
Less than 6m
6m to 8m
8m to 10m
10m to 12m
Longer than 12m

4. If you are in GBR, in what area of the country are you?
South coast
South West
Wales
North West England
Western Scotland
Eastern Scotland
North East England
East / South East
Northern Ireland
Channel Islands
Isle of Man

5. If you are outside GBR, what Country AND region are you in?

6. What type of mooring does most of your fleet use?
Dry sail
Marina
Swinging mooring / trot
Mud berth
Don't know

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7. Approximately how many INSHORE races to you run each year?
None
1 to 3
4 to 7
8 to 10
11 to15
16 to 20
more than 20

8. Approximately how many OFFSHORE races do you run each year?
None
1 to 3
4 to7
8 to10
More than 10

9. Do you run any single or double handed races?
None
1 to 5
5 to10
More than 10

10. Do most of your members only compete in your own club's races, or also in open events?
Only club events
Club events and open events
Mainly open events
Don't know

11. Do any of your members hold a current IRC certificate?
Yes
No
Don't know

12. If 'yes', approximately what percentage of your fleet hold a current IRC certificate?
less than 25%
25%
50%
75%
over 75%

13. Do you have any other comments?

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Appendix 4: Owners Survey: "My Boat is not Competitive"

Thankyou very much for completing our on-line survey investigating the reasons why some owners are reluctant to use IRC.

So far we have received in excess of 500 replies. The information provided is proving very valuable in helping us to decide the best courses of action to continue to improve and grow IRC into the future.

In answer to the question:

What would, or does, deter you from applying for an IRC certificate?

you ticked the option:

My boat would not be competitive.

We would like to understand a little more about the underlying reasons for this reply.

We would therefore be grateful for your time in responding to the following additional questions.

To respond to this enquiry, please simply reply to this e-mail, giving the numbers of all the options below that apply (eg 1, 2, 4), and add the boat design (eg. Contessa 26) and any other comment that you wish to make.

My boat would not be competitive because: Please *select ALL that apply.*

1 The design is not suited to racing.
2 The boat is fully fitted out.
3 I carry lots of extras and cruising equipment.
4 The IRC TCC for the design is uncompetitive.
5 I have been told that the IRC TCC for the design is uncompetitive.
6 I do not believe that my boat is competitive against other boats in our fleet.
7 I cannot get sufficient crew.
8 I and/or my crew are not sufficiently experienced to race under IRC.
9 The courses that my club sets do not suit my boat or favour other boats.
10 I would have to spend money on new sails and/or other racing equipment and preparation.
11 Other. Please specify below.

What design is your boat?

Other comment?

We are very grateful for your reply. Many thanks in advance.

Mike Urwin
RORC Rating Office Technical Director
18 January 2012

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Appendix 10

IRC LIMITED VALIDITY TCC
(LV TCC)

Full details at: http://www.rorcrating.com/lv-tcc.html

FREQUENTLY ASKED QUESTIONS

What is a Limited Validity TCC?
A Limited Validity (LV) TCC is an IRC rating for a single event, designed for those who only do one or two IRC races a year. Please see the website link above for full information.

Who can get an LV TCC, is it available worldwide?
For 2013 LV TCCs are only available in GBR at approved events (see questions below), on a trial basis. If the trial is successful it is hoped to extend the scheme to other IRC countries. *Event organisers: please see the final question on this page.*

Do I have to complete a full IRC application form to get an LV TCC?
Yes. An LV TCC is based on exactly the same data as a standard IRC certificate so you will need to complete an application form if your boat isn't already on the IRC database. If the boat has been rated before please contact the Rating Office to check what information is needed.

How many LV TCCs can I have each year?
A maximum of two. Each LV TCC is valid for a single event over a maximum of 9 consecutive days.

Can I use an LV TCC for any event?
An LV TCC can only be used in an event that has been approved by the IRC Rule Authority. LV TCCs cannot be Endorsed, so are not eligible for events or classes that require an Endorsed (measured) IRC certificate. Please check with the race organiser before applying for an LV TCC.

How will I know whether the event I am entering will accept LV TCCs?
The Notice of Race will include a paragraph specifically stating that LV TCCs will be accepted for the event. If in doubt, check with the event organiser.

Will a list of events that accept LV TCCs be listed on the website?
The Rating Office will publish a list of events where LV TCCs will be accepted. The link will be from the main LV page as shown above.

I have a current IRC certificate. Can I get an LV TCC for an event for which I want to use a different configuration?
No, LV TCCs are designed for boats that do not have a current IRC certificate, and are only going to do one or two IRC events in the year. It is not available as a substitute for getting an amended IRC certificate for a different configuration.

Are there any limitations on the type of boat that can get an LV TCC?
The only limit is on length – LV TCCs are available for boats up to 22m (approx 72') hull length.

Can I apply and pay for an LV TCC online?
Yes, you can apply and pay through our online system MyIRC on www.rorcrating.com. You will first need to download the appropriate LV TCC application form and complete it to attach when you pay.

Is the Expedited (fast track) service available for LV TCC applications?
We advise submitting your application in good time to make sure there is time to sort out any queries; the Rating Office is very busy through the first 6 months of the year and at least two weeks should be allowed. However, in the event that you need your LV TCC within 5 working days then an Expedited (fast track) fee will apply which will be an additional £1.50 per metre (ex VAT).

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I have had one LV TCC and now want to apply for a second one for another event. Am I allowed to change any of the data?
Yes, you can amend the data each time you apply for an LV TCC, for instance if you want to use different sails. Note that the Rating Authority may have applied standard hull data and would not normally change this without official measurement. The application form for a second certificate (LV2) is available on the website.

I held an IRC certificate in the last two years, but an LV TCC would be more appropriate for the racing I want to do. Can I convert my old certificate?
Yes, there is a different form for boats rated in the last two years who would like to switch to LV TCC. Please see the links on the webpage given at the top of this page for the form or contact the Rating Office.

I have raced using an LV TCC and would now like to upgrade to a full IRC certificate. How do I do that and how much will it cost?
It is easy to upgrade your certificate during the year, please see the links on the webpage given at the top of this page for the appropriate form or contact the Rating Office. The fee will be the normal application fee with a discount of £1.50 per metre LH.

As an event organiser, we would like to include LV TCCs, what do we have to do?
Please look at the information and terms and conditions on the website (see the link above). As long as your event does not require Endorsement and is in GBR then you are encouraged to allow LV TCCs and all it needs is a small addition to the NOR. We do ask for a simple event application form (available on the website) so that we can check that the event is eligible, and allocate an event code so that we can send you a specific list of the LV TCCs for your event. For specific advice for your event, please contact the RORC Rating Office.

RORC Rating Office
Lymington
01590 677030
info@rorcrating.com

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Limited Validity IRC TCCs - GBR 2013

Conditions of Issue and Use

1. A 'Limited Validity IRC TCC' is an IRC TCC issued by the IRC Rating Authority for use by a GBR boat for one race or regatta (or part of) comprising races run over not more than 9 consecutive days including any lay days.

   Organising Authorities shall apply to the IRC Rating Authority for permission to accept GBR boats holding LV TCCs in their event, for all or selected classes. In addition to invoking IRC Rules, the Notice of Race shall include:

   With the permission of the IRC Rating Authority, IRC Rule 8.2 is modified to include GBR boats holding Limited Validity IRC TCCs.

   [if selected classes then add *"..in the following classes:…"*]

   The IRC Rating Authority will supply an Organising Authority with data for each boat holding a valid Limited Validity IRC TCC for that race or regatta. Organising Authorities shall not use the information in this for scoring any boat in any race other than those for which the Limited Validity IRC TCC is valid.

2. An IRC certificate will not be issued. Boats will be issued with a datasheet showing the data used for calculation of the TCC. Copies of this datasheet will be available (on payment of a fee) to interested parties under the same conditions as the supply of copy certificates defined by IRC Rule 8.14.

3. Limited Validity IRC TCCs will not appear on IRC TCC listings.

4. A Limited Validity IRC TCC is equivalent to and fully compatible with the TCC on a valid IRC certificate.

5. Limited Validity IRC TCCs are not available to boats holding valid IRC certificates.

6. Limited Validity IRC TCCs are not available to boats with LH greater than 22.00m.

7. Limited Validity IRC TCCs will not be Endorsed.

8. Limited Validity IRC TCCs are available only to GBR boats and are not available to overseas boats competing in British events.

9. Boats holding Limited Validity IRC TCCs, whether valid or expired, will not be permitted to run trial IRC TCCs but may submit different data for separate events.

10. Except with the express permission of the IRC Rating Authority, the validity of a Limited Validity IRC TCC shall be consecutive days only, including lay days.

11. A boat may not hold Limited Validity IRC TCCs for more than two separate events in any certificate year.

12. A boat applying for a Limited Validity IRC TCC shall complete and return an IRC application form available from www.rorcrating.com.

13. Completed application forms shall be submitted through myIRC or by E-Mail to info@rorcrating.com at least 14 days before the first day of validity. Applicants shall state the event and the dates for which the Limited Validity IRC TCC is to be valid.

14. The fee for a Limited Validity IRC TCC will be £1.50 / metre LH + £5.00 per day of validity.

15. Boats holding Limited Validity IRC TCCs, whether valid or expired, wishing to upgrade to a full IRC certificate during the course of the same certificate year will receive a discount on the certification fee.

16. Boats that only held Limited Validity IRC TCCs during 2013 will be invited to apply for a full IRC certificate in 2014 and will receive a discount on the certification fee.

END