

**2023 IRC CONGRESS
AUSTRALIAN REPORT**

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Overview of IRC in Australia:

Table 1 - Revalidations and New IRC Primary and Secondary applicationsⁱ

Year	Number of IRC boats	Number of new boats	Percentage of change
2018	446	62	14%
2019	329	30	9%
2020	283	33	12%
2021	307	39	13%
2022	364	51	14%

The IRC rating rule is enjoying increasing popularity in Australia with numbers returning to pre-COVID counts. The number of new boats has shown a large increase on the last three years and yacht racing is again thriving here.

Secondary Certificates are becoming important to many of our competing yachts. Many boats are choosing to effectively create an Offshore and Inshore variant of their certificates. There have been some problems where race teams are mixing up the configurations on their yachts for each certificate, however, this is going away as they get a better understanding for what changes can be made between certificates. Overall, the introduction of Secondary Certificates has been very successful with boats from all classes putting them to good use.

Racing in Australia

With both offshore and inshore racing getting back to past entry numbers. Table 2 is data extracted for various events around Australia all these events are showing increasing support for IRC ratings.

Table 2: IRC entries for selected offshore events in Australia

Race	Sydney to Gold Coast Race (CYCA)	Sydney to Hobart (CYCA)	The West Coaster (FSC)	Brisbane to Gladstone
2019	62	119	7	29
2021	Not Run	74	12	20
2022	46	91	10	25

Looking Forward

Looking at the current rating year (2022/2023) the applications for revalidation and new boats is showing a strong return and the numbers will be nearing those of 2018. The two-handed fleet is continuing to gain popularity with purpose-built boats popping up everywhere. The future for IRC racing in Australia is looking very strong.

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