



IRC Congress 2011

National IRC Owners Associations and IRC Rule Authority Reports

Reports

From National IRC Owners Associations and IRC Rule Authorities

For 2011



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1. Australia.

Issues not subject to submission.

IRC Crew Weight

The IRC Crew Weight Rules are non-specific and aren't lending the clear leadership and support to manage this area of the rule and a boat's potential performance that it otherwise may. The rule should be specific in what it does and does not allow as weight on the rail is clearly a major contributor to a boat's performance.

Online Tools for Rule Authorities

The issue of what reporting tools are available for Rule Authorities has come up again with the UNCL asking countries to submit statistics that are available through the IRC database. It seems incongruous that Rule Authorities have to develop their own systems independently when common reports could be available to all as a single solution supplied by the Rating Authority.

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. 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

It would be helpful for Race Organisers if the notes in the IRC Year Book could be expanded to provide clear and encouraging advice on how to include systematic equipment registration and checking at large or key events. This is looked at in Section 4 Policing, but the very title and the comment of it being a 'thorny issue' elicits a negative response to what is an important role for the Organising Authority to play. There may also be advice needed for what inclusions should be in the race documents to ensure the equipment inspector is properly recognised for the event under the RRS.

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.



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2. Great Britain & Northern Ireland

Comments

- The number of IRC rated boats at the end of 2010 was slightly reduced from 2009 (1766, cf 1810). A comparison of numbers between Aug 2010 and Aug 2009 shows a reduction of 51 boats (3%). However, this is not considered surprising in the current economic climate.
- Again, a very wide range of different boat types, sizes and ages has been reported as winning races during 2011.
- From 1/1/2011 the GBR IRC Rule Authority required sail makers to be formally approved under the ISAF In-House Certification scheme to supply data for an endorsed certificate. Despite some initial problems, this is proving successful and continues to be developed.
- In GBR the great majority of clubs modify IRC rules relating to crew number generally either by complete deletion or by increase of the maximum permissible number.
- The GBR IRC Committee noted that many aspects contributed to club level owners not racing under IRC, including cost and lack of available crew, and the perception of it being a high-level rule.
- The GBR IRC Committee noted that the RORC Rating Office is closely involved with ISAF relating to structural regulations for keels.
- Four IRC regional championships and a national championship were successfully held in GBR in 2011.

IRC Technical Committee Submissions

The GBR IRC Committee supports all the IRC Technical Committee submissions.

GBR Submissions to Congress

There are two submissions from GBR to the IRC Congress relating to the rating of innovative features, and bowsprits/spinnaker poles.

IRC Submissions to ISAF

The GBR IRC Committee approved all the submissions from IRC to ISAF, which mainly refer to ERS definitions.



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