



IRC Congress Meeting 2015

Saturday, 10th October 2015
Société Nautique de Marseille

MINUTES

Present:

Chairman	Peter Wykeham-Martin
Vice Chairman	Alp Doguoglu
Vice Chairman	Malcolm Runnalls

IRC Technical Committee	James Dadd
IRC Technical Committee	Jean Sans

AUS	Glen Stanaway
BEL	Carl Sabbe
BUL	Nikola Dukov
CAN	John Crawley
FRA	Jean-Philippe Cau
FRA	Yves Ginoux
GBR	Mel Sharp
GER	Kay-Enno Brink
HKG	Gideon Mowser
IRL	Mark Mills
JPN	Kenji Sakamoto
JPN	Haru-Hiko Kaku
MLT	Godwin Zammit
NED	Erik van Vuuren
TUR	Cahit Uren
USA	Nathan Titcomb
USA	Eric Baittinger

IMA	Andrew McIrvine
IMA	Peter Lawson

RORC	Michael Boyd (Commodore)
RORC	Steven Anderson (Vice Commodore)
RORC	Eddie Warden-Owen (CEO)

RORC Rating Office	Jenny Howells
RORC Rating Office	Emma Smith
RORC Rating Office	Mike Urwin
RORC Rating Office	Andrew Yates

UNCL Centre de Calcul	Jean Claude Merlivat
UNCL Centre de Calcul	Matthieu Achard
UNCL Centre de Calcul	Rose Lounes

RYA Technical	Sebastian Edmonds
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1. Introduction and welcome from Peter Wykeham-Martin, Chairman of the IRC Congress.

The Chairman, on behalf of Congress and IRC owners worldwide, formally recorded thanks to Mike Urwin for all his work.

New members Nathan Titcomb (USA) and Erik van Vuuren (NED) were introduced.

2. Apologies for absence and proxy votes.

Apologies were received from Catherine Pourre (UNCL), Simon James (SEA) and Denis Kiely (IRL)

There is a proxy vote from Italy to France (JP Cau).

3. Minutes of the meeting of the IRC Congress held on 11th October 2014.

These were signed as an accurate record.

4. Matters arising not covered by the agenda.

None

5. To comment IRC 2015 Notices

None

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

[See Appendix 1.](#)

AUS – decline of weekly club racing scene, while individual events are still well attended. 50% of other delegates reported seeing a similar trend in their country. In France the need was seen for a 'correspondent' in clubs to help promote the Rule.

Sail stacking - Regarding the Australian survey, surprise was expressed at the number of people who have admitted to it (30%). It was agreed that stacking is cheating and James Dadd pointed out that crews on eg. Volvo boats do not want to have to stack to be competitive. There was some discussion about the difficulties of policing and protesting. Mel Sharp said that one problem in UK is getting people to protest. In his area they are introducing compulsory arbitration in 2016. Protesting should be encouraged, and some people don't realise they are breaking rules.

Glen Stanaway said that children in Australia treat (racing) rules with contempt and wondered whether this is part of the problem with the attitude being carried on into the older ranks.

It was suggested that those boats struggling to find enough crew to match their certificate number/weight would be more likely to stack as they felt they were disadvantaged.

BUL –Bulgaria and Romania race as one country as they are only 60 miles apart and usually had around 40-50 boats in regattas. There had been some issues of mismanagement but this had been helped by UNCL holding a measurer's seminar.



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- CHN** – no representative present but it was noted that China shows good numbers & potential. The number of certificates had been stable for two years with no growth, perhaps because of the economical crisis in China.
Gideon Mowser said that some Chinese regattas are close to HKG and overall it is growing and developing.
- UAE** – no representative present but it was noted that the IRC fleet seems to be growing.
- FRA** - owners see IRC as a very good system. However there are no new/young owners into IRC. There is also a contrast between high level and low level of IRC.
- GER** – there is no IRC racing in Germany but certificates are issued to bigger boats racing mainly in the Med.
- GBR** – IRC numbers are up mainly due to Start Up and Single Event Rating. One club had over 50 new boats through Start Up. Participation is down but mainly because of lots of other activities, pressure on time etc. and this is not a problem just for IRC. IRC is the most popular rating system in the UK although there are lots of local systems.
- HKG** – only have IRC as a rating system and numbers are stable. There is sometimes the impression (but not fact) that some boats are favoured.
- IRL** – numbers are fairly stable but seeing same trend as AUS with big events well attended but not weekly racing. Mark Mills reiterated the success of dual scoring with ECHO (Irish progressive handicap system).
- JPN** – now in their 10th season and fairly stable. ORC Club certificates are also issued but the data is not reliable and often old. Boats without proper measurements are therefore rated in IRC with standard hull data. IRC management is stable. There is some confusion with different abbreviations ERS, RRS, IRC, ORC etc.
- MLT** – main concern is participation especially club racing. No one wants to do windward/leeward racing as they prefer coastal and round the cans. Similar issues of aging boat owners, lack of crew, too many other things to do. Younger sailors have moved to windward/leeward racing on one-design J/70s rather than joining bigger boats. RMYC has started a sailing school which is popular but too soon to say whether the students will move into big boats.
- NED** – ORC & IRC dual scoring results are almost the same and owners are happy. Boats with IRC certificates are mainly those racing internationally. There used to be a contrast between ORC & IRC ratings, but now it's more about the way the boats are configured/raced. NED are hoping to have a team for Brewin Dolphin Commodore's Cup in 2016.
- TUR** – number of yachts is stable and they only use IRC, no other rules. International Race Week in Marmaris will bring in 80-100 late applications. TORC runs an annual measurement seminar and there is a minimum of two measurers in each club.
- USA** – IRC numbers have stabilised at 250 boats, mostly on the NE coast – New York to New England. There are too many rules in the US. IRC, ORR, HPR, PHRF, TN+, and now the National Reference Rating System NRRS. It seemed that when participation declines it is blamed on the rating or handicap rule



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so clubs and sailors change to a different one. There is some confusion amongst the fleets about the different rules and some owners choose to race under the rule that will benefit the boat the most.

There was a plea from the Chairman for reports to be submitted early in future years. He also asked that in future reports should be submitted using the BEL report as a template as it lists new boats (2015), new apps, non-renewals, etc.

Action: All delegates

7. To receive a report from the IRC Technical Committee, including IRC distribution worldwide.

[See Appendix 4](#)

James Dadd summarised the report. He also reported that the recently appointed new President of RFEV in Spain has opened racing up to allow other rules ; previously it was limited to ORC only.

Regarding the IRC software, the largest area of change is for 30 foot sportsboat types.

Alp queried the final 2014 number of boats recorded for TUR – 357 should be 450? It will be checked.

Action: Rating Office

8. To receive answers from the Technical Committee to subjects still pending at the end of the last meeting (Crew weight, multiple TCC).

James Dadd reported that both items are with the Policy Steering Group (PSG). Regarding crew weight, a summary of the proposed approach is to be given to PSG to be considered. Regarding multiple TCCs, there is still work to be done on this.

Malcolm Runnalls, representing the PSG, had no comments to add.

9. To receive, consider and decide proposals for IRC Rule changes for 2016.

9.1 From the IRC Technical Committee.

[See Appendix 3.](#)

James Dadd (JJD) summarised each change.

1. Various corrections and changes to the Rule text. Thanks were expressed to Carl Sabbe for his rigorous checking. ACCEPTED
2. Furling headsails – ACCEPTED
3. Dayboat rig adjustment – ACCEPTED
4. Dayboat definition – ACCEPTED
5. Multiple headsails set simultaneously. It was questioned how to measure headsail LP etc. On these boats. JJD referenced later Rule change re new definitions. ISAF defines ‘when on a beat to windward’ and there is an ISAF submission to include it in the RRS. ACCEPTED again after discussing cutter definitions.
6. Addition of bulb weight to the certificate. JJD added that the measurers’ manual will also be updated to include several ways of determining bulb weight. Eg. weighing, Simpson’s rule from



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measurement, photogrammetry/laser scan measurement. Also bulb immersed weight that RORC had tested on 8-10 boats and the results have been very close.

Mark Mills (MM) asked how a rating review on bulb weight would be addressed? JJD - use one of the above methods. MM also asked what is used for Endorsed certificates? Do we accept design declaration? JJD said that design declarations should be checked regarding the calculation method. MM thinks that designers are under pressure to under declare bulb weight. Malcolm Runnalls asked MM, as a designer, if he is happy for it to be printed on certificates, and also asked if other designer opinions were known? MM said he would prefer not, but yes it should be as it is in the interests of IRC, and JJD confirmed that the RORC Technical Committee had been circulated and voiced the same view. There were concerns that this would cause more queries from owners, but JJD noted that people need to be in a position to question bulb weights and they cannot do that the moment; and that bulb weight has been used for several years in the IRC program.

JJD explained more about immersed volume weighing and how easy it is (part of normal weighing). In reply to a question from Eric Baittinger, JJD said that in the majority of venues it was not necessary to measure Specific Gravity.

In reply to a question from Godwin Zammit about standard data, JJD confirmed that we have a good database of bulb weights, and that it only applies to keel types 9-13. ACCEPTED

7. Rating Review limits – ACCEPTED

8. Cutter rig definitions – Mark Mills expressed concern over the word ‘may’ and suggested it just say ‘that sets more than one headsail’. Some discussion ensued about the intention of the rule, did it intend to reflect ability or practice? It was agreed that ‘may’ will be removed and the new definitions were ACCEPTED. JJD noted that the measurement manual needs to be improved on this subject.

It was suggested that we add a specific question about setting more than one headsail when on a beat to windward. However after some discussion it was agreed that in the interests of clarity that definition is sufficient.

9. Definition of spinnaker – ACCEPTED

10. Reorder definitions into category order – JJD added the minor changes to nomenclature in submission to ISAF and showed the full list of new acronyms. (nb. The ones that affect IRC are LL=HLU, LP=HLP, SF=SFL). A table of changes could be added to the definitions (nb. a table will be published on ircrating.org). Opinion was expressed that owners looking for a definition find it easier alphabetically. However, it was agreed that an alphabetical list only works if you know what it’s called, and categories work better if you don’t know. ACCEPTED

Mike Urwin (RORC) presented a late possible IRC rule amendment to set a minimum LH for eligibility for an IRC certificate:

*“Except for designs first rated before 1st January 2015, boats shall have a minimum **hull length** of 5.00 m.*

In reply to a question by Malcolm Runnalls, James Dadd showed a list of boats below 6.00m that had been rated in IRC to date. Alp Doguoglu expressed concern about dayboats and cruiser/racers competing



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together and suggested that if dayboats want to race they should be separated. James Dadd pointed out that is a separate question from LH lower limit. ACCEPTED

9.2 From IRC Rule Authorities.

[See Appendix 2.](#)

1. FRA – crew limits for Endorsed boats. JP Cau summarised the submission. The Chairman thought it should say events requiring Endorsed certificates and this was agreed. Amend submission to read *“...except for events requiring boats to hold an IRC Endorsed Certificate”*.

The Chairman asked how many countries are actively pursuing and policing crew weight? AUS require declaration but no weighing. IRL police number not weight. Malcolm Runnalls has been to events where owner declared and scales are there for them to self-check, and there was never a problem. Stephen Anderson asked why FRA wanted to restrict organisers ability to change the rule?

The Chairman pointed out that the current rule allows maximum flexibility. James Dadd said that this rule change would apply to high level endorsed event organisers and they are the ones that should be allowed flexibility. Mel Sharp said that we’re trying to get people on the water and this will be a discouragement. The Chairman’s personal view was that it should be left as it is and Godwin Zammit agreed. Mike Urwin pointed out that IRC rules have evolved to be a framework for organisers to work within and mandatory requirements would be wrong. Rule Authorities can write prescriptions on some rules including the crew rule (22.4), so France could do that. JP Cau reported that FRA do not want to be flexible for the high level events, and that a prescription would not work as it is not French events that he is worried about. FORMAL VOTE: Unanimously rejected.

2. IRL - a late submission was presented from the floor. There is concern about the quality of Endorsed measurements and could the name and date of measurement be added to the certificate? Jenny Howells said that more information including dates is now included on RORC issued certificates and Emma Smith confirmed that she did this for IRL certificates.

Mel Sharp suggested Endorsed certificates could have a lifespan of eg. 3 years. Another suggestion was 10 years. James Dadd argued that this would be onerous for owners to have to completely re-measure. Eric Baittinger pointed out that the questionable certificates are those that have lapsed and should have checks, active boats are not so much a problem and it needs to be decided on a case-by-case basis. The Chairman asked IRL to put in a formal submission for 2017 as last minute submissions from the floor risked hasty decisions.

10. Item moved to end of meeting

11. To discuss any proposed amendments to the IIRCOA Constitution.

None.

Michael Boyd (RORC Commodore) presented the Policy Steering Group (PSG) background and a debrief from their early morning meeting.

RORC regards IRC as one of the jewels in the Club crown and it is very important to develop it. It is a unique joint venture between RORC & UNCL and covers so many countries, and it is good to hear from different countries about growth and challenges.



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The PSG has been mainly used to resolve disputes. It has five members: two from RORC (Commodore and Vice Commodore, two from UNCL (President and Vice President) and one Congress representative (Malcolm Runnalls). It acts to preserve, develop and promote the IRC rating system, serve as arbiter in disputes either with competitors or between the two rating offices. It had agreed to meet three times a year and would invite officials from the RORC Rating Office and UNCL in Paris. In 2015 it had met in April in Paris, June in Cowes, and October in Marseille. At the meeting that morning JP Cau had represented Catherine Pourre (UNCL President) and Mark Alperovitch (UNCL Vice President). There had been no conclusions and the PSG will meet again next month.

The promotion plan and publicity had been discussed, including the unfortunate published report from the La Rochelle IRC forum report that didn't read well in the online press. The PSG agreed that future IRC press releases would be agreed between RORC and UNCL before being sent out, and limited to 350 words to prevent truncation by publishers as happened with the La Rochelle press release.

Re technical issues, the PSG has asked for a formula to calculate a better way of calculating crew weight/number relating to righting moment. When this formula has been drawn up, the PSG will decide whether that gives a more acceptable solution than the current method. Multiple TCCs are also on the agenda. The PSG unanimously agreed that it is very important to maintain the strong relationship between RORC and UNCL.

Regarding major events, there is interest in Brewin Dolphin Commodore's Cup from NED and FRA, and GBR selection trials have been advertised. There are three other expressions of interest, and IRL intends to defend the Cup it won in 2014.

Antony O'Leary has offered Volvo Cork Week as an IRC European Championship and the event could rotate around Europe. Volvo Cork Week would want to host it in 2020 which is the 300th anniversary of the Royal Cork YC. More information is to come regarding this.

It was agreed that a PSG report should become a new permanent agenda item.

Action: Congress Secretariat (ES)

12. To discuss IRC submissions to ISAF.

[See Appendix 5.](#)

James Dadd presented submissions on screen and verbally summarised:

1. Nomenclature additions to ERS 2017. AGREED
2. Defining corner points for sail measurement. (ERS H.5.4). Extremely important to clarify the method already used. The submission has the support of RYA and the ISAF Secretariat, and keeps the status quo for IRC. AGREED
3. Entitlement to hold a World Championship. A simple approach has been taken, with reasons given as equality between ORC and IRC, and increased participation.

The Chairman asked, if ISAF approve it, how would IRC stage a world championship? Does it rotate or are certain events nominated and winner is top scoring boat in those events, allowing discards?



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He asked that delegates discuss this within their own countries and put in suggestions on how it should be staged. If the submission is approved, RORC and UNCL could send an email to every owner asking how they think it should work.

AGREED.

Some reservations were later voiced by Godwin Zammit who was concerned that it would be difficult to have a meaningful world championship with the large number of IRC boats spread around the world. The Chairman reiterated that another option is to have a series of events in different venues. Mark Mills pointed out that this is an issue common to all class world championships, and James Dadd added that any major event will attract entrants, to which Godwin agreed.

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

This agenda item had been moved to the end of the meeting.

Single Event Ratings (in GBR) – James Dadd reported that it is still too early to say whether it is the best approach to take or whether it should be expanded overseas.

Start Up (GBR) – James Dadd explained that this is a discount on applications for clubs or individuals who act as central contact for applications. First year 50% discount on rating application, 2nd year 25% discount, 3rd year standard fees. 126 new boats have been rated through the scheme this year, 68 in Weymouth & Castle Cove (South Coast of England). It is felt that the reason for this success is not just the discount but the local club representative who helps the owners complete the form, as people are worried about the complexities of getting a rating and the application form. RORC would like to suggest to others to try the same and have a network of individuals in different areas to help owners. James noted that RORC Rating Office is doing this as GBR Rule Authority not as the Rating Authority. Rule Authorities would have to absorb the complement of discount, as the Rating Authority already discounts application fees to Rule Authorities.

Mike Urwin pointed out that SER and StartUp are a culmination of 3 years effort to grow IRC in GBR and it was a series of winter seminars that had led to them. No schemes like this are free of effort but they are of great value, and we cannot sit back and do nothing. Mike suggested that delegates look at their own countries to decide what might work – all are different, and the same thing does not work in every country.

Glen Stanaway reported that AUS is taking a different approach by arranging for a circuit of sailmakers, designers and event directors talking to boat owners about optimisation and preparation. Mike Urwin suggested that is the next level, whereas we're talking about bottom level getting people out on the water. However it was agreed that it's about trying something and showing a leadership role instead of just sitting doing nothing and waiting for it to happen.

Glen added that AUS is also talking about adopting the IRC Advocate idea, having influential people in an area to encourage owners. Yachting Australia would advertise an Advocate job description and expectations of the role. James Dadd applauded this and confirmed that in GBR RORC is looking at expanding Advocate role.

The RORC Rating Office is working on new version of their MyIRC online application system, with new software. They are trying to make it easier for owner, and once established it could be rolled out around the world as a standardised approach. James Dadd will report back on it next year.



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Other things mentioned were : SER in connection with dual scoring; specific certificates/ratings for single events for eg Transpac which is downwind; single event amendments for boats who want to change from racing to cruising mode. No conclusions were reached but James Dadd was worried about increasing complexity.

Alp Doguoglu had raced in Greece in an event with dual scoring IRC / ORC and the racing was very competitive. ORC had issued free certificates to allow ORC & IRC boats to race together. Alp suggested that dual scoring including ORC may be of interest to increase competition

Universal Measurement System (UMS)

Mike Urwin summarized the progress to date

UMS is a co-operative venture between RORC, ORC and USS. A boat passport is the ultimate aim, with data in a format that can be imported into rating databases easily. Progress so far includes common nomenclature and sail input sheets, and exportable data in a common format. US Sailing is also working with a company called SAP towards a database system that could in the future become the home for the boat passports. In reply to a question from Alp Doguoglu Mike reported that the new sail data would first be used from 1/1/16, the rest will take longer.

13. Any Other Business.

The Chairman pointed out that the agenda has been the same for many years and asked that if anyone has suggestions for changing how it is formatted then they should let him know.

IRC Congress 2016 will be held in COWES, England on 7-9 OCTOBER

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Appendix 1 - National IRC Owners Associations and IRC Rule Authority Reports

1. Australia

- Number of boats at 31 December 2014 : **432**
- Number of boats at 31 August 2015 ; **324**
- Number/percentage of new boats for 2014 : **44 for year, ≈ 10%**
- Number/percentage of new boats for 2015 ; **19 at 31 August, ≈ 6%**
- Percentage of endorsed boats : **≈ 95%**

IRC in Australia

The racing under IRC in Australia is very competitive with the rating rule being used to score all major events. As a result the rule is pressured and arguably used in a manner for which it wasn't intended; high performance and big budget professionally run campaigns. The racer/cruiser and cruiser/racer fleet owned by 'normal' boat owners is often out muscled by the top end and sometimes reluctant to compete. The design types preferred by new boat buyers are fast modern designs of light displacement to length ratios but perceptions are that these are often penalised compared to mainstream racer/cruiser designs in certain size bands. This appears to lead to a trend where people are buying specific design types, or not buying new at all due to perceptions of risk of owning a fast fun boat that has minimal retention of resale value due to how it scores. This is still considered an unhealthy position and encouragement yet again given to rating fast light boats in the smaller accessible size ranges more favourably. Participation in Australia generally seems to be subject to movement toward big regattas and events rather than week by week club racing. Some IRC scored regattas have seen record numbers this year whilst club racing under IRC appears to be in decline. We are unable to explain or speculate on the causes. It is an exciting opportunity for the clubs involved in running the larger regattas and events.

IRC Issues not subject to submission

Moving heavy items and ballast to adjust the trim of a boat (commonly thought of as sail stacking) was a major issue in recent times and subject to a significant amount of boat owner consultation and engagement. As part of this consultation an online survey was conducted to focus on the issue, and the results may be of interest. The key observations we would like to share are:

- Boat owners wanted their views to be the primary influence on rule decisions, and professional administrators the least influential
- 60% felt any given rating rule should either explicitly state stacking is permitted, or remain silent on the practice
- 50% of boat owners do want the racing rule changed to permit sail stacking and 36% want it unchanged
- Views were evenly split on whether they considered rule 51 reasonable or not with 44% saying it's unreasonable, and 40% saying it is reasonable, and the remainder not having a view.
- A significant majority of the fleet is aware of the rule and observes its requirements.
- 30% of the fleet willingly moves sails to improve trim.
- A significant majority recognize the performance improvement, and that it 'feels' better to sail the boat by moving heavy gear.



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Whilst there was informal correspondence on the matter from the RORC Rating Office, if the issue is subject to any rule introduction, these views should be taken into consideration.

2. Belgium – Report for IRC in 2015

The fleet:

- Number of IRC certificates on 31/12/2014 : 74
- Number of IRC certificates on 31/08/2015 : 56 (-24% compared to IRC fleet 2014)
- Number of new IRC boats (Age date 2015) : 1 (2% of IRC fleet 2015)
- Number of new IRC boats (no IRC certificate in 2014) : 17 (30% of IRC fleet 2015)
- Number of non-renewals 2014-2015 : 36 (49% of IRC fleet 2014)

The number of Belgian IRC boats that is racing regularly is between 20 and 30. This group remains more or less stable compared to 2014.

The number of boats that raced occasionally in IRC in 2014, and that stopped racing in IRC or in all rating systems in 2015 is significant, as is the number of boats that stopped sailing all together. There are free berths in all ports in our region (Belgium, the North of France and the South of The Netherlands). That is the most important reason for the decline in IRC certificates.

The fact that The Netherlands moved more to ORC has no influence in Belgium.

The 17 boats with new IRC certificates are mostly occasional racers. We are not sure that they will renew their IRC certificate in 2016. 9 of them have not raced in IRC in the last 10 years and can be considered as real IRC newcomers, the other 8 returned to IRC racing after at least 1 year absence in IRC.

The racing:

There have been no major changes in the IRC race program for 2015 compared to 2014. The race program of the Open North Sea Championship is concentrated around 5 weekends along the Belgian coast with an extension to Ramsgate in the South-East of England and Breskens in the South of Holland.

Previous years, our race program extended to the North of France, but they stopped organizing the spring race because of the decreasing number of local French participants from previous years.

The events attracted a similar number of participants compared to 2014, although a few boats that participated in every race since years also reduced their race program, mainly due to not finding adequate crew.

It remains a concern in Belgium that very few new teams are coming on the water. This trend is not only an IRC trend. It can also be seen in other sailing fleets.

On the international level, the iconic Fastnet Race still succeeds in attracting 5 Belgian teams, although that is a decline compared to the 9 teams of 2013. The extremely fast filling of the entry list of this year played a role in this decrease.

Concerns about the IRC rating:

The impression exists that some specific type of boats have a very good rating compared to the average performance of that type of boat. We think of JPK 10.10, JPK 10.80, Archambault A35, Grand Soleil 43 (previous generation, series date 2005), Ker 39, Ker 40. These boats are considered as “excellent IRC boats”.



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Other boats seem to have a lower ratio performance -TCC. We think of a Swan 45, that is rarely found on the podium of an IRC race, even if sailed by very competent crew.

When new “excellent IRC boats” appear in the fleet, with competent crew, this can be very discouraging for other crews, who believe that they can never win with their boat because of their TCC.

Is this a concern of Belgium only, or is this a more wide spread concern?

Can the Technical Committee consider the reasons why some types of boat have on average a better performance-TCC ratio than other types of boat, and could they consider possible changes in the formula to neutralize this?

Rule changes:

We have had some email conversation in the beginning of 2015 with Mike Urwin concerning administrative errors in the rule text (references to wrong rule numbers, inconsistent use of typeface, etc). We will not submit these corrections as formal rule changes, but we hope that these errors are corrected in the IRC rule for 2016.

3. Brazil

Not received

4. Bulgaria – Report from IRC Owners Association

Data Report: :

- Number of boats on December 31, 2014 : 29 boats
- Number of boats on August 31, 2015 : 24 boats
- Number of new boats, 2014 : 5 boats
- Percentage of new boats, 2014 : 18 %
- Number of new boats, 2015 : 8 boats
- Percentage of new boats, 2015 : 33 %
- Percentage of endorsed boats, 2014 : 100 %

The 2015 season has gone through a crisis in the Bulgarian IRC system for two main reasons :

- Complete return of ORC system in Romania due to mismanagement of the IRC. Some of the boat owners in Bulgaria were questioning the trust for correct selection of handicap system in Bulgaria.

- An attempt from small group of old boats owners at the end of June 2015 to make National Handicap system without fees for certification. The system is based on ORC and IRC standard measurement rules which influenced a lot of boat owners. In this sense, about 16 boats left out certification in IRC.

At this stage, this experience is more destructive than positive, because it failed to mobilize the confidence of owners and probably will slowly subside.

Good fact is that the main active boats in the regattas retained their certificates in 2015, along with new ones issued.



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Regionally significant role in activating the owners of boats to participate in regattas and hence certification is mainly cooperation with Romania. In 2015, the number of certified and competing boats in Romania regattas increased sharply - 50 yachts in the system ORC. Bulgarian boats involved in Romanian regattas receive free ORC certificate to be stimulated.

Bulgarian participation in the Turkish regattas so far is very limited due to the complicate and expensive mechanism to get entry and exit passport controls in Turkey.

There was 6 regattas in IRC in Bulgaria for the 2015.

Nikola Dukov
Chairmen of Bulgarian IRC Owners Association
Varna
07.09.2015

5. Canada

Not received

6. China – IRC annual report

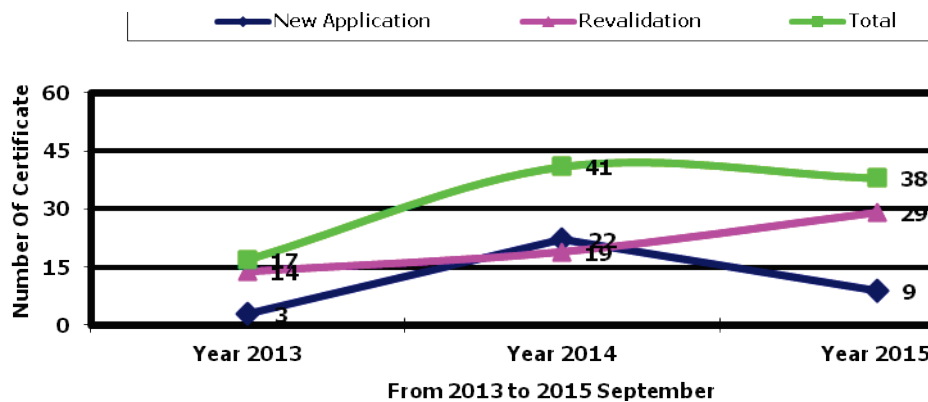
This is the 6th year since IRC was introduced and brought into China. In the last 6 years, we have been making efforts to develop IRC in China. We definitely understand as a new member of IRC, there are still a lot of works to do in the future. In China, now IRC has become the largest rated fleet and been used in most of the major sailing events.

From 2013, we have been organizing IRC Introduction seminars through some of the major sailing events. This seminar consists of three major parts- "introduction of IRC", "basic rules" and "Understand IRC Certificate". We also print from 200 to 400 IRC introduction booklets in Chinese Mandarin each year for distribution. In order to create a fair competition environment, we keep encouraging endorsed certificate to guarantee all the data shown on the certificates are accurate.

The chart below shows the number of new applications, revalidations and total of endorsed certificates issued from 2013 to 2015 September. There are about 5 more boats have applied for new certificates. The measurements are scheduled in October. Although the new application seems dropping a little bit, but the total number are steadily growing.



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What remarkable is Around Hainan Race became the race which represents China's IRC race at the beginning of 2015. We will be working closely with their organizing committee to develop IRC in China. We are planning to have more introduction seminars organized in the next one year to let more and more people understand IRC.

We dearly hope we will keep having the support from UNCL.

Zhenzhong Ni
2015/9/18

7. Croatia

Not received

8. Dubaï and Emirates

Not received

9. France

In France in 2015, we have a 12,5% decrease in the number of owners having joined Propirc, the French owners association (620 to date) ; it is a dramatic drop confirmed by the number of certificates (- 14%, including 20% in the Atlantic area) issued by the UNCL Rating Office.

For Mediterranean events and for full crew boats we have a good participation characterized by a strong increase in IRC1 (TCC > 1,200) with flagship events such as the Rolex Giraglia and the Week of Porquerolles. The number of boats in the IRC2 Class is stable thanks to some important events (Trophée Armen, SNIM, Massilia, Port Grimaud 100 miles, Hyères Series,...). We see a good growth in the IRC3 Class (1.009 <TCC <1.075) with the arrival of new competitive boats (including Sunfast 3600), but there is a significant decline in the IRC4 Class (TCC <1.010) for which the number of certificates has been disturbed by the Transquadra



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Race which attracted more than 30 boats in the Mediterranean area and owners who have not renewed their IRC certificate and have moved to OSIRIS Rule for one or two races (less expensive).

Short-handed events are really successful, both by the number of participants which continuously increased and by the high skill level of the crews.

Channel

Situation is not simple. There were many events canceled due to lack of participants. There was also an important participation in the Transquadra Race mainly in the clubs from Saint-Malo (1st in double and 3 boats in the top 10).

Sailing Clubs on this coast uses mainly the OSIRIS-HN Rule and convince the owners to use the IRC rating is a hard challenge.

Only the Tour du Finistère with 106 boats (small boats in OSIRIS-HN and bigger boats in IRC) has managed the mutation from a rule to another when the participation was eroding slowly.

The basic problem is the recurring and non-renewal of crews ; only a hard but small core continues to race assiduously.

Due to the low participation in local races, good crews that could serve as locomotives favor RORC races, close to home where participation remains quite high and stable.

Atlantic coast

The Spi-Ouest France remains attractive but no longer plays sold out. There is a low erosion in the IRC fleet with some crews switching to the Osiris – HN Rule. The Tour de Belle-Ile and Armen Race (offshore race) still gather a reasonable number of boats.

Events which keep a classic format, such as Grand Prix du Crouesty, Grand Prix de Lorient – Le Télégramme, Obelix Trophy and the Week of La Rochelle lost some participation every year despite the efforts of the organizing clubs and have not recovered their success of the 2000s.

In summary :

- A significant overall decrease in IRC business in France ;
- High level boat fleets are eroding, especially in the Channel and the Atlantic ;
- A strong appeal from events associated with social events and RORC races ;
- Less interest for classic events (with a large part of windward/leeward races) and an increasing attraction for offshore races ;
- On the Mediterranean coast the activity is sustained especially for large boats ;
- A craze which continues to grow for double-handed and solo Championships ;
- On the architectural point of view, a marked tendency in France for boats with high stability hulls.

Jean-Philippe CAU

10. Germany

Not received



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11. Great Britain & Northern Ireland (GBR)

Comments

- The number of IRC rated boats at the end of 2014 appeared to have stabilised relative to 2013 (1407, cf 1378). A comparison of numbers at the end of August 2015 and August 2014 shows however that the GBR fleet has increased significantly this year with 1500 boats compared with 1370 last year.
- In addition to the above, 126 boats had been issued with Single Event Ratings (previously referred to as LV TCCs) by the end of August 2014. With a few more qualifying events still to come, this number will increase further. It is intended to continue this scheme in GBR in 2016.
- The existing GBR IRC Start Up Scheme to assist clubs adopting IRC for the first time has also been extremely successful with 124 boats competing at the 6 clubs we have worked with.
- The GBR IRC Rule Authority, has not held many further regional cruiser/racer seminars during winter 2014/2015. However, the GBR committee made it clear that these are highly valuable and the intention is to make these part of the annual process.
- The GBR IRC Rule Authority continues to work closely with the RYA further developing the National Handicap for Cruisers (NHC) GBR, a progressive handicap system. The GBR IRC Rule Authority sees this as complementary to IRC and is encouraging dual scoring whenever appropriate under IRC and NHC.
- Again, a very wide range of different boat types, sizes and ages has been reported as winning races in GBR during 2015.
- The various IRC championships including national, small boat and double handed championships were successfully held in GBR in 2015.

IRC Technical Committee Submissions

The GBR IRC Committee supports all the IRC Technical Committee submissions for changes to IRC Rules for 2015.

GBR Submissions to Congress

There are no submissions from GBR to the IRC Congress.

12. Greece

Not received



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13. Hong - Kong

Not received

14. Ireland (Republic of)

Not received

15. Italy

Not received

16. The Netherlands – National Report 2015

On 31 of December 2014 we had 142 IRC Certificates in Holland, on 9th of September 2015 there were 142 valid IRC certificates, including 46 endorsed certificates. This is more or less about the same as last year, so we can see that there is a solid group of sailors in Holland with an IRC Certificate.

International RORC races, like North Sea Race and Fastnet with 22 Dutch Boats and the Dutch IRC Nationals in Breskens with 29 participants are the main IRC events for Dutch sailors. This year's IRC Competition will be in his last year, next year there will only be a Competition sailed under ORC, with almost 1000 certificate holders.

The Dutch IRC Nationals in Breskens will continue in the coming years, so we expect to hold a solid number of IRC Certificates, also because of international racing in IRC which will be important for Dutch Sailors. The Dutch Sailing Association (KNWV) and Class Organization (Noordzeeclub) will therefore continue to support IRC next to ORC in the coming years.

This year Holland has no submissions for the IRC Rule.

Race Coördinator Noordzeeclub.

17. Japan – Report to the IRC Congress 2015

General:

This is our 10th season of IRC in Japan. With a total number of certificates just over 300, as of 30 of September, the fleet size seems stable these years. About half of the certificates are endorsed.

Issues:

How we treat ORC Club certificates has been our issue for many years. We had accepted ORCC data to be converted into IRC data. However, we found it is not always the case the condition of the boat is as of its



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ORCC certificate. In many cases, actual boat weight is lighter than the value in the certificate, although this may happen only in Japan.

We now decided, if the design class has IRC standard hull, a boat without full measurements would be rated using IRC standard hull data, otherwise the boat needs to be officially measured as endorsed.

Another issue is the terms used in IRC.

We have ERS, RRS, ORC or OSR, and there are some terms for similar items with different definitions which can cause confusion. UMS may be the solution, but we have not heard much of the progress.

We believe good cooperation between bodies is essential.

Haru-Hiko Kaku

18. Malta – IRC Report – RMYC Malta

There has been a noticeable drop in the RMYC fleet in 2015 with numbers of rated boats dropping from 50 in end August 2014 to 40 at the same time this year. A few more certificates are likely to be requested particularly for the Rolex Middle Sea Race.

	Total Certs	Rated Boats	New Boats
August 2014	57	50	5
December 2014	88	63	7
August 2015	45	40	3

The composition of the fleet remains largely the same, mostly modern production boats within the 10 – 15 meter length band and a couple of all out racers.

The racing program 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.

Of concern is a marked drop in participation in events. Weekend regattas to an interesting location such as Gozo or a nearby Sicilian destination remain fairly well attended but interest in more demanding inshore racing seems to be diminishing among the older sailors. The younger and more technically inclined sailors seem to be finding windward – leeward racing on the new and growing J70 fleet without time correction more exciting.

The club sailing school is going well and working at introducing new people to sailing, which should encourage new participants and help address the shortage of crew.

The two offshore international races the Malta- Syracuse race and the 606 mile Rolex Middle Sea Race include both IRC and ORC Categories. Both these races remain very popular and the Rolex Middle Sea Race has experienced continued growth from international participants in recent years.



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The Rolex Middle Sea Race is due to start on the 17th October. It is likely that entries will be similar in number to the record entry of 122 boats of 2014. 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.

Comments and proposals to Congress – Expedited Fees

The reduction in participation is of some concern. Clubs put considerable effort in encouraging members to participate often right up to the last days before a club race. This is being somewhat thwarted by the high cost of expedited certificates when the boats the club is trying to entice to race have not yet revalidated or rated.

Proposal :

To review the policy of charging double fees for certificates requested within 5 days with a view to consider :

- a) Removing the expedited fees
or
- b) Reducing the expedited fees and/or reducing the number of days when expedited fees apply.

Godwin Zammit

Commodore RMYC
IRC representative, Malta.

19. New Zealand

Not received

20. Russia

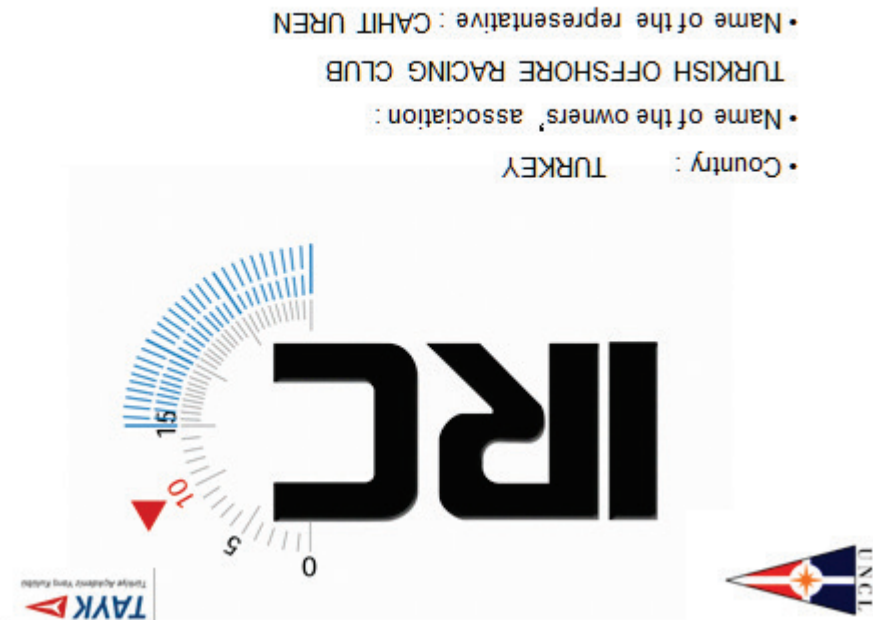
Not received

21. South Africa

Not received

22. South East Asia

Not received



25. Turkey

Turkish Offshore Racing Club

- Number of boats on December 31, 2014 : **455**
- Number of boats on Aug. 31, 2015 : **329**
- Number of new boats : 2013-**40** 2014-**21** 2015-**22**
- Number of boats below 10 meters : 2013-**74** 2014-**70** 2015-**58**
- Number of boats 10-12 meters : 2013-**102** 2014-**114** 2015-**114**
- Number of boats 12-15 meters : 2013-**91** 2014-**114** 2015-**103**
- Number of boats above 15 meters : 2013-**13** 2014-**13** 2015-**15**
- Percentage of endorsed boats: 2013- **68 %** 2014-**68 %** 2015-**63 %**

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

Comments 1

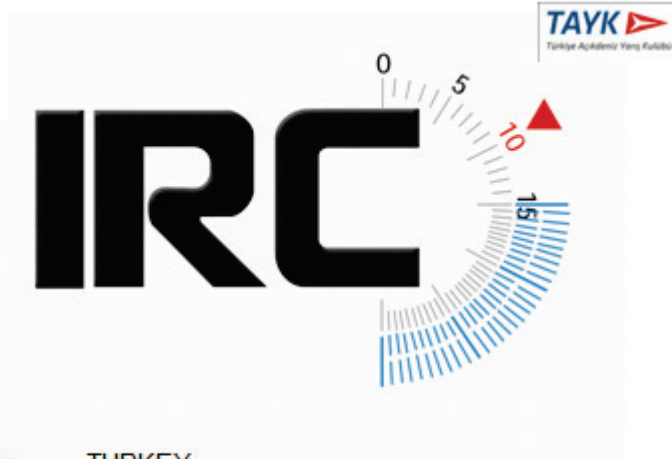
- 2015 has been marked by the increasing number of yachts and races. There have been 22 new yachts and totally 194 races all around Turkish blue waters.
- IRC Rule is the sole rating rule represented by TORC as the Rule Authority since 1995.
- The Turkish Offshore Racing Club Trophy is a series of races, consisting of spring and summer races, that are deemed as the most popular trophy of the Turkish Sailing Community since 44 years. The Trophy was made up of 15 inshore and 3 offshore races in 2014. Apart from that, there are two series DUO and the Autumn Series Races consisting of 5 races. The participation to those races are approximately 60-70 yachts, that are classified solely by TCC factor, in IRC divisions.
- Istanbul Sailing Club has organized 8 races at the Sea of Marmara with participation of 40-50 yachts.
- Double-handed regattas were realized fourth time this year by TORC and BAYK (Bodrum Offshore Racing Club) and won critical recognition among the sailing community and shall be continued .



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Comments 2

- In other venues, namely Cesme/Izmir, Bodrum, Bursa, Gocek and Marmaris, racing scene was also very active. With the initiatives of Bodrum, Izmir, Bursa and Marmaris clubs, who lead successful WinterTrophies covering 14-21 races in 7-8 weekend events from January to May, race season is continuing now for 12 months in west and southern Turkey. (Apart from İstanbul races, Winter Trophy is organised in Bursa, İzmir, Bodrum, Marmaris, Gocek between January & May and also Autumn Races are organised between July & October. Approximately 30-40 yachts participate to those Trophies in each event.) Marmaris Race Week by the 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 the two major events. Marmaris Week celebrates this year its 26. anniversary and will attract more than 1200 sailors in 200 boats from 20 different countries. They



ta 16. year (50 yachts) and

e certificates.

ition : NONE

- Country : TURKEY
- Name of the owners' association :
TURKISH OFFSHORE RACING CLUB
- Name of the representative : CAHIT UREN

26. USA

Not received

* * *



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Appendix 2 – National IRC Owners Associations and IRC Rule Authorities - Proposed IRC Rule Changes for 2016

1. France

Submission : Details concerning application of rule on crew weight

Reason for change:

Avoid that the principle of the rule 22.4 is diverted by organizers.

Amend:

Changing the Rule 22.4.3

22.4 - Number of crew / crew weight

22.4.1 – n/a

22.4.2 - The crew weight shall not exceed 85 kg multiplied by the Crew Number printed on the certificate. This rule does not applied to short-handed certificates issued under Rule 8.2.1.

22.4.3 - Rule 22.4 may be amended by Notice of Race *except for boats having an IRC Endorsed Certificate.*

Effect of change:

The high level racing events as championships request systematically “endorsed IRC certificates”. For these boats and these events the Rule 22.4 shall be strictly applied and no exemption accepted. The principle of the rule is preserved.

* * *



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Appendix 3 - Proposed IRC Rule Changes for 2016 from the IRC Technical Committee

A word used as defined by ERS is printed in **bold**.

A word used as defined by IRC Definitions is printed underlined.

Proposed additions are printed in **blue**.

Proposed deletions are printed in ~~struckthrough red~~.

1. Various Rules

Reason for change: Thanks to Carl Sabbe, who has painstakingly gone through the 2015 rules there are a number of typographical errors that should be corrected as listed below:

Amend:

- 2.7 IRC ratings may rely on owner-submitted data (see Rule **8.5** and 9) but a Rule Authority (as defined in Rule 4.1) may require that **boats** be weighed and measured by an appointed measurer for certificates issued under their jurisdiction. Some or all of the dimensions of class production **boats** may be standardised.
- 4.3(a) agreed in writing by the ~~IRC~~ Rating Authority for a specific purpose, or
- 7.2 Any reference to the racing Rules of Sailing (RRS) is defined as the current version of the Racing Rules of Sailing of the International Sailing Federation (ISAF). Reference to the Equipment Rules of Sailing (**ERS**) refers to the current version of the ISAF Equipment Rules of Sailing (~~ERS~~). References to Special Regulations (**OSR**) is defined as the current version of ISAF Offshore Regulations of the ISAF Oceanic & Offshore Committee.
- 8.6 On IRC certificates for all **boats** rated for ~~one or more to carry~~ spinnakers downwind sails (see Rule 21.6), a ~~second~~, non spinnaker, TCC is **also** printed. The non spinnaker TCC shall be valid only for races for which the Notice of Race includes a non spinnaker division or class. Owners shall declare their intention to enter such a non spinnaker class using the ~~second non spinnaker~~ TCC a minimum of seven days before the race, or first race if a series of races, and shall not be permitted to race using a spinnaker for the race or races. This Rule may be amended by Notice of Race.
- 11.2 A Rule Authority may prescribe that for races under its jurisdiction requiring compliance with ~~ISAF Special Regulations~~ **OSR** 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.
- 17.2.9 Portable electronic equipment not permanently attached to the **boat**.



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1. Various Rules (continued)

- 18.1 Measurements shall be taken with the **boat** in measurement condition. The measurement points for various configurations of **boats** are shown on the diagrams for hull shapes and are defined in Appendix 1. ~~The dimension y shall also be supplied and dimensions h and x if appropriate.~~
- 21.1.5(a) the limitation on spinnaker numbers (see Rule ~~21.6.2~~ 21.6.1)
- 22.1.1 Detachable items (such as but not limited to bunk cushions) permitted by Rule 17 to be aboard for measurement shall be carried in their normal positions while racing. For races requiring compliance with ~~Offshore Special Regulations~~ OSR Category 4 only (or local equivalent), a Notice of Race may state that boats rated with bunk cushions on board may remove the bunk cushions. No compensating weight need be carried.

Appendix 1:

HWJ Heavy weather jib. See ~~OSR ISAF Offshore Special Regulations~~, paragraph 4.26.

Series Date The year in which the first **boat** of the design or production series was first launched, whichever is earlier. Series Date does not change if the **boat** is modified.

Storm Jib See ~~OSR ISAF Offshore Special Regulations~~, paragraph 4.26.

Effect of change: None. Correction of simple typographical errors and inconsistencies of terminology.

2. Rule 21.8 – Furling Headsails

Reason for change: Re-reading IRC Rule 21.8, it is a mixture of singular and plural when referring to headsails, heavy weather jibs and storm jibs. This has recently caused some confusion.

It is proposed to edit the rule, without change of meaning, to be consistent and clearer.

Amendment:

- 21.8.1 **Boats** may apply for a rating credit for using a single roller furling headsail. To be eligible:
- (a) A **boat** shall be fitted with a complete headsail furling system including at least a drum, furling headfoil, and top swivel.
 - (b) Rated LP shall be greater than 1.3*J. Exceptionally, this rule shall not apply to **boats** of LH greater than 30.5m and with IRC DLR greater than 60.



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- (c) Only a single headsail shall be used while racing, whose HSA may not be less than 95% of rated HSA except that ~~additionally~~ alternatively a storm jibs (see Appendix 1, IRC Measurement Definitions & Abbreviations) may be used.
- 21.8.2 A **boat** may declare that she may alternatively use a heavy weather jib (see Appendix 1, IRC Measurement Definitions & Abbreviations). Provided that she complies with Rule 21.8.1(a) and (b), she will remain eligible for the rating credit but at a reduced rate.
- 21.8.3 Except in the cases of significant damage or a storm jib ~~and/or a heavy weather jib~~s as appropriate, the same headsail shall be used for all races in any series of races.
- 21.8.4 Any other headsail may be on board. This Rule may be amended by Notice of Race.

Effect of change: None except greater consistency and understanding.

3. Dayboat rig adjustment

Reason for change: IRC Rule 21.1.6 (ii) permits Dayboats to adjust the forestay and/or shrouds provided that their own class rules permit it. The rule is however silent on moving the mast at the deck or the heel. Some Dayboats, Etchells for example, are permitted to move the mast at deck level while racing. This omission should be corrected.

Delete: ~~21.1.6 (a) (ii) in the case of Dayboats explicitly permitted by their own class rules to adjust or detach the forestay and shrouds while racing.~~

Add: 21.1.6 (a) (ii) in the case of Dayboats explicitly permitted by their own class rules to move the mast at foot or deck level, or to adjust or detach the forestay and shrouds while racing.

Effect of change: Brings the rule up to date, removes potential ambiguity and is more equitable.

4. Dayboat Definition

Reason for change: There is an increasing numbers of larger boats that are intended solely as daysailors, the dayboat category was intended for boats such as Dragons, Etchells etc and the effects are tailored for this type of boat only. As such it is suggested that the definition of Dayboat is modified to represent these boats only.

Amend:

Dayboat

A Dayboat is defined as a **boat** with LH less than or equal to 10m which cannot meet any of OSR Categories 0 to 4. The Rating Authority reserves the right to re-classify any **boat** without stating a reason.

Effect of change: Clarification only. No effect to rating calculation.



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5. Multiple Headsails

Reason for change: Many boats, generally classics, often sail using more than 2 headsails set at the same time. The current rules have caused confusion as to whether this is permitted and also make references to areas that are not relevant to this matter.

Insert: 21.7.4 Any number of headsails may be set simultaneously when racing under IRC provided that headsail data is measured and declared as defined by Appendix 1 "DEFINITIONS".

Delete: ~~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) deleted for 2015~~
~~(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: Clarity and completeness. Deletion of redundant and repeated controls.

6. Addition of Bulb Weight to Certificates

Reason for change: It has been noted that for completeness of information, where appropriate, depending on keel type, the bulb weight shall be recorded on a boats certificate. As such it is necessary that we define bulb weight and also ensure that reference to it is made in the rules as appropriate.

Amendment: 8.10.1 Values stated on certificates for **LH, Hull Beam, Draft**, x, P, E, J, FL, MUW, MTW, MHW, LLmax, HSA, PY, EY, LLY, LPY, SPA, ~~and~~ STL and Bulb Weight are maximum values.

Insert: Appendix 1
Bulb Weight: The weight of the **Bulb**.

Effect of change : Increase clarification of data on certificates.



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7. Rating Review limits

Reason for change: The current limitations are impractical for very large boats and would result in a rating review in virtually all cases for all boats over approximately 30,000kgs. Additionally, it has been suggested that the order of the abbreviations could be more logical.

Amendment:

9.8 In either case where the TCC is reviewed, the certificate becomes invalid if any re-measurement which increases the **boat's** rating differs from the measurement shown on the certificate by more than 1% of: **LH, LWP, Hull Beam, Draft, P, E, J, FL, STL, LLmax, MUW, MTW, MHWP, E, STL, LH, LWP, Hull Beam, Draft, FL, LLmax, J, MHW, MTW, MUW,** (see Appendix 1, Measurement Definitions & Abbreviations); by more than 2% of SPA or HSA; by more than 5% of y, x or h; or by 5% ~~or 200kgs, whichever is the less,~~ in respect of weights; or if specific detail is clearly in error.

Effect of change: Make allowance for a recognised issue regarding larger yacht and the realistic accuracy of measurement for these large yachts. Also make simpler to read.

8. Definitions of cutter rig headsails

Reason for change: By omission, with the exception of LP, IRC Definitions do not define how headsails for cutter rigs are measured. This omission should be rectified.

Insert:

Cutter Rig A cutter rigged boat is any **boat** that may set more than one headsail when on a beat to windward while *racing*.

Cutter Rig LL Headsail luff length measured parallel to the forestay as the distance from the lowest **tack point** to the highest **head point** of any headsails set simultaneously while *racing* on a beat to windward.

Cutter Rig LLmax As Cutter Rig LL.

Cutter Rig LP The shortest distance from the aftmost **clew point** of any headsail when set on the centre line of the **boat**, to the foremost headsail luff which may be set simultaneously while *racing* on a beat to windward.

Cutter Rig HHW Headsail half width. The greater of 50% of Cutter Rig LP or HHW of the largest area headsail.

Cutter Rig HTW Headsail three-quarter width. The greater of 25% of Cutter Rig LP or HTW of the largest area headsail.



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Cutter Rig HUW Headsail upper width. The greater of 12.5% of [Cutter Rig LP](#) or HUW of the largest area headsail.

Amend:

LP The **luff perpendicular** of the largest area headsail on board and which may be used while racing. ~~For any boat that may set more than one headsail when on a beat to windward, LP is measured as the shortest distance from the aftmost clew point of any headsail when set on the centre line of the boat, to the foremost headsail luff which may be set simultaneously while racing.~~

8.10.1 Values stated on certificates for **LH, Hull Beam, Bulb Weight, Draft**, x, P, E, J, FL, MUW, MTW, MHW, LLmax, HSA, PY, EY, LLY, LPY, [Cutter Rig LLmax](#), SPA, and STL are maximum values.

Effect of change: Clarity and completeness. Formal definitions to match established practice.

9. Definition of Spinnaker

Reason for change: Inclusion of IRC Notice 2014/01 regarding reefing of spinnakers to circumvent rating effects of code zero type sails.

Amend:

Spinnaker RRS 50.4 shall not apply. A spinnaker is defined as a **sail** set forward of the foremost **mast** with **half width** (measured as a spinnaker) equal to or greater than 75% of **foot length** and without battens. [A spinnaker may be set reefed by any means while racing under IRC provided that when measured in any reefed condition it continues to satisfy the IRC definition of a spinnaker.](#)

Effect of change: Ensuring that Notice 2014/01 is applied and not overlooked.

10. Reorder definitions

Reason for change: Currently, IRC Definitions are arranged alphabetically. This results in related definitions being in different places. It is proposed to re-order the Definitions grouping related definitions together.

Re-order Appendix 1, IRC DEFINITIONS, as follows.



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APPENDIX 1 (IRC Rule) - IRC Measurement Definitions and Abbreviations

Measurement Note - Terminology:

MISCELLANEOUS:

Hull Shell
Age Date
Series Date
Dayboat.
Measurement Condition
Stored Power
Rating Authority
Rule Authority
RORC
UNCL

HULL and APPENDAGES:

LH
BO
x
h
SO
Y
LWP
Wingspan
[Bulb Weight](#)

RIG

P
PY
E
EY
Forestay
FL
J
STL



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SAILS – General

Spinnaker

Headsail

Batten

HWJ

Storm Jib

Sails – Headsails

HSA

LL

LLmax

LLY

LP

LPY

HHW

HTW

HUW

FO

[Cutter Rig](#)

[Cutter Rig LL](#)

[Cutter Rig LLmax](#)

[Cutter Rig LP](#)

[Cutter Rig HHW](#)

[Cutter Rig HTW](#)

[Cutter Rig HUW](#)

Sails – Mainsail

MHW

MTW

MUW

Sails – Spinnakers

SPA

SLE

SLU

SF

SHW

Effect of change: Clarity. More logical and user friendly layout.



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Appendix 4 - Report from The IRC Technical Committee

1. IRC Activity

The total number of boats issued with IRC certificates in 2005 to 2014 and to 31st August 2015 is shown below.

Country	Continent	Region	Certificate Year											
			2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2014 to 31/8/14	2015 to 31/8/15
GBR	Europe	North	1878	1839	2043	2029	1806	1766	1702	1551	1378	1407	1370	1500
FRA	Europe	North	904	966	924	1074	937	975	1016	913	859	850	772	676
ITA	Europe	North	763	840	931	962	840	905	846	814	716	706	562	485
AUS	Oceania	South	527	578	570	528	535	544	525	498	478	452	319	320
TUR	Europe	North	260	280	292	327	342	360	363	404	389	357	276	279
IRL	Europe	North	389	402	429	455	443	423	386	355	321	335	327	312
JPN	Asia	North	1	33	89	122	221	258	276	298	313	311	293	300
USA	N America	North	549	589	610	611	488	464	380	324	273	280	245	219
NED	Europe	North	58	54	152	162	172	146	138	149	151	142	133	139
SE Asia	Asia	South	50	48	49	64	72	80	77	74	129	118	47	41
ESP	Europe	North	934	155	164	165	167	159	169	134	128	109	105	90
CHN	Asia	North	0	0	0	0	37	40	46	93	64	96	57	55
HKG	Asia	South	76	85	94	120	93	93	97	94	96	88	72	65
GRE	Europe	North	0	56	109	101	105	117	104	80	63	74	72	50
BEL	Europe	North	79	91	99	100	87	74	76	64	65	72	68	55
MLT	Europe	North	49	42	47	65	64	66	62	65	54	68	53	42
UAE	Africa	South	67	56	79	67	72	68	53	61	60	58	14	13
BRA	S America	South									34	56	53	57
RSA	Africa	South	91	91	84	76	63	55	49	52	64	52	30	12
NZL	Oceania	South	15	142	97	94	78	55	46	37	39	45	29	20
GER	Europe	North	16	24	39	64	65	53	56	47	46	40	33	48
CAN	N America	North	22	24	23	32	51	60	82	67	55	38	37	36
ISR	Europe	North	27	27	21	23	23	35	34	43	42	34	28	1
CHI	S America	South						0	89	68	79	32	0	2
BUL	Europe	North				41	42	39	29	29	35	29	25	24
URU	S America	South				47	45	45	27	27	24	24	0	13
MRI	Asia	North									27	17	12	0
FIN	Europe	North				13	34	40	37	22	20	16	16	12
ARG	S America	South	0	50	90	37	27	24	13	16	11	13	0	1
ISL	Europe	North	18	14	15	14	12	13	10	13	12	13	13	12
PHI	Asia	South	19	13	13	12	13	13	14	9	10	9	3	0
CRO	Europe	North				15	20	16	10	15	12	8	6	9
NOR	Europe	North				8	9	16	11	2	7	5	0	5
COL	S America	South							21	16	0	5	0	4
Other (<5)	N/A	N/A	164	125	114	74	215	49	86	0	79	72	59	61
Totals:			6956	6624	7177	7502	7178	7051	6930	6434	6133	6031	5129	4958
As % of previous year:				95.2	108.3	104.5	95.7	98.2	98.3	92.8	95.3	98.3		96.7



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Between the 2013 and 2014 Certificate Years, there has been a further decrease in the number of boats rated of 102 boats, or 1.7%, a significant slowing in reduction compared to the previous year's 399 boats (5.7%). While the continued generally uncertain state of the global economy during 2014 is plainly relevant to this, the Technical Committee still considers that wider and more fundamental issues relating to changes in the overall pattern of how owners go racing are also relevant.

Disappointingly, boat numbers to the end of August 2014 are also slightly down from 5129 in 2014 to 4958 this year. There is no clear pattern to this fall which with a few exceptions is worldwide. Within this, Greece, Italy, France and Spain are all significantly down suggesting that economic factors continue to be significant. The stand out number is however the 130 boat (9.5%) increase in UK numbers. Allied to the better UK economic picture, this suggests that The efforts in GBR with Single Event Ratings and IRC Start Up are bearing fruit. Discussion of this should form a significant element of this year's meeting.

At the end of 2014, 25 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 2015, 19 countries had achieved this level with the likelihood of a further 3 by the end of the year. At the end of 2014, 33 countries had fleets of 5 or more boats.

The IRC Technical Committee is disappointed by the reduction this year in the number of boats rated under IRC. Noting however that European countries dominate the bottom of the list, in the present economic circumstances, we are unsurprised.

As noted above the increase in GBR numbers is significant. This suggests that the efforts in GBR to introduce clubs and sailors to IRC are bearing fruit.

The table below shows the comparison of the numbers of boats rated at 31st August for the period 2006, to 2015:



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Country	Boats at end of August										Change 31/08/14 to 31/08/15	Comment
	2005	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Great Britain	1785	1952	1987	1749	1723	1675	1526	1327	1370	1500	130	
Germany	17	38	51	57	50	55	42	44	33	48	15	
Uruguay	0	21	39	33	32	1	0	12	0	13	13	
Japan	14	81	117	208	252	263	277	303	293	300	7	
Netherlands	50	129	134	153	136	133	148	146	133	139	6	
Norway	0	0	8	8	14	10	2	7	0	5	5	
Colombia							2	0	0	4	4	South
Brazil									53	57	4	South
Turkey	212	237	249	236	261	276	302	278	276	279	3	
Croatia	0	1	8	15	16	6	8	8	6	9	3	
Chile						40	0	2	0	2	2	South
World & Other (<5)	56	36	51	138	111	113	86	67	59	61	2	
Australia	328	285	357	341	344	367	361	323	319	320	1	South
Argentina	39	56	27	27	7	1	0	0	0	1	1	South
Portugal	130	85	100	56	23	13	0	0	0	0	0	
Sweden	1	3	30	28	35	18	1	0	0	0	0	
Denmark					17	9	1	1	0	0	0	
Bulgaria	0	1	38	39	35	27	28	33	25	24	-1	
UAE	21	56	26	12	10	18	12	8	14	13	-1	South
Iceland	14	15	14	12	13	10	13	12	13	12	-1	
Canada	25	22	30	49	59	82	67	54	37	36	-1	
China					31	31	63	34	57	55	-2	
Philippines	0	13	1	7	8	7	3	0	3	0	-3	South
Finland	1	3	13	33	38	36	22	18	16	12	-4	
SE Asia	35	116	57	54	53	55	54	54	47	41	-6	South
Hong Kong	58	85	65	70	69	75	76	76	72	65	-7	South
New Zealand	36	142	49	50	33	29	27	18	29	20	-9	South
Malta	41	41	57	57	58	51	59	51	53	42	-11	
Mauritius									12	0	-12	South
Belgium	80	89	95	80	66	75	58	62	68	55	-13	
Ireland	396	415	447	433	409	393	355	315	327	312	-15	
Spain	141	154	156	146	151	159	129	120	105	90	-15	
South Africa	37	91	53	47	31	32	30	30	30	12	-18	South
Greece	43	101	98	100	108	95	73	60	72	50	-22	
USA	562	574	584	449	432	358	306	252	245	219	-26	
Israel	24	19	19	20	27	30	35	32	28	1	-27	
Italy	604	685	766	624	711	657	651	590	562	485	-77	
France	829	858	980	860	889	933	816	787	772	676	-96	
Totals:	4146	4861	4960	4707	4652	4543	4166	3747	5129	4958	-171	
		117.2	102.0	94.9	98.8	97.7	91.7	89.9	136.9	96.7		



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The IRC Technical Committee is disappointed by the reduction this year in the number of boats rated under IRC. Noting however that European countries dominate the bottom of the list, in the present economic circumstances, we are unsurprised.

As noted above the increase in GBR numbers is significant. This suggests that the efforts in GBR to introduce clubs and sailors to IRC are bearing fruit.

2. Measurement

An IRC measurement seminar was planned for Asia during 2015. Regrettably for logistical reasons, this had to be cancelled. It is hoped to re-schedule this for 2016.

The one application to ISAF in 2014 for IRC International Measurer was successful. One further application for International Measurer has been made this year.

Measurers from Great Britain and France were jointly involved in Equipment Inspection at the Swan European Championships.

3. Technical

As ever the Technical Committee has been working this year on a wide ranging agenda. Much of this is detail issues which will only result in minor changes to IRC Rules and/or rating calculations although one or two projects may result in more significant changes. A number of these projects are longer term in nature aimed at improving IRC treatment of specific technical issues. Most of the work has been conducted by E-Mail with a formal 2 day meeting in Cowes in July. It is also intended that the Technical Committee will meet at the IRC Congress.

A significant issue on the Committee's agenda is the treatment by IRC of small 'sportsboats'. It is intended that the first part of this work will be introduced in 2016.

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Appendix 5 – Submissions to ISAF

Reporting Committee – Equipment Committee

Submission : 090-15

**Other Committee – ISAF Classes Committee, Oceanic
And Offshore Committee**

Equipment Rules of Sailing

Sail Dimension Abbreviations
A submission from IRC and ORC

Purpose or Objective

To include abbreviations for primary sail dimensions within the Equipment Rules of Sailing

Proposal

That the following is included as either a new section G.9 or as Appendix 2 to the Equipment Rules of Sailing.

G.9 ABBREVIATIONS [or APPENDIX 2]

Abbreviations for primary sail dimensions:

	ERS	Dimension	Abbreviation
Mainsail	G.7.4 (a)	Mainsail Quarter Width	MQW
	G.7.5 (a)	Mainsail Half Width	MHW
	G.7.6 (a)	Mainsail Three Quarter Width	MTW
	G.7.7 (a)	Mainsail Upper Width	MUW
	G.7.8 (a)	Mainsail Top Width	MHB
Headsail:	G.7.3	Headsail Luff Length	HLU
	G.7.4 (a)	Headsail Quarter Width	HQW
	G.7.5 (a)	Headsail Half Width	HHW
	G.7.6 (a)	Headsail Three Quarter Width	HTW
	G.7.7 (a)	Headsail Upper Width	HUW
	G.7.8 (a)	Headsail Top Width	HHB
	G.7.11	Headsail Luff Perpendicular	HLP
Spinnaker:	G.7.1	Spinnaker Luff Length	SLU
	G.7.2	Spinnaker Leech Length	SLE
	G.7.3	Spinnaker Foot Length	SFL
	G.7.5 (b)	Spinnaker Half Width	SHW



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Current Position

None

Reason

1. The UMS partners have made substantial progress on agreeing common abbreviations for primary sail dimensions. This process will be continued in future into other parts of boats. Noting that the Equipment Rules of Sailing are a fundamental cornerstone of the UMS, it is therefore logical that the agreed abbreviations should be included in ERS.

* * *

Reporting Committee – Equipment Committee

Submission : 094 - 15

**Other Committee – ISAF Classes Committee, Oceanic
& Offshore Committee**

Equipment Rules of Sailing

H.5.4 – Sail Measurement extended as necessary
A submission from IRC

Purpose or Objective

To define a method of identifying corner points for sail measurement which is consistent with the ISAF Sail Measurement Course as promoted through the ISAF IHC Scheme.

Proposal

To add new ERS H.5.4 – Extended as necessary to read as follows:

ERS H.5.4 – Extended as necessary

If there is local curvature and/or irregularity in the sail edge leading into a corner point, the extension of the sail edge shall be found as follows using a batten as specified in H.5.4(e) :-

(a) Hold the batten at its very ends with one end approximately where the **corner point** will be and the other end touching the **sail edge** being extended.

(

b) Apply compression only to the batten to produce a uniform curve when required.

(c) If the batten does not replicate the sail edge shape exactly, move the end of the batten at the **corner** away from **sail** until the longest possible length of the batten touches the **sail edge**.

(d) Where this technique does not provide a repeatable **corner point**, ERS H.1.2 shall apply.



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(e) Battens shall be of a specification approved by ISAF unless otherwise specified in class rules.

(f) Class Rules may vary ERS H.5.4

Current Position :

As above.

Reasons :

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. ISAF has promoted its Guide to Sail Measurement and subsequent ISAF Sail Measurement Course to all MNAs adopting the ISAF In-House Certification Scheme.
3. The above technique is employed by all In-House Official Measurers within an ISAF IHC licenced loft for sails built for classes adopting the ERS and invoking IHC within their class rules.
4. The above technique is not always used by other official measurers or equipment inspectors. This has led to an inconsistency in sail measurement.
5. By specifying within the Equipment Rules of Sailing the method used at ISAF Sail Measurement Courses and by IHC sail lofts, the ambiguities in the interpretation of “extended as necessary” will be removed resulting in more consistent measurement.
6. IRC caters for all sizes and types of monohulls keelboats ranging from small dayboats through cruiser/racers to superyachts. IRC adopted measurement by IHC approved lofts some years ago. Since then, we have seen a noticeable improvement in the consistency and reliability of sail data across all sizes and types of boats.
7. If this method of defining a sail corner is not accepted, then an alternative equally consistent method must be developed and defined and then promulgated to all official measurers including re-training of all In-house official measurers at IHC sail lofts.
8. The submission recognises that classes may wish to vary this instruction and prescribe their own measurement procedures within their class rules which will enable consistency to be applied to their own sails.

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Reporting Committee – Oceanic and Offshore Committee
Other Committee – Constitution Committee, Equipment Committee

Submission : 136 – 15

Rating Systems

Regulation 25.5 – Rating Systems World Championships

A submission from the IRC

Purpose or Objective :

To amend the restrictions on an International Rating System to better reflect the restrictions on ISAF Classes and to acknowledge that sailors competing under all International Rating Systems should have the same rights to compete in a world championship.

Proposal :

Amend Regulation 25:

25.5 Rating Systems

25.5.1 A designation as an international rating system shall ~~not~~ automatically entitle the rating system to hold a world championship.

~~25.5.2 Rating systems not covered in Regulation 25.5 shall apply to ISAF for approval to hold a world championship.~~

~~25.5.3 Qualification to hold a world championship shall include rating systems which are based on measurement and scientific formulation available to all certificate holders.~~

Current Position :

As above

Reason :

1. ISAF currently recognises two International Rating Systems, ORC and IRC. These two systems encourage and promote amateur and professional racing in yachts in all parts of the world. In some countries one system is stronger, in other countries the other system is stronger. The Universal Measurement System will allow boats to be measured once and then compete in racing under both systems. The healthy competition between the two systems encourages each to continue to improve the quality of racing and other services it offers.

2. World Championships help classes and rating systems to grow participation and are popular with sailors. The effect of this submission is that it will enable IRC to provide a World Championships to those sailors who wish to race under IRC. ORC is already entitled to do this under Regulation 13.1(j). ISAF should not favour one ISAF-recognised International Rating System over another.

END