



# WIND & WATERSPORT VLAANDEREN

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## Wind and Watersport Vlaanderen – National Authority for IRC in Belgium

### 1. Certificates issued:

In 2018 we note an increase in the number of certificates to 67 (+ 18 or +35 %) dd 27/9/2018 (2017 : 49, 2016 : 48)

At the end of september 2018 67 IRC certificates where issued to Belgian boats, 85% of these certificates came through the national authority, the other boats got their certificate directly with UNCL or RORC. For the future we hope all certificates come through the national authority.

### 2. Comments:

67 certificates is a beautiful growth but we still saw 15% of the Belgian IRC fleet 2017 disappear (10 IRC boats of 2017 didn't ask for a revalidation in 2018). 10 new boats came in by the national authority, the rest came by RORC of UNCL (Swan 50, ...). 11 certificates issued by the Belgian Authority are IRC endorsed, 5 certificates issued by RORC/UNCL are endorsed, which brings the total of endorsed Belgian boats on 16 (24%).

Some Belgian boats compete in international waters. Races of the RORC, IRC/ORC Worlds, IRC Europeans, Cowes Week (UK), Half Ton Classics Cup 2018 (in Nieuwpoort, Belgium). This last event certainly gave a boost to the number of IRC certificates for this class. 16 halftonners represent 23% of all IRC certificates for Belgium. The participation of the Belgian boats in the IRC/ORC Worlds did not create a new demand for sailing under ORC in Belgium. The majority of the competition oriented Belgian fleet prefers to continue sailing under IRC.

At the end of the season some beautiful new boats joined our fleet like a Mills 37, Rodman 42, Club Swan 50 and Tofinou 9.5. We look forward to their race program in 2019.

The IRC fleet in Belgium has some competition of local measurement systems. Cruiser Rating (up to 250 certificates) and Osiris from France (up to 50 certificates).

Local club races have more success than championships. They mostly sail under the local rating systems. The number of boats in the regional championship Open North Sea Championship is stable but low. People tend to stay in their club for informal racing.

**3. WWSV and BELIRC**

BELIRC is the organisation of the IRC owners and keeps a yearly information session, with the support of the official Flemish Sailing Federation WWSV. This year we saw a more active fleet looking for optimisation of their rating. 6 boats were weighed, a number of test certificates were issued and the number of modifications was higher than in previous years. The need for more informative sessions is clear.

For 2019 we are thinking of an informative measurement session for sails. This could be an opportunity to exchange expertise with the teams of UNCL and RORC.

The formula of the Open North Sea Championships could also be reviewed on the next national ONZK meeting in October.