

National Report: IRC in The Netherlands 2019



Overview of IRC in The Netherlands

On the 31 of August 2019 we had 111 IRC Certificates in Holland, in 2018 there were 116 valid IRC certificates. 50 owners hold an Endorsed certificate. All certificates are mainly issued to participate in international IRC events but we continue to try to attract those IRC participants to the main events like the North Sea Regatta and the Dutch IRC Nationals.

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 (ytd)
IRC	175	145	138	153	149	142	145	139	128	116	111
ORC	1377	1283	1208	1107	1036	978	1265	1046	1043	880	815
Δ IRC		-17%	-5%	11%	-3%	-5%	2%	-4%	-8%	-9%	-4%
Δ ORC		-7%	-6%	-8%	-6%	-6%	29%	-17%	0%	-16%	-7%

The decrease in certificates is a continuing trend over the past years, with the primary reason for holding an IRC certificate is entering in international (mostly UK based) IRC events.

In the Dutch IRC Nationals (end of August) 27 teams competed: 12 from NED, 14 from BEL and 1 from GER. The large amount of BEL competitors can be explained from the fact that the location of the Nationals (Breskens) is near the Belgium border.

National Champions:

- IRC 1: NED 18 - K-Force (Swan 45)
- IRC 2: NED 7307 - Rosetta (Dehler 36)
- IRC 3: NED 7896 - Easy Living (First 34.7)

The other large IRC event is the combined Vuurschepen Race to Harwich and the North Sea Race back to Scheveningen in May. This year 29 NED IRC teams competed in the North Sea Race.

Since we are supporting IRC in The Netherlands, other events have a combined scoring with ORC as the primary rating system and IRC as the second system. Teams can compete in both systems simultaneously.

As a class organization we are working for 2020 on reducing the number of small regattas and boost a small number of larger regattas. The idea is to stimulate these events to reach the necessary critical mass to be able to host a regatta that will spark "the fear of missing out" among teams: great sailing, various courses (long and short) and a great social programme.

Note of any particular IRC issues to be drawn to the attention of Congress but which are not the basis of a formal submission

We receive signals from competitors and from our "embedded" sailmaker that there seems to be an advantage under IRC to keep the luff length (HLU) of headsails below 95% of the FL. It is said by sail designers that going over the 95% mark will result in a "rating hit", meaning that the gain in performance is surpassed by the increase in rating. That effect, combined with the removal of HHB in the headsail measurement results in odd-looking designs in headsails with relatively wide tops.

Our question: *Is this a trend that can also be seen in other countries and could it*



be that it gives a performance advantage that is not completely captured in the current rating calculation?

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