



## IRC コングレス 2011 出席報告書

2012/11/23 角

2012 年度の IRC コングレスが英国ウインザー市で開催され、日本からは、日本IRCオーナーズ協会会長斜森氏がオーナー代表として、JSAF外洋計測委員長吉田氏、そしてIRCレーティングオフィスの角の3名が参加した。

日時: 2012 年 10 月 13 日、14 日

場所: Macdonald Hotel, Windsor, England

世界的な不景気の中、各国のIRCフリートは全体的に縮小傾向が顕著であったが、中国、トルコ、オランダ、日本などの国では増加が続いている。

フリートの縮小は、新規アプリケーションの減少と船齢の上昇を伴っている。世界的にイベント自体への参加が減っているという報告からも、景気低迷による、レジャーの手控えムードがある模様だ。

RORCは将来のIRCの方向付けを明確にする必要を感じているため、オーナー、レーティングオーナーソリティー、ルールオーナーソリティーが協調しながら現状の分析とサービスの向上を目指すための方策をなんとか探り出したい気持ちが強い。

特に今回のコンGRESでは、本題から少しずれるが非常に重要な、IRCの将来というテーマで議論が交わされた。その結果を見ると、ワンデザインクラス以外のキールポートにおけるIRCシステムは、比較的ハイエンドユーザーのものであるという認識が、少なくとも一般ユーザーの中には根強い。IRCのポリシーは、決してグランプリイベントを主眼に置いているのではなく、全てのポートに対してレーティング与えるものであるから、この認識は正しくない。しかし現実的に、プロのセーラーが乗るレースも、ナショナルチャンピオンシップもIRCの下で行なわれ、オーナーが安くない代金を払い、公平なレーティングを得る場合、クラブレースだけに留まるオーナーにとってのIRCは、あまり馴染みのないものとなるのは、世界に共通していることのようなのだ。

ここで重要な鍵となるのは、クラブ単位のレースとIRCイベントに連続性を持たせることだというのが、今回のコンGRESで明らかになった。つまり、PHRF(ポーツマスヤードスティックも)のようなパフォーマンスハンディキャップをいかにして、IRCの予備軍にしてゆくか、もしくは、いかに協調して行くかということである。コンGRESでは、PHRFはIRCの脅威とはならず、協調することにより、共に歩んで行くべきものであるという結論に至っている。また、そのためのデュアルスコアリング方

式を推奨してゆこうという結論にも至った。これはまさに日本の状況を物語っているものだ。PHRFを確立させようという動きが日本にあるが、やはり理想は、より高度なレーティングシステムと連続した繋がりを持たることであろう。

一方、来年のルール of 整備という重要な役割の部分のコングレス自体は例年と変わらず、RORC TC、各国のオーナー協会、ルールオーソリティーの代表者達が、来年のためのルール整備に向け、時間内一杯の議論が繰り広げられた。詳細については、以下の議事録訳を参照いただきたい。

日本からは、オーナーズ協会の意見として、ボートのモディフィケーションを行なった際のTCCの判定が、元々異なるデザインとして全く同じデータを提出する場合のケースと、評価方法が違い、結果としてのTCCも変わるのではないか、という質問を行なった。これは、リグなどのモディフィケーションを施したボートが非常に高い性能を出した事例があり、もしモディフィケーションではなく、新デザインとして申告した場合に、異なる結果が出たのではないかとこの疑念から出た質問であった。結果として、RORCのテクニカルコミッティーの回答は、全く同じデータを持つ 2 艇のボートの場合、例え一方がモディフィケーションによるもの、他方が新デザインによるものでも、両艇のTCCは同一になる、というものであり、日本側の疑念は否定された。

以下、議題順のまとめ。

## 2012 年 10 月 13 日会議

### 1. 会議の開会

IRC チェアマン、Peter Wykeham-Martin のあいさつ。

### 2. 欠席者と委任投票

### 3. 2011 年コングレス議事録の確認

昨年議事録の確認。異議なく承認。

### 4. 議題にない要審議事項

・エンドースメント IRCテクニカルコミッティーはエンドースメントの要件について再検討を行ない、2012 年 1 月にエンドースメント規則 (the rules for Endorsement) の改訂版を公表している (Appendix 1 参照)。この件につき審議が行われた結果、重量計測が実践的でない大型艇については、フリーボード計測からの重量計算がより一般的であることが指摘された。ま

た、GBRにおいて、トラベルホイスト(トラベリフト)にプレッシャーパッドを装着して重量計測を行なう試みが報告された。これについて、マルコム・ラナル(副議長)は、彼の経験によると、この方法は信頼性に欠くとの発言があった。更なる情報が入手され次第報告するものとする。

・ポートデータ 開示データを増やすことは、デザイナーによるデザインの最適化を助長することが懸念されるため、テクニカルコミッティーとしてはやりたくない。しかし、レーティングオフィスの任意の艇のデータファイルをその艇に対して提供することは行なってゆくべきとの考えが示された。これについては、議題 8.2.2、オーストラリアサブミッション2、でも審議された。

ポート重量について、フリーボードからの推定による重量値は、エラーを含む可能性が高いとの認識がなされた。レース主催者は、重量計測を行なった艇のみ参加を認めることもできるが、注意しなければならないのは、これにより参加へのハードルが高くなると感じるボートがいるかもしれない点だ。

・新機軸 新機軸に対するテクニカルコミッティーの取り組みは、四辺形ヘッドセイルへの対応案にその例がよく表れており、議題 8 で審議されている。

・軽量艇 “軽量”という表現は主観的なものである。判断はテクニカルコミッティーに委ねられるが、超軽量とレースボートを全て含ませようとするのは危険だ。今年のレース結果から見ると、バランスは適度にとれていると考えられる。オーストラリアからの報告によると、アンケートの結果、48%程の回答者が、IRCは軽量艇の開発を妨げていると感じており、その結果、多くのセーラーが機会を失い意欲を削がれる結果を生んでいる。アンケートを Appendix 2 にまとめる。

・HPR RORCはHPRの運用に関わることを辞退したと報告された。ダン・ノランは、RORC がHPRに関わることは望ましいことで、今後も提案を続ける意向である旨が伝えられた。現時点でHPRの具体的な進捗は見られない。しかしテクニカルコミッティーは、HPRの進み具合を今後とも確認してゆき、IRCのその分野に対するプレッシャーを和らげる意味においても、レース志向の強いボートに対する適当なルールとしてHPRを機能させることも視野に入れることを約束した。

・デュアルスコアリング テクニカルコミッティーは、パフォーマンスハンディキャップを向上させるために、RYA、ECHOその他の団体と協議し、デュアルスコアリングを身近に、そしてPHSからIRCへの移行を容易にすることを目指すこととした。

・IRCのプロモーション RORCはプロのPRエージェントに依頼することを検討したが、エージェント自身が貢献することが難しいと判断したため計画を断念したことが報告された。プロモーションに関してRORCは、将来的にどのようなステップを踏むべきか模索中である。

・世界選手権 テクニカルコミッティーは、IRCボートによる世界選手権開催の価値について未だに確信がない。これについては、ISAFの世界選手権開催ポリシーにも絡んでくる。実際は、この1年の間に何も進展が見られず、近い将来に変化があるとも思えない。

## 5. IRC公示について

2012/01のヘビーウェザーズブ(Appendix 3)および、2012/02のフットオフセット(Appendix 4)に関して確認された。

## 6. テクニカルコミッティーからの報告

マイク・アーウィンからの報告によると(Appendix 5)、テクニカルコミッティーが危惧するのは、世界のIRCフリートは、8月末時点で、2011年に2%程の減少を見せ、さらに2012年には8%近い減少を示した点である。テクニカルコミッティーの考察は、この落ち込みは、世界経済の影響によるところが大部分を占める。また、意見交換が行われ、レガッタのエントリー数が世界的に減少傾向にあることが確認された。

## 7. IRCの世界的傾向

マイク・アーウィンが統計(Appendix 6)の概略を報告した。新規申告の減少に伴い、IRCフリートの高齢化が見られている。全体的に、統計データは、IRCが引き続き広範囲なボートサイズと船齢で使われていることも確認できた。

## 8. 2013年IRC規則変更のプロポーザル、検討および決定事項

### 8.1 IRCテクニカルコミッティー

#### 8.1.1 規則 17.2.2

変更理由: 17.2は計測状態を示すが、可変バラスト(ウォーターバラスト)の状態が明確に記述されていない。明確な記述がされるべきである。

変更: 17.2.2 燃料、水、**可変バラスト**、その他のタンクの内容物。ガス・ボトルは取り外すこと。

変更による影響： なし。脱落の訂正。

審議結果： 全会一致で承認。

### 8.1.2 規則 21.3.4(c)

変更理由： 規則 21.3.4(c)はスピネーカーを指しているが、スピネーカー・ポールを指すのが正しい。

変更： 21.3.4 RRS 50.3(c)を削除し、以下と置換える。

ヘッドセイルは、以下の条件を満足する場合、スピネーカー・ポールまたはウイスカ・ポールにシートを取り、あるいはクリューまたはタックを取り付けても良い。

- a) スピネーカーがセットされていないとき
- b) HSA とLLmax の寸法がそのレーティング数値を超えないとき
- c) ~~ハン~~スピネーカー=スピネーカー・ポール無しとして評価される艇は、ウイスカ・ポールを申告する。
- d) ポールの寸法STLが STLのレーティング数値を超えないとき
- e) 21.3.6 a)に基づいてスピネーカー・ポールなしで計測された艇の場合、ウイスカ・ポール(STLとして計測される)はSTLを超えてはいけない。

二番目のヘッドセイルを同時にセットしてもよい。

変更による影響： なし。エラーの訂正のみ。

審議結果： 全会一致で承認。

### 8.1.3 規則 21.3.7

変更理由： リーフすることが可能なスピネーカーが開発されたが、IRCの基本的な考えとして、その様なセイルを禁じたり開発を妨げることはしない。しかし、このようなセイルは、フルサイズで展開した場合スピネーカーとして、リーフして展開した場合、ヘッドセイルとして使用できる可能性がある。このような場合、そのポートは大きなサイズのヘッドセイルを、レーティングの増加無しに効果的に展開できるという利益を与えることになる。このような矛盾は、フルサイズ時にスピネーカーとして計測したセイルはリーフ時にもスピネーカーとして計測することを要件に加えることにより回避できる。

挿入: 21.3.7 スピネーカーはリーフして展開することができる。但し、どのようなリーフを行なった状態で計測しても、スピネーカーとしての要件を満たさなければならない。

変更による影響: 規則内ループホールの削除

審議: ラフの部分を巻いてリーフする場合は、同じラフ長さを持つと見なされる。現実的には、全ての可能なリーフ状態をルール変更に基づいて計測することは非常に難しい。また、レーティングHSAとその他のレーティングパラメータを越えないのであれば、リーフしたスピネーカーをヘッドセイルとして使用するのを禁ずる理由は無い。

審議結果: コングレスは本プロポーザルを先送りすることとし、テクニカルコミッティーに再考を求め、必要なら、2013年のプロポーザルとして再提出してもらうこととした。

#### 8.1.4 新規則 21.3.8

変更理由: リーフイングスピネーカーの代替として、セイルメーカーは、切り取り可能な部分を持つセイルを開発した。リーフ可能なスピネーカーと違い、これは健全な開発とは言えない。

1. IRC規則 2.5 が適用される可能性
2. IRC規則 8.9 が適用される可能性
3. ワンデザインでは、ワンデザインクラス規則に抵触する可能性
4. セイルは、一部が取り外された場合も取り外されていない場合も、RRS 77、を満たす必要がある
5. IRC規則 21.2.2 が適用される可能性
6. IRC規則 21.1.5(d)は、連続した期間に行われるレガッタの間、搭載するセイルは同じであることを要求している。セイルの一部が取り外された場合、そのセイルは異なるセイルと認識されるかどうかについて議論の余地がある。
7. IRC規則 21.6.1(a)は、搭載できるスピネーカーの数を、申告により増やしていない限り、最大3枚と定めている。スピネーカーの一部を取り外した状態でもスピネーカーとしての要件を満たしている(つまり、ヘッドセイルとして計測しない)場合、これが余分のスピネーカーと見なされるかどうか議論の余地がある。そのボートがすでに3枚かそれより多いスピネーカーを積んでいる場合、これは別の申告が必要になるのではないか。
8. IRC規則 21.1.8 は、一枚のローラーファールディングヘッドセイルのボートに対してレーティングクレジットを与えている。もし、一部がセイルから取り外されて、それがヘッドセイルとして使えるのなら、シングルローラーファールディングヘッドセイルクレジットを受けたボートは、IRC規則

21.8 に違反している。

9. 取り外す部分が一つよりも多くすることも可能であり、セーリング角度やセーリングコンディションに合わせて異なる部分を使うことができる。

挿入 21.3.8 取り外し可能な部分を持つセイルは使ってはならない。

変更による影響: 規則のループホールの削除。非健全な開発の防止。

審議結果: 全会一致で承認。

### 8.1.5 ヘッドセイル上部幅、規則 21.7.1 の変更

変更理由: 2012 年期間中、ヘッド近くにフルレングスバテンを持ち、セイルのトップを人為的に短くする多くのヘッドセイルが確認された。これにより、レーテイングヘッドセイル面積の計算で、実際の減少幅よりも極端に大きく減少させることが可能となる。

このような操作が広まる前に、ループホールを埋めることが望まれる。

そのために、ヘッドセイル上部幅の採用を提案する。

この計測値の採用により、現行のHHBリミットは削除される。よって、要求されるパラメータの数は増えない。

注: ペナルティーを受けないHUWの最大許容値を  $0.55*HTW$  とし、超過分の 3 倍の値をLLに加えるというのが現時点での提案であるが、リサーチの完了とセイルメーカーからの意見照会を待って最終とする。また、IRCテクニカルコミッティーにより、同様の効果を他の手法により実現することも考えられる。この結果により、下の変更案が変更される可能性がある。

定義の削除: **HHB** 搭載されレース中使用されるヘッドセイルの内最も大きいトップの幅。

定義の挿入: **HUW** 最大面積を持つヘッドセイルの上部幅で、上部リーチの点はヘッドの点と4分の3リーチの点から等距離にあるリーチ上の点となる。

変更: 21.7.1 ヘッドセイル面積(HSA)は次式より求める:

$$HSA=0.125*LL*(2*LP+3*HHW+2*HTW)$$

HSA の計算において、HHB が、 $0.09m$  もしくは  $0.008*LL$  の大きい方よりも大きい場合、その



~~過剰分の 5 倍の値が、HSA 計算式内の LL に加算される。~~

$0.0625 * LL * (4 * LP + 6 * HHW + 3 * HTW + 2 * HUW + 0.09)$

もし HUW が、 $0.55 * HTW$  よりも大きい場合、その過剰分の 3 倍の値が、HSA 計算式内の LL に加算される。

変更： IRC規則内のHHB参照を全て削除し、必要な部分に HUW を加える。

変更による影響： ループホールの削除。規則悪用の排除。

審議： マイク・アーウィンによると、テクニカルコミッティーは本案件への対処する最良策に至っていない。従って、 kongress が本提案の趣旨を理解し、テクニカルコミッティーに対し、提案規則変更を編集して最終案をまとめる裁量を認めることを求めた。また、大多数のセイルは再計測の必要がないことも付け加えられた。

審議結果： kongress は全会一致で、提案を承認し、テクニカルコミッティーに、提案規則変更の編集を行ない最終案をまとめる裁量を与えることを決めた。

### 8.1.6 フットオフセットの定義、新規則 21.7.3

変更理由： 2012 年期間中、フットに大きなカーブを持たせ、ラフ長さを意図的に少なくさせたヘッドセイルを製作したセイルメーカーがいた。これは 2012 年 5 月に出されたIRC公示 2012/02 により、リグファクターの調整で対処された。この公示内容を正式にIRC規則に反映させる必要がある。

これは ISAF ERS のフットの中点により対応することが可能であるが、実践的理由により、IRCがフットオフセットを定義することが望ましい。

定義挿入： **フットオフセット** ヘッドセイルフットとタックの点とクリューの点を結んだ直線との最大オフセット値

挿入： 21.7.3 フットオフセットが LP の 7.5%を越える場合、フットオフセットは申告されなければならない、そのフットオフセットをLLに加えてHSAの計算が行なわれる。

再ナンバー： 現行 21.7.3 を 21.7.4 に。

変更による影響： ループホールの削除。規則悪用の排除。



審議： 7.5%の制限値はセイルメーカーからの情報に基づき、シーティングポイントやファーリングドラムによるタック位置の持ち上げなどの理由のためのフットオフセットをペナライズすることを意図していない。2012 年中に判明した中には、LPの 15%に達するフットオフセットを持つヘッドセイルもあった。

審議結果： 全会一致で承認。

### 8.1.7 外側の点の距離の計測

変更理由： 大型艇では、大きなヘッドセイルをホイストするために、ラフトラックをかなりの上下長さに渡って(マスト 1/3 の長さ程まで)後方に曲げ、マスト下部に向かってマスト前後の長さを大きくして行くやり方が一般的である。**外側の点の距離**は、ラフトラックを含むマストスパーの後方エッジから計測する。ERS H.4.2 によると、ローカルな曲がりは無視される。マスト長さの 1/3 の距離は、ローカルとは見なされないので、外側の点の距離は、人為的に減少され、これら大型ヨットはレーティングで恩恵を被ることになる。マストの前後長さの制限を持たないクラスのボートもこれを使って有利となり得る。

変更： E **メインセイル**(またはスクナーの場合の**フォア・セイル**)の**外側の点の距離**。**外側リミット・マーク**は明瞭に識別でき、動かさない 25mm 幅のバンドでなくてはならない。計測バンドがない場合は、ブーム最後端まで測る。**外側の点の距離の計測では、ERS H.4.2 は適用しない。ぎ装品、部分的な曲がり、部分的な切り欠き、または、セイルトラックやセイルトラックサポートの前後長さの増加は無視しなければならない。**

変更による影響： ループホールの削除。規則悪用の排除。

審議： 前述は、スーパーヨットでの現象であるが、他種のヨットで同じやり方が採用されない理由がない。マイク・アーウィンによると、ORCは、統一を図るために、上記と同一の表現を規則内に用いることに同意したとのことである。テクニカルコミッティーは、ISAF ERS のワーキングパーティーと協調して、ERSに本要件を盛り込む作業を行なった。

審議結果： 全会一致で承認。

### 8.1.8 ヘビーウェザージブの定義

変更理由： ISAF オフショアスペシャルレギュレーションにあるヘビーウェザージブの定義

は、2012 年に変更が加えられ、文末の、“そしてリーフポイントを持たない”が削除された。IRC の定義は、この記述が削除されていなかったので、IRC 公示 2012/01 にてヘビーウェザー ジブのIRC定義の訂正が行なわれていた。

変更: HWJ ヘビーウェザージブ。フォアトライアングル高さの二乗の 13.5%を越えない面積のヘッドセイル。

変更による影響: なし。誤りの訂正。

審議結果: 全会一致で承認。

### 8.1.9 訂正

脱落や誤植への修正が以下のとおりなされた。

8.9.1 規則 21.7.3 内の HSA と LP の間に LL を挿入。

8.9.2 規則 8.1.2 内の 5 月 30 日を 5 月 31 日に変更。

8.9.3 MUW の定義を、意味を変えることなく、ERS と整合するように変更。

コンGRESSは以上の修正を承認した。

### 8.1.10 四辺形ヘッドセイル

現在IRC規則は、セイルを 1 点を越える点でシーティングすることを禁じている。これにより、結果的に四辺形ヘッドセイルは排除される。

風洞実験と実践経験によると、四辺形セイルは、そのサイズとエリアに対して、空力学的に非常に効率が良く、広い範囲のセーリング角度と風速に対応できると考えられる。従って四辺形セイルは、現行多くのボートで使われている‘コード0’ヘッドセイルに換わるものとなる可能性を秘めている。四辺形セイルを認めることは、IRC規則 2.3 に準じるものであると考えられる。

しかしながら、規則 2.4 で排除している‘武器のレース’を奨励することを避けなければならない。そのために、まずは、少なくとも四辺形エリアの計算において、実際の面積よりも大きな

面積をレーティングで使うことが考えられる。これを採用することで、四辺形セイルを合法化し、さらに経験と知識が蓄積されることが期待できる一方、全てのボートになくは‘ならない装備’となることを防げる。このアプローチは、IRCの新しい開発に対するポリシーに合致している。

ここで、四辺形セイルをどのように計測するかの疑問が残る。現在 ERS は、四辺形メインセイルのみ対応しているので、我々は独自の定義等を開発しなければならない。

ERSを見ると、クリュー／クリューの点／シート等の12の項目で参照がなされている。IRC規則には、ヘッドセイルとセイルのシーティングおよび関連する定義で10の関連規則がある。これら全てに対して注意深い検討を行ない、明確な規則を作り、ループホールの可能性を排除しなければならない。

従って、これを実行することは、生易しいことではない！

よってIRCテクニカルコミッティーは、IRC規則2013年に四辺形ヘッドセイルを盛り込むことは適切ではないという結論に達した。しかしながら、IRCテクニカルコミッティーは、四辺形ヘッドセイルをIRCに盛り込むという原則を支持するので、IRC規則2014に盛り込む可能性を探るために、2013年IRCコンGRESSに同プロポーザルを提出することを考えている。

コンGRESSは、上記のテクニカルコミッティーからの報告を勘案し、審議の結果、これらのセイルを許すことで、間違ったメッセージを、高レベルでない一般レーサーに対して与えるかもしれないことに疑問を呈した。また、オーナーが負担するかもしれない費用についても懸念された。

## 8.2 各国IRCオーナー協会およびIRCルールオーソリティー

### 8.2.1 オーストラリア サブミッション 1:クルー体重

現状: 22.4.2 証書に記載されたクルーの人数、または証書記載のクルー人数×85kgのクルー重量を超えてはならない

変更理由: パフォーマンスの観点から、ルール上の重量は、最も重要な乗員の要素でる。

頭数による制限は、セーリングコミュニティにおける小柄もしくは女性メンバーを排除する危険を持つ。一人が提供できる重量が大柄の男性のようにはいかないからだ

変更提案は、規則の視点をパフォーマンスの側面に変え、小柄もしくは女性セーラーもレーン上で価値あるメンバーになることを可能にすることにより、セーリングの価値をより深めようとするものである。

提案： IRC規則 22.4.2 の変更

22.4.2 ~~証書に記載されたクルーの人数、または証書記載のクルー人数×85kgのクルー重量を超えてはならない。~~クルー重量は、証書記載のクルー人数×85kgを超えてはならない。

変更による影響： 頭数を使うオプションを排除し、総重量のみをIRC規則のクルー制限とする。

IRCテクニカルコミッティーのコメント： この提案を採用することで、レース委員会がレース公示により明示しない限りレース委員会に任されていたオプションが無効になり、現行のIRCが持つ柔軟さを減少させることになる。

しかし、テクニカルコミッティーは、本件の主旨が、クルーナンバーに対してクルー重量であることを理解する。

しかしながら、プロポーザルの効果は現行の規則下でも、イベント主催側がレース公示でクルー体重のみを採用する旨を明示することで成し遂げられる。

IRCテクニカルコミッティーの中でも本サブミッションを巡って意見が2つに割れたので、ここで意見を述べることは控えたい。

審議： 本件の鍵となるパラメータはクルー重量であり、現行の規則は軽いセーラーに対して差別的である。また、レース公示により、この規則を変更したり削除することができることも確認された。

審議結果： 23 票の賛成、21 の反対により、コンGRESは本提案を承認した。(日本(3票)は、レース公示で本規則の変更が可能であり、現行規則でも同様の効果が保証されるという理由から、反対に投票した)

## 8.2.2 オーストラリア サブミッション 2: ポートデータ

現状： IRC規則は、この点に関する記述はない。ボートオーナーは、証書と計測への準拠に責任を負っている。IRCレーティングは、IRCレーティングの計算で使われる全てのデータを開示していない。

変更理由： ボートオーナーは、自分のレーティングが間違っていないかの疑念を抱いていても、自分のボートの計算で使われた数値をチェックするという基本的な手続きを踏むことができない。また、ルールオーソリティーは、海外から来たボートの場合や受け付けた新規申告が残っている記録よりも以前のものだった場合、このデータを入手出来ないかもしれない。

オーナーは、IRCとRRSの下で義務がある準拠するということを確認する術がない状態だ。

新しい規則の追加は、オーナーやルールオーソリティーが、レーティングのために使われたデータへアクセスし、データの正確さをチェックすることを可能にするものである。

提案： 新規則 9.11 を挿入。

9.11 レーティングレビューの対象となるボートのオーナー、もしくはレーティングレビューを要求しようとするオーナー、もしくは、そのボートのルールオーソリティーは、計算に使われるメジャメントデータをチェックする目的で、ボートのメジャメントファイルのコピーを要求することができる。レーティングオーソリティーは、不当にデータを非開示にすることはできない。規則 13.3 を参照。

変更による影響： ボートオーナーもしくは関係するルールオーソリティーがそのボートのレーティングの計算に使われたデータへのアクセスができる規定を設ける。

IRCテクニカルコミッティーのコメント： 基本的なコンフィギュレーション、材質、バルブ重量を除いて、IRC証書はTCCを計算するための全てのデータを含んでいる。オーナーからの要求があれば、IRCレーティングオーソリティーは、直ちにこの情報をオーナーに提供するだろう、また、定期的にこのような手続きができるようにするには、どんな方法がよいのか現在調査中である。

従ってIRCテクニカルコミッティーは、本サブミッションの必要性を認識せず、支持もしない。

審議： かつてこの様な問題に直面したことのあるレーティングオフィスはなかった。インフォメーションは定期的にリクエストにより提供されている。

審議結果： 20票の賛成と24票の反対で、コンGRESSは本提案を否決した。(日本は反対)

の票を投じた)

### 8.2.3 オーストラリア サブミッション 3: エンドースドデータの棄却

現状: 12.5 レーティング・オーソリティーはレーティングの計算根拠として、ルール・オーソリティーより提出されたデータを使用するが、同時に特定のデータを棄却する、あるいはプロダクションボートの場合には、そのスタンダード値を用いる権利を有する。

変更理由: エンドースド証書を持つボートは、フル計測が行なわれ、エンドースド証書ガイドラインに従っている。従って、エンドースドデータのための規則自体の厳格さと要求に従っているボートデータに変更を加えることは適当ではない。

本変更はまた、データの棄却はプロダクションボートに留まるものではなく、非計測もしくは非申告に基づくボート全てに行なわれることを明確にする。

提案: IRC規則 13.5 の変更

13.5 レーティング・オーソリティーはレーティングの計算根拠として、ルール・オーソリティーより提出されたデータを使用するが、同時に特定のデータを棄却する、あるいは非エンドースド証書が発行されるプロダクションボートの場合には、そのスタンダード値を用いる権利を有する。データの棄却についての本規則は、エンドースド証書ボートには適用しない。(規則 8.5 も参照のこと)

変更による影響: データの棄却はプロダクションボートのみならず、全てのボートに適用することを明確にする。データ棄却の適用を非エンドースド証書にのみ制限する。つまり、エンドースメントのガイドラインに従い、適切な計測が行なわれたデータについて棄却は行なわない。

IRCテクニカルコミッティーのコメント: エンドースド証書を持つボートは、必ずしも重量計測を含むフル計測を行なっているものではない。エンドースド証書は、IRCが認識したワンデザインクラスでオーナーがクラスルールに準拠していると宣言した場合に発行される。同様に、多くのプロダクションボートは、スタンダード化された、'安全な'重量とハルデータに基づいてエンドースド証書が発行されている。

さらに、計測不良の発生に関して未知の部分が多い。計測の不良があった場合のデータをIRCレーティングオーソリティーが棄却できないとしたら、それは間違いである。テクニカルコミ

ッティーは、本プロポーザルによりどのような改善が見られるのか理解できない。よって本プロポーザルを支持しない。

審議： 長時間に渡る議論を経て、コンGRESは上記テクニカルコミッティーのコメントを受け入れた。

審議結果： 8票の賛成と33票の反対を持って、コンGRESはプロポーザルを否決した。  
(日本は、反対票を投じた)

#### 8.2.4 オーストラリア サブミッション 4: クルーの変更

現状： IRC規則は本件に関しての定めを持たない。

変更理由： ボートは、風の弱い日などクルーを陸に残しレースを有利に戦うことを選択することがある。アンケートの結果によると、これは望ましいことではないとの意見が多数を占めている(回答者の7割以上)ことが判った。しかし、それでも実際には、そのような選択を選んでしまう。これはセーリングスポーツにとって健全ではなく、IRCレガッタに参加するクルーを排除することになる。

提案： IRC規則 22.4.4 と 22.4.5 を挿入。

22.4.4 連続したレガッタ中、レイデイを含み、乗員は同一で、全てのレースに搭乗しなければならない。この規則は、レース公示で変更できる。

22.4.5 例外として、病気、怪我、不測の事態などの場合は、レース委員会の許可を持ってのみ、乗員を減少もしくは変更することができる。この規則は、レース公示により変更できる、規則 22.4.2 も参照のこと。

変更による影響： レガッタ中のクルーの移動もしくは余剰人員の制限。

IRCテクニカルコミッティーのコメント： 世界で行なわれているレガッタの大多数で、クルーを日毎に変更することが通常行なわれているであろう。本プロポーザルは、大多数のレガッタがIRC規則をレース公示で変更することを、ごく少数のみがこの制限を望むという現状の中、要求することになる。これはイベント主催団体の問題である。

IRCテクニカルコミッティーは、本サブミッションを支持しない。



審議： 議論の末、コングレスは、このような習慣が望ましいものではないことであるが、制限は各レガッタの判断に任せるべきであるという認識に達した。

審議結果： 賛成 5 票、反対35票で、本サブミッションは否決された。(日本は反対票)

## 8.2.5 オーストラリア サブミッション 5: ルールオーソリティー規程

現況： 11.1 レース公示において、IRC 規則の 8.6、9.6、14.1、15.1、21.1.5(d)と(e)と(f)、21.8.4、22.4 の要件を変更することが出来る。他の IRC 規則は修正することはできない。

21.6.2 (b) ルール・オーソリティーは管轄するレースが ISAF スペシャルレギュレーションカテゴリ-3もしくはそれ以上で行われるレースについて、参加艇はその IRC 証書に記載されている スピネーカー数よりも更に一つの追加スピネーカーを、レイテッドSPAを超えない面積であることを条件として、レーティング値の増加なしに積むことができる旨の規定を定めることができる。そのような規定は、レース公示に記載しなければならない。

変更理由： IRC規則はルールオーソリティーに対して、国内ポリシーへの配慮に関して限られた機会しか与えていない。レース委員会は、レース公示による明示により変更の機会が得られる。規則の変更によりルールオーソリティーは、IRC規則そのものの変更を行なうことなく、ローカルの要件を盛り込むことができ、国内における規則の整合性が保たれる。

本サブミッションが可決されれば、IRC規則 21.6.1(b)の内容は重複となる。ルールオーソリティー規程のレース公示による変更を認めないのは、RRSに準じている。

提案： IRC規則 11.1 の変更、新たにIRC規則 11.2を挿入、IRC規則 21.6.1(b)を削除。

11.1 ルールオーソリティーもしくはレース公示は、IRC 規則の 8.6、9.6、14.1、15.1、21.1.5(d)と(e)と(f)、21.6.1(b)、21.8.4、22.1.2 そして 22.4 の要件を変更することが出来る。他の IRC 規則は修正することはできない。

11.2 ルールオーソリティーが規則に規程を設けた場合、レース公示でその規則もしくは規程を変更することはできない。

~~21.6.2 (b) ルール・オーソリティーは管轄するレースが ISAF スペシャルレギュレーションカテゴリ-3もしくはそれ以上で行われるレースについて、参加艇はその IRC 証書に記載されているスピネーカー数よりも更に一つの追加スピネーカーを、レイテッドSPAを超え~~

ない面積であることを条件として、レーティング値の増加なしに積むことができる旨の規定を定めることができる。そのような規定は、レース公示に記載しなければならない。

変更による影響： 記載なし。

IRC テクニカルコミッティーのコメント： テクニカルコミッティーはプロポーザルの主旨を支持するが、IRC規則 21.6.1 (b) および 22.1.2 を含めることは、IRCルールオーソリティーに必要以上に権利を与えることになると思う。

さらに、IRCテクニカルコミッティーは提案の新規則 11.2 で意図していることを理解しているものの、イベントによっては、これが過渡の制限になるのではないかと考える。

IRCイベントへの海外からの参加者が、ナショナルIRC規程を認識することを確実なものにするため、これらはそのイベントのレース公示に明示するべきである。

従って、以下の代替プロポーザルを提案する：

提案： IRC規則 11.1 の変更、新たにIRC規則 11.2 および 11.3 を挿入、IRC規則 21.6.1(b)を削除。

11.1 ルールオーソリティーもしくはレース公示は、IRC 規則の 8.6、9.6、14.1、15.1、21.1.5(d)と(e)と(f)、21.8.4、そして 22.4 の要件を変更することが出来る。他の IRC 規則は修正することはできない。

11.2 ルールオーソリティーは、管轄するレースが ISAF スペシャルレギュレーションカテゴリ3 もしくはそれ以上で行われる場合、規則 21.6.1 を、参加艇がその IRC 証書に記載されているスピネーカー数よりも更に一つの追加スピネーカーを、レイテッドSPAを超えない面積であることを条件として、レーティング値の増加なしに積むことができる、とする内容に変更するための規程を設けることができる。

11.3 ルールオーソリティーが規則に規程を設けた場合、レース公示でその規則もしくは規程を、ルールオーソリティーの許可なく変更することはできない。ルールオーソリティー規程は、レース公示に明示されなくてはならない。

~~21.6.2 (b) ルールオーソリティーは管轄するレースが ISAF スペシャルレギュレーションカテゴリ3 もしくはそれ以上で行われるレースについて、参加艇はその IRC 証書に記載されているスピネーカー数よりも更に一つの追加スピネーカーを、レイテッドSPAを超え~~

ない面積であることを条件として、レーティング値の増加なしに積むことができる旨の規定を定めることができる。そのような規定は、レース公示に記載しなければならない。

現行の規則 21.6.1(a)を 21.6.1.に再ナンバリング。

審議：            コンGRESはテクニカルコミッティーによる補足サブミッションの主旨に同意するが、IRCルールオーソリティーに全てを委ねることに関して危惧する。よって、規則 11.1 にさらに修正を加えた次の提案を行なった。

11.1    ルールオーソリティーもしくはレース公示は、IRC 規則の 8.6、9.6、14.1、15.1、21.1.5(d)と(e)と(f)、21.8.4、そして 22.4 の要件を変更することが出来る。そのような規程は、ナショナルIRCオーナーズ協会が存在する場合、その協会の承認を受けなければならない。他の IRC 規則は修正することはできない。

審議結果：    賛成26票、反対13票で、コンGRESは、テクニカルコミッティーによる補足と更に上記の変更を加えたサブミッションを可決した。(日本は反対票)

## 8.2.6 フランス サブミッション 1: クルーナンバーの検討

現況：

変更の理由：            次の事項が確認された。

- 1/            IRCにより計算されるクルーナンバーのパラメータは非常に高い。(LOA 10m クルー=7、LOA 12 クルー=10、LOA 13.7m クルー=13)
- 2/            このクルーナンバーは、IRCレースにおいて、尊重される規則ではない。主催者は、これを無視することも、N+1、N+2などに変更することもできる。
- 3/            これはワンオフボートの場合は理解でき、性能計算はレール上のクルー重量を考慮し行なわれる。そのため、ワンオフボートはプロダクションボートに対して優位さを持っている。
- 4/            重いクルーを多く集めることは益々困難になってきている。
- 5/            多人数のクルーを抱える時のランニングコストは、クルーザー・レーサーオーナーにとって悩みの種である。
- 6/            レール上、ライフラインから乗り出しているクルーの姿を見ると、クルーザー・レーサーのオーナーに、IRCは彼らのために作られたものであるということを納得させることが困難になってきている。

提案: 北と南の国々からの 7, 8 人の代表者とTCからの 2 人のメンバーから成るワーキンググループを作ることを提案する。このグループの任務は、

- ・クルーナンバーを現行よりも 15%ほど少なくするための新しい計算方法を提案すること。
- ・必要であれば、上記の計算方法を数個提案する。
- ・クルーナンバーとクルー総重量の関係の評価。
- ・これらの制限を忠実に守らせるための方策の開発。

グループによる作業の結論は、2013 年 9 月までに発表し、各国に伝えられる。

同様に、ワーキンググループは、このクルーナンバー減少についてのサブミッションをIRCコングレス 2013 に提出する。

変更による影響: 記載なし。

審議: コングレスは、クルーを見つけることが困難になっているのが共通の問題であるということ認識しているものの、クルーナンバーを単純に減少させることで問題解決になるとは限らないという認識を表明した。この変更を採用することにより、ボート上のクルーのポジションを減少させることとなる。コングレスはまた、クルーナンバー／重量のテーマの繰り返しにも終止符を打ちたいと願っている。

これは正式なサブミッションではなく、本ミーティングが始まる前の 24 時間の内に受け取ったものであった。

審議結果: コングレスは投票なしで、マルコム・ラナル、ジャック・ペレティエ、バリー・ハームスワースらより成るワーキンググループが本件についての検討を行ない、必要なサブミッションと共に、2013 年コングレスにて結果の報告を行なうことに同意した。

## 9. 出席している各国ナショナルオーソリティーからのレポート(規則変更のためのサブミッションは含まず)

文章によるレポート(Appendix 7 参照)が、オーストラリア、英国、香港、日本、マルタ、トルコ、米国からあり、以下の議論が交わされた。

オーストラリア: ナショナル選手権が国内で転戦され、今年のイベントは、アウディー・ハミルトンアイランドレースウィークの一環として開催された。

日本: 質問に対し、マーク・アーウィン、もし 2 隻のボートが同一のデータを持って



いれば、例え一方のボートがボートのモディフィケーションによってそのデータを達成したとしても、2 艇のTCCは同じになる、との回答を行なった。

口頭によるレポートの概要は以下の通り:

カナダ: 2012 年の証書保有艇数は、2011 年の 82 から 67 に落ち込んだ。原因の一つは、北米IRC選手権が 2011 年にオンタリオ湖で行なわれたことによる。一般に、カナダ人オーナーは、IRCを好むが、PHRFよりも大幅に費用が掛かることがマイナス要因だ。

フランス: 証書数の 12%の減少は、フランス経済の停滞が原因と考えられる。

ドイツ: 今年のドイツのIRCフリートは減少を示した。大多数の証書保有艇は地中海をベースにしており、ドイツ国内ではIRCレースは行なわれていない。

アイルランド: 他と同様、ボート数は減り、古い、小型のボートへと明らかにシフトしている。これらの内のいくつか(旧 1/4 トナー)は、彼らのTCCに比して速いと思われる。

スウェーデン: スウェーデンは 2012 年にORCに逆戻りし、IRC艇は非常に少ない。

タイ: 30 のエントリーを越える 6 つのイベントが開催された。また、香港とタイの間で、12 のアジアイベントが行なわれた。昨年 of プーケットキングスカップでは、76 艇がIRCでレースを行なった。

UAE: 経済の影響があるとは言え、昨年とほぼ同じ傾向であった。

## 10. IRCの将来の方向性

RORCレーティングオフィスを代表してマイク・アーウィンがプレゼンテーションを行った (Appendix 8)。テクニカルコミッティーの危惧は、新アプリケーションや新艇の数が減少している点であった。また、RORCレーティングオフィスが、主にIRCの非ユーザーを対象にしたアンケートの主要な結果が報告された。最初の議論は、IRCイベントに参加するプロフェッショナルセーラーの存在に憤慨しているケースが多くある点であった。

チェアマンは、 kongress に、次の質問を向けた:

1. 全てのボートにレーティングを与えるというIRCフィロソフィーはまだ有効か?



2. HPRを脅威と見るかチャンスと見るか？
3. PY/PHRFを脅威と見るかチャンスと見るか？
4. IRCを‘買い’の銘柄にするにはどうしたらよいか？

長い議論を経て、以下の点が明らかとなった。

- ・IRCの複雑さが増し、多くのセーラーにとって良く理解できないものとなっている。
- ・キールボートのレースは、一般に下降傾向にあり、この傾向の打破にまず目を向けなければならない。
- ・IRCはハイエンドのレーシングルールであるとの見方が根強い。よって、IRCは全てのボートのためのものである点を強調しなければならない。
- ・IRCは軽量艇(超軽量ではない)にも適していることを考慮するべきだ。
- ・HPRは脅威ではない。非常に軽量や過激なモダンレースボートを惹きつける可能性を持っている点は、IRCに利益となる。
- ・パフォーマンスハンディキャップシステムは、キールボートレースのスタートとして自然な選択であるので、IRCに対しても自然の恩恵を与える。IRCにとってチャンスである。
- ・長い議論の末、コンGRESは、各ルールオーソリティーは、IRCのプロモートを積極的に行ない、その一環として、オーナーの希望を理解するために、可能で実践的であれば、アンケート調査を行なうべきとの結論に達した。
- ・IRCレーティングオーソリティーは、世界中のIRCを支持するのは当然であるが、唯一のプロモーションの主体となるには非現実的で、負担が大き過ぎる。

IRCポリシーステアリンググループとの協議の結果、IRCテクニカルコミッティーは、年に1つか2つのイベントにしか参加しないボート向けに、制限付きIRC TCC (Limited Validity IRC TCC)の発表を検討した。未だに多くの不明瞭点があるものの、2013 年度にGBRでトライアルを行なう意味を認めるに十分な利益を生む可能性を持っているという結論に達した。このト

ライアルは、発表されたばかりだが、大方好意的な反応を得ている。もしライアルが成功すれば、LV TCCは将来的に、他の国でもローカルIRCルールオーソリティーの下で紹介される。実用性と悪用の可能性に関する危惧が表明されたものの、コンGRESは、大方、この発案を受け入れた。諸条件を含む詳細については、Appendix 10 を参照のこと。

コンGRESは、RORCレーティングオフィスがRYAその他と協力し、ポーツマスヤードスティックパフォーマンスハンディキャップをGBRで復活させようとしていると報告を受けた。この目的は、キールボートのレースへのより多くの参加を奨励し、IRCの使用もそれに伴い増加させるというものである。こうした流れの中では、今回の戦略には、ヨットクラブにPYとIRCのデュアルスコアリングを使うことを奨励することも含まれており、それは一般的なフリートのクラス分けと異なるものである。これは、アイルランドで成功しているモデルと調和するものである。

コンGRESは、また、RORCレーティングオフィスが、来冬季に地方への一連のツアーを計画していることの報告を受けた。この意図は、地域の全てのクラブに一か所に集まってもらい、クラブ間の協調を強めてもらうことである。このような機会はまた、計画されているPYの改造プロモーションにも利用される。

#### 11. インターナショナルIRCオーナーズ協会規約への変更プロポーザル

プロポーザルの受理はなし。

#### 12. 大陸および国際地域選手権

報告なし。

#### 13. IRCポリシーステアリンググループへのIIOA代表の選出

マルコム・ラナルが圧倒的多数で選出された。

#### 14. その他の議案

ヴォルカー・アンドレアが、大量のデータの入力が必要となる事態に陥る、異なるレースマネージメントパッケージ間の互換の不足について言及した。バス・エドモンドは、GBRでは、主要レース集計パッケージの開発は、セイリング・ソフトウェア・アライアンスというグループが共同管理しており、必要ならより詳しい内容を提供する旨の報告があった。





## 2012年10月14日の会議

以下、英文議事録のまま。

### 1. To discuss IRC submissions to ISAF.

#### 1.1 Report on IRC submissions to the 2011 ISAF Conference.

The IRC submission to permit IRC International Measurers was accepted by the 2011 ISAF Conference. It is hoped that a small number of IRC measurers will be appointed IMs at the ISAF Conference in Dublin in November 2012. Further discussions were planned with the ISAF International Measurers Sub-Committee towards the next round of appointments. It was noted that the number of IRC IMs would however be limited in line with general IM policy.

#### 1.2 IRC 2012 submissions.

There are no IRC submissions to ISAF this year.

### 2. Discussion of submissions to ISAF relevant to IRC.

#### 2.1 Offshore Special Regulations Submissions.

Congress discussed the most relevant among the submissions to ISAF Offshore Special Regulations Committee. It was noted that in a number of cases, the 'Chairman's Submissions were as a result of the capsizing of RAMBLER in last year's Fastnet Race. In some cases there were parallel, but generally more onerous submissions from elsewhere.

No.	Title	Synopsis	Comment	Recommendation
27-11	Mandatory Requirement for Lifeline to be 'taut'.	To require 50mm deflection with 50N load.	Deferred from 2011. Impractical. Working party has done nothing.	Reject.
1-12	Keel Inspections	Recommends regular inspections of keels, particularly welded keels.	Concern was expressed at the undefined nature of 'inspection'. This might result in an impractical unworkable regulation.	No recommendation.
12-12	Escape hatches for	Requires boats with	Over prescriptive and	Reject.

	inverted yachts.	Age Date 2015 onwards in Cats 0 and 1 to have an escape hatch.	unnecessary.	
13-12	High visibility colour on monohulls.	Requires prescribed coloured area on all boats in Cats 0 and 1.	Over prescriptive and unnecessary.	Reject.
14-12	Grab bags mandatory and on deck.	For all boats requires a grab bag to be stowed on deck for Cats 0, 1, 2,	Over prescriptive and unnecessary.	Reject.
7 & 15-12	PLB Registration	Address PLB registration and requirement for an OA to record the information.	Good in principle, but internationally complex.	Defer for wider consultation.
8-12	Preventing lifejacket and safety harnesses from pulling over head,	Requires fall arrest style harnesses.	Impractical and cumbersome.	Reject in favour of acceptance of separate report from crotch strap working party.
9-12	3.14.7	Proposes to permit carbon fibre stanchions.	Concerns expressed on the potential cost implications and why the change was necessary.	No recommendation.
10-12	3.29	Will make DSC radios mandatory. Changes requirements for ships VHF installation.	DSC sensible and readily available. Concerns expressed regarding the Installation changes.	Accept DSC. No recommendation on installation changes.
11-12	Mandatory Stability Requirements.	Makes compliance with ISO 12217-2, or STIX/AVS, or ORC Stability Index, or SSS mandatory.	Principle accepted. Organising Authorities do not understand stability. This does it for them.	Accept as amended by informal working party.
23-12	Rescue laser flares	Recommends laser	Probably very sensible,	Defer. Set up

	as personal equipment	flares as personal crew equipment.	but needs further work and definition. Andy Hill reported positive experience of their use.	Working Party to report back in 2013.
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## 2.2 ISAF Submissions.

Congress's attention was drawn to three submissions which were potentially of relevance to keelboat racing.

No.	Title	Synopsis	Comment	Recommendation
041	Required Usage of ISAF Training Resources. Offshore Training	That the recently published ISAF OSR training book be a mandatory requirement of OSR training courses.	Inappropriate. The book is unreviewed and uproven.	Reject.
116	RRS. New Case – Rule 41 (c).	A new case to define the meaning of 'information freely available'.	For information. Congress expressed the view that RRS 41 was in need of full review.	Reject in favour of a working party to fully review RRS 41.
117	RRS. New Appendix SY – Superyacht Racing Rules.	A new RRS Appendix to cater for the differing racing needs of superyachts.	Developed jointly by ISAF Racing Rules Committee and the Superyacht Racing Association. Already tested and works. Noted that superyachts were defined as longer than 30m as opposed to the commonly used 30.48m.	Approve.



# IRC Congress Meeting 2012

## Appendix 1

### IRC Endorsement

#### Process, Measurement, and Data Standards

Issue: January 2012. Detail Edits as left sidelined.

##### 1. Preamble

An 'Endorsed' IRC certificate is defined by IRC Rule 8.5 as:

***An ENDORSED IRC certificate is one for which the data on the certificate has been audited and if necessary verified by measurement, or other methods in accordance with current published standards.***

The 2005 IRC Congress agreed that a set of common standards for the IRC Rating Authority and Rule Authorities to apply when endorsing a boat's IRC certificate should be developed and published.

Generally, IRC is a self-measurement system. There is thus no general requirement for an owner to have his boat officially measured or weighed unless either he chooses to do so, or his Rule Authority (ie his local IRC body) and/or an Organising Authority for a race requires official measurement, generally resulting in an Endorsed IRC certificate.

An Endorsed IRC certificate will carry the notation ENDORSED under the IRC Rating Authority stamp:



Within the guidelines below Rule Authorities are given some options for sources of data. This recognises that circumstances vary from country to country, that some owners are prepared to expend more time and effort than others, and that for instance weighing a large boat may be impractical. The options offered cater for these while at the same time not generally compromising the validity of a boat's data and hence her Endorsed certificate.

It is a fundamental prerequisite of this that responsibility for appointment and training of measurers and quality of measurement data generally lies with each Rule Authority. Attention is drawn to the IRC Measurement Manual available from the IRC website, [www.ircrating.org](http://www.ircrating.org). Additional material to aid Rule Authorities and measurers is also available direct from the Rating Authority.



## IRC Congress Meeting 2012

### 2. Process

An owner wishing to have his certificate endorsed first contacts his local Rule Authority. **The Rule Authority carries responsibility for auditing the boat's data file and for defining what, if any, data is to be verified.** In doing this, the data and measurement standards below shall be applied. If these standards are not applied, then the Rating Authority must be advised and an Endorsed certificate will not be issued.

On return of the data from the measurer, or other defined source, the Rule Authority will review the data and confirm that it is satisfied that an Endorsed certificate can be issued. The data is then forwarded to the Rating Authority accompanied by a request to issue an Endorsed certificate. Only then will the Rating Authority issue an Endorsed certificate.

**The Rating Authority reserves the right at its absolute discretion to refuse to issue an Endorsed certificate if it is not satisfied in any respect with the data submitted by a boat through her Rule Authority.**

**It is not permitted for any body to over stamp an unendorsed IRC certificate as Endorsed. IRC Endorsed certificates are issued by the IRC Rating Authority only.**

### 3. Measuring Equipment

While measurement methods are generally beyond the scope of this, the following shall apply.

#### 3.1 Load Cells

Load cells for single point lift weighing shall have a quoted accuracy of  $\pm 0.2\%$  of maximum capacity or equivalent and discrimination of not less than 10 kg. ie, a 10 tonne load cell should have a quoted accuracy of  $\pm 20$  kg, and a 20 tonne cell,  $\pm 40$  kg. Load cells shall be calibrated at least once per year.

A load cell should not normally be used to weigh a boat weighing less than 15% of the maximum capacity of the load cell, ie 1500 kg for a 10 tonne cell. Rule Authorities may waive this requirement on an individual case basis.

Compression load cells should generally follow the above standards. It is however recognised and noted that the ultimate accuracy of weighing on compression load cells is a function of the combined accuracy of all the cells rather than the accuracy of each individual cell and also of the methodology adopted. Rule Authorities are therefore advised to exercise care in approving compression load cells.

#### 3.2 Linear Measurements

Tape measures and measuring rules built to CE category 2 or equivalent standards are acceptable.

**Tape measures shall be steel, as required by CE category 2.**



## IRC Congress Meeting 2012

### 4. Sources of Data

#### 4.1 General

<b>Generally Acceptable</b>	Weight	Hull and Appendages	Rig	Sails
Measurement carried out by an authorised measurer using equipment complying with defined standards.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Single point weighing carried out by an authorised measurer using a load cell complying with defined standards.	<input type="checkbox"/>	N/A	N/A	N/A
If available, standard design data and light weight defined by the Rating Authority.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Data supplied by an approved sail measurer.	N/A	N/A	N/A	<input type="checkbox"/>
<b>Acceptable at the discretion of a Rule Authority</b>	Weight	Hull and Appendages	Rig	Sails
Weighing in a cradle on compression load cells carried out by an authorised measurer using load cells complying with defined standards.	<input type="checkbox"/>	N/A	N/A	N/A
Measurement carried out by a specially appointed measurer or sail measurer.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Single point weighing or weighing in a cradle on compression load cells carried out by a specially appointed measurer using load cells complying with defined standards.	<input type="checkbox"/>	N/A	N/A	N/A
Weight derived from freeboards measured by an acceptable method, calculation and declaration by the naval architect or other person authorised by the Rating Authority.	<input type="checkbox"/>	N/A	N/A	N/A
ORCi DSPM minus measurement inventory. In the absence of a measurement inventory, ORCi DSPM minus 2%.	<input type="checkbox"/>	N/A	N/A	N/A
Data derived from an in date or recently expired ORCi or other measurement certificate.	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>NOT acceptable</b>	Weight	Hull and Appendages	Rig	Sails
Owner or manufacturer declaration.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Registered Tonnage.	<input type="checkbox"/>	N/A	N/A	N/A
Weighing on crane built in Loadcell.	<input type="checkbox"/>	N/A	N/A	N/A
Weighing in a travel hoist by any means, including on compression load cells, without the prior approval of the Rating Authority.	<input type="checkbox"/>	N/A	N/A	N/A

#### 4.2 One Designs Previously Approved by the Rating Authority

One designs previously approved as such by the Rating Authority may have their certificates endorsed without further measurement on declaration by the owner that the boat holds and is in compliance with her one design class certificate.

### 5. Retention of Endorsed Status

When a boat changes any data, to retain the Endorsed status of her certificate, the changed data shall be verified by a method approved by the Rule Authority and included in paragraph 4.1 above.



## IRC Congress Meeting 2012

### Appendix 2

#### Australian Boat Owners Forum Follow Up Survey

**Q1** Please select the size range of the boat's LOA you currently own:

Response	Number	Percent
Less than 40ft	40	54%
40 - 55ft	30	40%
Above 55ft	4	5%

**Q2** Please select the state you are from:

Response	Number	Percent
ACT	0	0 %
NSW	28	37%
NT	0	0 %
QLD	8	10%
SA	5	6%
TAS	2	2%
VIC	20	26%
WA	12	16%

**Q3** Below deck stacking of weight is illegal under RRS 51 - all movable ballast, including sails that are not set, shall be properly stowed. Water, dead weight or ballast shall not be moved for the purpose of changing trim of stability. Should Yachting Australia:

Response	Number	Percent
Leave the RRS 51 unchanged so that it remains illegal	48	65%
Introduce a Yachting Australia prescription to RRS 51 to allow weight stacking below deck	13	17%
Allow Organising Authorities the change RRS 51 via the NoR to allow weight stacking below deck	12	16%

**Q4** Should the Yachting Australia Offshore Keelboat Policy Committee (OKPC) be:

Response	Number	Percent
Left as it current stands	20	29%
Disbanded	1	1%
Re-constituted to boat owner representation	47	69%

**Q5** High Performance Rule (HPR) - Are you interested in Yachting Australia introducing HPR to Australia and to manage the rating certification?

Response	Number	Percent
Yes	33	47%
No	37	52%

**Q6** Are you looking for further information on HPR to be available through the Yachting Australia communication channels?

Response	Number	Percent
Yes	47	64%
No	26	35%

**Q7** Would you like to see Yachting Australia organise an ORCi Australian Championship in 2013?

Response	Number	Percent
Yes	35	49%
No	36	50%





## IRC Congress Meeting 2012

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**Q8** *Do you think IRC is inhibiting the development of lighter/ faster boats under 50ft?*

Response	Number	Percent
Yes	36	48%
No	39	52%

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**Q9** *If you answered yes to Question 8, do you think this should change?*

Response	Number	Percent
Yes	33	73%
No	12	26%

---

**Q10** *Do you think that paid/ subscription weather services should be allowed under the Racing Rules of Sailing?*

Response	Number	Percent
Yes	48	64%
No	27	36%

---

**Q11** *Should boats be able to decrease/ increase crew weight during a regatta by changing the people on board?*

Response	Number	Percent
Yes	23	30%
No	52	69%

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## IRC Congress Meeting 2012

### Appendix 3

#### Rule Notice 2012/02

#### Definition of Heavy Weather Jib

The definition within ISAF Offshore Special Regulations of Heavy Weather Jib has changed for 2012 by deletion of the final phrase *and without reef points*.

By omission, these words have not been deleted from the IRC definition.

The IRC definition of Heavy Weather Jib is therefore amended with immediate effect to:

HWJ                      Heavy weather jib. A headsail of area not greater than 13.5% **foretriangle height** squared.

Ends.

IRC Technical Committee  
16 January 2012  
IRC Notice 2012 01 Heavy Weather Jib Final GBR and FRA



## IRC Congress Meeting 2012

### Appendix 4

#### Rule Notice 2012/02

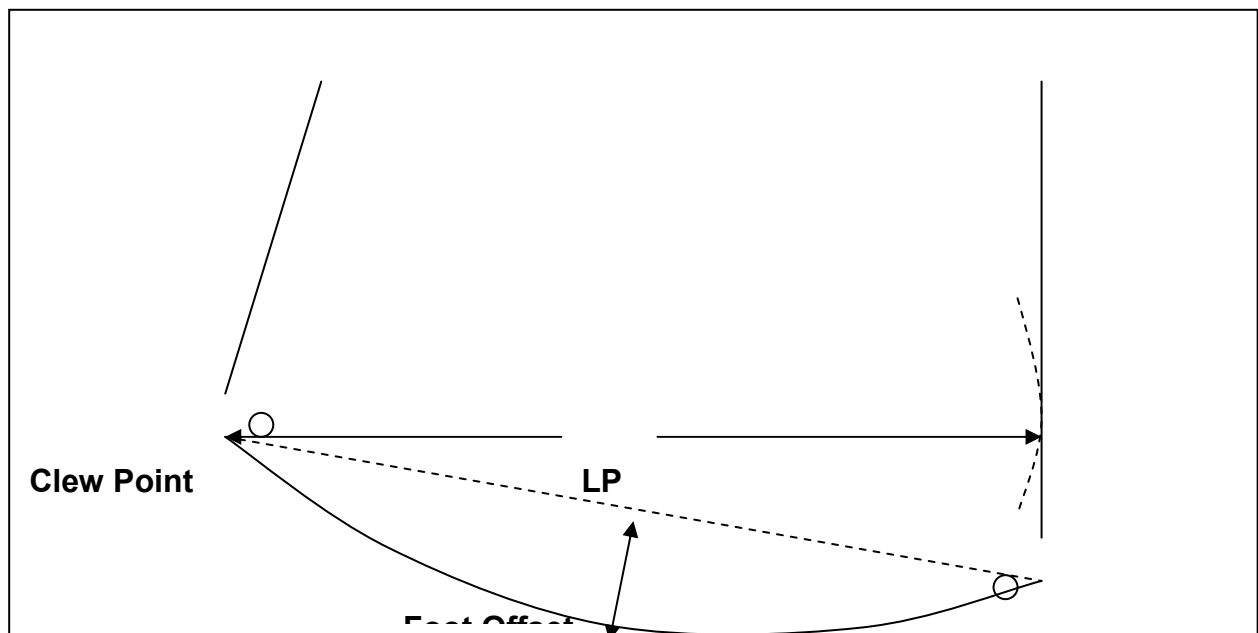
Several Sailmakers have intentionally attempted to circumvent IRC rules 2.4 and 2.5 by developing headsail foot shelf profiles that artificially reduce the headsail measurements, reducing the IRC rating without a corresponding reduction in performance. To do this the curve of the foot is exaggerated to create a far larger foot shelf than required. This means that the measured tack point and clew point are not extended, and therefore move up the luff and leech, artificially reducing the sail's dimensions.

To avoid exploitation of ERS sail measurement rules, if the maximum offset between the edge of the headsail foot and a straight line between the tack point and the clew point (foot offset - see diagram below) is 6% of LP or greater, or if a headsail has a batten or battens adjacent to the foot, then that measurement shall be provided.

If foot offset is greater than 7.5% of LP, it will be considered that IRC Rule 2.5 has been infringed. This will result in an increase in Rig Factor to correspond to the artificial reduction in rating, plus a small penalty.

This notice has immediate effect.

It is intended that IRC for 2013 will be drafted with an additional rule to control this development and prevent sailmakers from pursuing this loophole at owners' expense into the future.



Jean Sans

Mike Urwin

IRC Technical Committee  
9 May 2012



# IRC Congress Meeting 2012

## Appendix 5

### Report From The IRC Technical Committee

#### 1. IRC Activity

The total number of boats issued with IRC certificates in 2005 to 2011 and to 31<sup>st</sup> August 2012 is shown below.

Country	Continent	Region	Certificate Year								Endorsed %	2011 to 31/8/11	2012 to 31/8/12
			2005	2006	2007	2008	2009	2010	2011				
Great Britain	Europe	North	1878	1839	2043	2029	1806	1766	1702	47	1675	1526	
France	Europe	North	904	966	924	1074	937	975	1016	10	933	816	
Italy	Europe	North	763	840	931	962	840	905	846	4	657	651	
Australia	Oceania	South	527	578	570	528	535	544	525	95	367	361	
Ireland	Europe	North	389	402	429	455	443	423	386	82	393	355	
USA	N America	North	549	589	610	611	488	464	380	91	358	306	
Turkey	Europe	North	260	280	292	327	342	360	363	54	276	302	
Japan	Asia	North	1	33	89	122	221	258	276	42	263	277	
Spain	Europe	North	934	155	164	165	167	159	169	50	159	129	
Netherlands	Europe	North	58	54	152	162	172	146	138	30	133	148	
Greece	Europe	North	0	56	109	101	105	117	104	69	95	73	
Hong Kong	Asia	South	76	85	94	120	93	93	97	35	75	76	
Chile	S America	South						0	89	15	40	0	
Canada	N America	North	22	24	23	32	51	60	82	95	82	67	
Thailand	Asia	South	50	48	49	64	72	80	77	9	23	24	
Belgium	Europe	North	79	91	99	100	87	74	76	16	75	58	
Malta	Europe	North	49	42	47	65	64	66	62	19	51	59	
Germany	Europe	North	16	24	39	64	65	53	56	45	55	42	
UAE/Gulf States	Africa	South	67	56	79	67	72	68	53	34	18	12	
South Africa	Africa	South	91	91	84	76	63	55	49	90	32	30	
New Zealand	Oceania	South	15	142	97	94	78	55	46	83	29	27	
China	Asia	North	0	0	0	0	37	40	46	0	31	63	
Finland	Europe	North				13	34	40	37	89	36	22	
Singapore	Asia	South	29	45	41	41	37	29	35	54	30	26	
Israel	Europe	North	27	27	21	23	23	35	34	24	30	35	
Romania	Europe	North						18	32	6	32	30	
Bulgaria	Europe	North				41	42	39	29	97	27	28	
Uruguay	S America	South				47	45	45	27	85	1	0	
Malaysia	Asia	South	19	23	27	23	23	21	22	18	12	14	
Colombia	S America	South							21	5		2	
Sweden	Europe	North				28	37	37	19	84	18	1	
Portugal	Europe	North	127	133	95	101	56	23	14	0	13	0	
Philippines	Asia	South	19	13	13	12	13	13	14	29	7	3	
Argentina	S America	South	0	50	90	37	27	24	13	92	1	0	
Norway	Europe	North				8	9	16	11	73	10	2	
Iceland	Europe	North	18	14	15	14	12	13	10	10	10	13	
Croatia	Europe	North				15	20	16	10	0	6	8	
Denmark	Europe	North						17	8	50	9	1	
Switzerland	Europe	North				20	16	3	6	17	6	2	
World & Other (<5)	N/A	N/A	164	125	114	74	215	49	86		113	86	
		Totals:	7131	6825	7340	7715	7347	7199	7066		6181	5675	
		As % of previous year:		95.7	107.5	105.1	95.2	98.0	98.2			91.8	

Between the 2010 and 2011 Certificate Years, there has been a further decrease in the number of boats rated of 133 boats, or 1.8%. Noting again the continued poor state of the global economy during



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2011, this is unsurprising. It is noteworthy however that against this trend, the French fleet has shown some growth. Growth also continued in some of the newer IRC countries, notably CAN, JPN and ROM. There is also one new country, CHI.

Overall, 43.7% (2010 44%) of boats held Endorsed certificates in 2011 with the number in each country ranging from 0% to 100%.

For reference, the latest available data at 31<sup>st</sup> August 2012 is also shown. Care should be taken in reading this data, particularly for South countries which are only 3 months into their year. The key element in this data is the continued falls in fleet numbers with overall a reduction from 6181 boats at the end of August 2011 to 5675 boats at the end of August this year, a fall of 8.2%. Counter to this, some growth has been seen in CHN, JPN, NED and TUR.

At the end of 2011, 28 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 2012, 23 countries had achieved this level with the likelihood of a further 5 by the end of the year. At the end of 2012, 39 countries had fleets of 5 or more boats.

The table below shows the comparison of the numbers of boats rated at 31<sup>st</sup> August for the period 2006, to 2012:

Country	Boats at 31/08/06	Boats at 31/08/07	Boats at 31/08/08	Boats at 31/08/09	Boats at 31/08/10	Boats at 31/08/11	Boats at 31/08/12	Change 31/08/11 to 31/08/12	Comment
China					31	31	63	32	
Turkey	212	237	249	236	261	276	302	26	
Netherlands	50	129	134	153	136	133	148	15	
Japan	14	81	117	208	252	263	277	14	
Malta	41	41	57	57	58	51	59	8	
Israel	24	19	19	20	27	30	35	5	
Iceland	14	15	14	12	13	10	13	3	
Colombia							2	2	South
Croatia	0	1	8	15	16	6	8	2	
Malaysia	4	23	13	11	13	12	14	2	South
Bulgaria	0	1	38	39	35	27	28	1	
Hong Kong	58	85	65	70	69	75	76	1	South
Thailand	10	48	19	14	22	23	24	1	South
Argentina	39	56	27	27	7	1	0	-1	South
Uruguay	0	21	39	33	32	1	0	-1	
New Zealand	36	142	49	50	33	29	27	-2	South
Romania					0	32	30	-2	
South Africa	37	91	53	47	31	32	30	-2	South
Philippines	0	13	1	7	8	7	3	-4	South
Singapore	21	45	25	29	18	30	26	-4	South
Switzerland	2	10	18	15	2	6	2	-4	
Australia	328	285	357	341	344	367	361	-6	South
Italy	604	685	766	624	711	657	651	-6	
UAE	21	56	26	12	10	18	12	-6	South
Denmark					17	9	1	-8	
Norway	0	0	8	8	14	10	2	-8	
Germany	17	38	51	57	50	55	42	-13	
Portugal	130	85	100	56	23	13	0	-13	
Finland	1	3	13	33	38	36	22	-14	
Canada	25	22	30	49	59	82	67	-15	
Belgium	80	89	95	80	66	75	58	-17	
Sweden	1	3	30	28	35	18	1	-17	
Greece	43	101	98	100	108	95	73	-22	



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Country	Boats at 31/08/06	Boats at 31/08/07	Boats at 31/08/08	Boats at 31/08/09	Boats at 31/08/10	Boats at 31/08/11	Boats at 31/08/12	Change 31/08/11 to 31/08/12	Comment
Spain	141	154	156	146	151	159	129	-30	
Ireland	396	415	447	433	409	393	355	-38	
Chile						40	0	-40	South
USA	562	574	584	449	432	358	306	-52	
France	829	858	980	860	889	933	816	-117	
Great Britain	1785	1952	1987	1749	1723	1675	1526	-149	
World & Other (<5)	56	36	51	138	111	113	86	-27	
Totals:	5581	6414	6724	6206	6254	6181	5675	-506	
		14.9	4.8	-7.7	0.8	-1.2	-8.2		

While we believe that the decline in certificate numbers in established IRC countries continues to reflect the current economic conditions, the IRC Technical Committee is concerned at the significant and apparently accelerating continuing fall in the numbers of rated boats.

We are however slightly encouraged by the growth during 2012 in generally newer IRC countries, CHI, JPN and NED. It is also noteworthy that, against other trends, the number of certificated boats in Turkey has again increased during 2012.

In overall summary, the IRC Technical Committee expresses its concern at the declining number of boats rated under IRC during 2011 and particularly the steep decline so far in 2012.

### 2. Measurement

No international measurer seminars have been held during 2012.

The deferred IRC submission to ISAF to permit IRC measurers to become ISAF International Measurers was accepted at the 2011 ISAF Conference. It is anticipated that a small number of senior IRC measurers will apply for International Measurer status at this year's ISAF Conference.

The IRC Technical Committee does not foresee any difficulty associated with changes to the revised version of the Equipment Rules of Sailing for 2013 – 2016. We intend to continue to work with the ERS Working Party to further develop ERS into the future.

### 3. Technical

The further changes to the IRC treatment of smaller lighter boats forecast last year were implemented for 2012. Further work during 2012 suggests that significant further changes are unlikely for 2013.

The Technical Committee has been working this year on a wide ranging. Most significant are probably the changes to headsail and other sail measurement rules necessitated by the 'inventive' solutions developed by some sailmakers during 2012. Much of the remainder is detail issues which will only result in minor changes to IRC Rules and/or rating calculations. Much of this work has been conducted by E-Mail with a formal 2 day meeting in Paris in July.



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### Appendix 6

#### Fleet Statistics 2011

The table below gives summary fleet statistic for IRC fleets in 2011.

Country	Certificate Year 2011												
	Fleet	LH < 9m		LH 9 - 12m		LH 12 - 15m		LH > 15m		New applications		LH	TCC
		No.	%	No.	%	No.	%	No.	%	No.	%	Average	Average
Argentina	13	2	15.4	9	69.2	0	0.0	2	15.4	0	0.0	10.64	1.003
Australia	525	20	3.8	299	57.0	154	29.3	52	9.9	57	10.9	11.99	1.090
Belgium	76	8	10.5	39	51.3	26	34.2	3	3.9	14	18.4	11.32	1.039
Bulgaria	29	8	27.6	9	31.0	9	31.0	3	10.3	4	13.8	11.11	0.993
Canada	82	3	3.7	55	67.1	22	26.8	2	2.4	18	22.0	11.23	1.041
Chile	89	22	24.7	47	52.8	19	21.3	1	1.1	85	95.5	10.5	1.00
China	46	13	28.3	32	69.6	0	0.0	1	2.2	17	37.0	11.03	1.046
Colombia	21	1	4.8	11	52.4	9	42.9	0	0.0	21	100.0	11.63	0.988
Croatia	10	1	10.0	2	20.0	6	60.0	1	10.0	3	30.0	13.08	1.164
Denmark	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0	15.47	1.283
Finland	37	0	0.0	15	40.5	21	56.8	1	2.7	5	13.5	11.93	1.070
France	1016	139	13.7	636	62.6	167	16.4	74	7.3	225	22.1	11.23	1.026
Germany	56	0	0.0	4	7.1	29	51.8	23	41.1	13	23.2	14.80	1.175
Great Britain	1702	375	22.0	989	58.1	269	15.8	69	4.1	189	11.1	10.60	0.982
Greece	104	19	18.3	49	47.1	28	26.9	8	7.7	8	7.7	11.48	1.032
Hong Kong	97	15	15.5	35	36.1	26	26.8	21	21.6	11	11.3	12.68	1.103
Iceland	10	5	50.0	5	50.0	0	0.0	0	0.0	0	0.0	8.96	0.956
Ireland	386	117	30.3	237	61.4	29	7.5	3	0.8	14	3.6	9.75	0.954
Israel	34	8	23.5	15	44.1	9	26.5	2	5.9	8	23.5	11.00	1.006
Italy	846	36	4.3	463	54.7	254	30.0	93	11.0	153	18.1	12.19	1.057
Japan	276	39	14.1	191	69.2	42	15.2	4	1.4	43	15.6	10.38	1.037
Malaysia	22	4	18.2	9	40.9	5	22.7	4	18.2	2	9.1	11.68	1.048
Malta	62	1	1.6	21	33.9	32	51.6	8	12.9	12	19.4	13.20	1.072
Netherlands	138	6	4.3	66	47.8	51	37.0	15	10.9	33	23.9	12.54	1.071
New Zealand	46	3	6.5	13	28.3	16	34.8	14	30.4	6	13.0	13.63	1.145
Norway	11	0	0.0	4	36.4	7	63.6	0	0.0	2	18.2	12.53	1.126
Philippines	14	3	21.4	8	57.1	2	14.3	1	7.1	1	7.1	10.97	1.037
Portugal	14	3	21.4	7	50.0	3	21.4	1	7.1	1	7.1	10.96	1.024
Romania	32	8	25.0	16	50.0	6	18.8	2	6.3	11	34.4	10.50	0.939
Singapore	35	16	45.7	8	22.9	10	28.6	1	2.9	5	14.3	10.35	1.035
South Africa	49	7	14.3	22	44.9	16	32.7	4	8.2	5	10.2	11.37	1.059
Spain	169	19	11.2	94	55.6	33	19.5	23	13.6	39	23.1	12.22	1.043
Sweden	19	0	0.0	9	47.4	5	26.3	5	26.3	6	31.6	12.97	1.133
Switzerland	6	1	16.7	1	16.7	1	16.7	3	50.0	4	66.7	11.51	1.055
Thailand	77	7	9.1	26	33.8	34	44.2	10	13.0	14	18.2	12.33	1.026
Turkey	363	39	10.7	178	49.0	125	34.4	21	5.8	84	23.1	11.70	1.014
UAE/Gulf States	53	17	32.1	25	47.2	9	17.0	2	3.8	4	7.5	9.95	0.994
Uruguay	27	10	37.0	14	51.9	3	11.1	0	0.0	5	18.5	9.18	0.929
USA	380	1	0.3	125	32.9	172	45.3	82	21.6	56	14.7	13.68	1.146

Within this, average length across the whole fleet can be shown to be 11.42m, a marginal decrease over 2010's 11.48m, and average TCC 1.031, just 0.003 higher than 2010. The lowest rated boat in 2011 (a 1985 one off rated without spinnakers in Romania) had a TCC of 0.711. The highest rated boat in 2011 (the 214' superyacht HETAİROS) had a TCC of 2.056.





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Salient points to note then include:

- 39 countries had fleets of 5 or more boats.
- The country with both the lowest average LH and TCC is Uruguay.
- The country with the highest average LH is Germany.
- The country with the highest average TCC is Denmark. Noting the small total size of the Danish fleet, this may not be statistically significant.
- 5 countries (DEN, FIN, GER, NOR, SWE) had no boats with LH less than 9m. A further 10 countries (AUS, CAN, COL, CRO, ITA, MLT, NED, NZL, THA, USA,) had 10% or less of their fleets with LH less than 9m.
- 2 countries (SIN, ISL) had more than 40% of their fleets with LH less than 9m.
- 8 countries (GER, HKG, MAS, NZL, SWE, SWI, USA) had more than 15% of their fleet with LH greater than 15m.
- In 7 countries (CHI, CHN, COL, CRO, ROM, SWE, SWI) more than 30% of all applications were new applications.
- In 2011, 16.9% of all applications were new application. This compares with 19.4% in 2010.
- While this fall in new applications is probably related in part at least to the worldwide economic situation, the IRC Technical Committee is concerned at this reduction.



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The table below gives fleet statistic for the age of IRC boats in 2012.

Country	No. of Boats	>20 years	15 - 20 years	10 - 15 years	5 - 10 years	0 - 5 years	0 - 10 years
		Age Date <1993	Age Date 1993 - 1997	Age Date 1998 - 2002	Age Date 2003 - 2007	Age Date 2008 - 2012	Age Date 2003 - 2012
		%	%	%	%	%	%
Australia	361	17.7	8.0	16.3	28.8	29.1	57.9
Belgium	58	32.8	6.9	10.3	24.1	25.9	50.0
Bulgaria	28	28.6	0.0	3.6	28.6	39.3	67.9
Canada	67	37.3	10.4	7.5	23.9	20.9	44.8
China	63	0.0	0.0	0.0	14.3	85.7	100.0
Croatia	8	0.0	0.0	0.0	12.5	87.5	100.0
Finland	22	9.1	9.1	13.6	22.7	45.5	68.2
France	816	18.8	6.5	14.3	25.4	35.0	60.4
Germany	42	21.4	7.1	4.8	21.4	45.2	66.7
Great Britain	1526	36.5	9.0	16.0	20.4	18.2	38.5
Greece	73	26.0	21.9	16.4	21.9	13.7	35.6
Hong Kong	76	27.6	7.9	11.8	22.4	30.3	52.6
Iceland	13	15.4	38.5	7.7	15.4	23.1	38.5
Ireland	355	38.9	7.6	18.9	23.1	11.5	34.6
Israel	35	11.4	5.7	22.9	22.9	37.1	60.0
Italy	651	16.4	6.1	13.4	37.2	26.9	64.1
Japan	277	17.3	27.4	17.7	18.1	19.5	37.5
Malaysia	14	42.9	7.1	14.3	21.4	14.3	35.7
Malta	59	6.8	10.2	15.3	32.2	35.6	67.8
Netherlands	148	16.2	10.1	15.5	27.7	30.4	58.1
New Caledonia	34	58.8	5.9	8.8	14.7	11.8	26.5
New Zealand	28	32.1	10.7	7.1	28.6	21.4	50.0
Romania	30	23.3	6.7	6.7	13.3	50.0	63.3
Russia	8	25.0	12.5	12.5	12.5	37.5	50.0
Singapore	26	26.9	3.8	0.0	11.5	57.7	69.2
South Africa	29	44.8	13.8	6.9	10.3	24.1	34.5
Spain	129	27.9	7.0	23.3	28.7	13.2	41.9
Thailand	24	37.5	8.3	4.2	25.0	25.0	50.0
Turkey	302	14.6	7.6	12.6	29.8	35.4	65.2
UAE	12	8.3	0.0	33.3	33.3	25.0	58.3
USA	306	22.5	9.8	16.7	26.8	24.2	51.0
All	5620	25.4	9.0	14.9	25.0	25.7	50.7

Some points to note include:

- Overall, in 2012, 50.7% (2011 52.5%, 2010 53.9%) of boats are less than 10 years old. This fall is considered to be significant. Within this, the percentage of boats 5 – 10 years old has risen to 25% in 2012 from 22.5% in 2011 while the percentage of boats 0 – 5 years old has fallen to 25.7% in 2012 from 28.9% in 2011.
- 23.9% (2011 22.5%, 2010 22.2%) of boats are 10 – 20 years old, and 25.4% (2011 25.0%, 2010 23.8%) are more than 20 years old.
- The above both suggest that the IRC fleet is aging.
- The two original CHS (from which IRC was developed) fleets, GBR and FRA continue to show very different trends. 36.5% of GBR boats are more than 20 years old while in FRA this is just 18.8%. 60.4% of FRA boats are less than 10 years old while in GBR this is just 38.5%.



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- New fleet New Caledonia has the 'oldest' fleet with 58.8% of boats more than 20 years old.
- Ignoring the special case of CHN, SIN with 57.7% of boats less than 5 years old again has the 'newest' fleet.
- IRL with 11.5% (2011 14.2%) has the fewest boats less than 5 years old.
- There is a noticeable trend for countries suffering the deepest economic gloom (IRL, ESP, GRE) to have few new boats in 2012. The apparent anomaly against this of ITA may be explained by the high proportion of 'foreign' boats based in Italy.

Overall, the IRC Technical Committee is concerned at the reductions in both the number of new applications and also the fall in the number of new boats.

The IRC Technical Committee again hesitates to draw further conclusions from this data except to note that at face value a wide range of boat sizes continues to use IRC, and that IRC Rule 2.2 '*The IRC concept protects the existing IRC fleet*' is demonstrably being satisfied.



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## Appendix 7

### Reports From National IRC Owners Associations and IRC Rule Authorities

#### 1. Australia.

Issues not subject to submission.

- **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. It is likely that HPR will do the same. 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**

The measurement checking guidance on page 6 of the 2012 Year Book should be retained.

- **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.

#### 2. Great Britain & Northern Ireland (GBR)

##### Comments

- The number of IRC rated boats at the end of 2011 had fallen further from 2010 (1702, cf 1766). A comparison of numbers between Aug 2012 and Aug 2011 shows a reduction of 149 boats (8.9%). The economic climate plainly has a part to play, but this is considered to be very significant.
- In response, The GR IRC Rule Authority will be undertaking a series of visits to GBR regions to promote IRC and to encourage clubs to adopt and use the rule.
- The GBR IRC Committee supports the IRC Rating Authority's decision to introduce 'Limited Validity IRC TCCs' in GBR in 2013 on a trial basis.
- The GBR IRC Rule Authority is also working closely with the RYA to develop a national strategy for cruiser racing in GBR.
- The GBR IRC Rule Authority conducted a survey over the winter aimed at finding out more about why many owners are reluctant to use IRC. The primary outcome of this is that in the majority of cases owners have multiple reasons for not using IRC. While cost of certification is frequently mentioned, on it own, this does not appear to be a significant disincentive. A summary of the findings follows as an addendum to this report.
- Difficulty in finding crew also appears to be a growing problem.
- The GBR IRC Committee also noted that the perception of IRC being a high-level rule is increasingly deterring club level owners.



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- Again, a very wide range of different boat types, sizes and ages has been reported as winning races during 2012.
- Four IRC regional championships and a national championship were successfully held in GBR in 2012.
- For the first time a 'small boat' championship was held for boats with TCCs below 0.950 which are often excluded by their low TCCs from competing in other events. The event was a great success. There are now clubs competing to repeat the event in 2013!

### IRC Technical Committee Submissions

The GBR IRC Committee supports all the IRC Technical Committee submissions for changes to IRC Rules for 2013.

### GBR Submissions to Congress

There are no submissions from GBR to the IRC Congress.

### Addendum

#### GBR IRC Surveys 2012 - Summary

Two on-line surveys have been held, one aimed at owners not currently using IRC and the second at clubs, to explore cost sensitivity and other issues related to the reasons why some owners and clubs are reluctant to use IRC.

We are grateful to both Ocean Safety for sponsoring the owners survey and to the Island Sailing Club for assisting significantly in publicising the owners survey.

A good response has been received to both surveys with it is believed significant responses from the primary target audiences.

The primary conclusions drawn are that:

- The adoption and use of IRC is a complex issue, and is far from solely a cost issue with the majority of respondents having multiple reasons for not using IRC.
- Certification cost on its own does not appear to be a significant disincentive. Reduction in certification costs would not produce a commensurate increase in the number of certified boats.
- There is no evidence of a linkage between boat size and resistance to fees. No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.
- A significant number of owners do not see the justification for revalidation fees at all or consider that they should be reduced.
- For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.
- There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap.
- There are apparently many owners who have misunderstood IRC rules and principles.



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As a result of these surveys, various actions are planned including detail changes to the IRC website, efforts to publically dispel common misunderstandings, and development of a strategy to take IRC to clubs.

### 5. Conclusions

These two surveys have been successful. We have I believe generally reached our target audiences and have learnt a significant amount.

The fundamental conclusions drawn are:

- 5.1 The adoption and use of IRC is a complex issue and is far from solely a cost issue.
- 5.2 The majority of respondents had multiple reasons for not using IRC.
- 5.3 Noting the cruising nature of the majority of the boats that are considered by their owners to be uncompetitive, and also that the majority of these owners had additional reasons for not using IRC, we should accept that there are some designs and owners that we will never attract.  
  
This does not of course mean that we should not endeavour to improve IRC's treatment of more fundamentally cruising oriented boats.
- 5.4 While certification cost is mentioned repeatedly, on its own it does not appear to be a significant disincentive.
- 5.5 Reducing fees by 25% would not produce a comparable increase in the number of certified boats.
- 5.6 There is no evidence of a linkage between boat size and resistance to fees.
- 5.7 No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.
- 5.8 There is less comment about new application fees than there is about revalidation fees. A significant number of owners do not see the justification for these latter at all or consider that they should be reduced.
- 5.9 Associated costs are a significant disincentive.
- 5.10 There are apparently many owners who have misunderstood IRC rules and principles.
- 5.11 'Professional' crews are resented in a number of cases.
- 5.12 For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.
- 5.13 Single and double handed racing appears to be a measureable element of the sport.
- 5.14 The benefit to boats of being able to use their IRC certificates at open events would appear from the above to be significant.
- 5.15 There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap. Care will be needed in exploring this.

### 6. Actions

- 6.1 Add a 'New to IRC' section to the websites. *[Note: Done.]*



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- 6.2 Add a 'Clubs new to IRC' section to the websites.
- 6.3 Consider re-balancing new application fees and revalidation fees. It is accepted that this will be difficult and quite possibly impossible.
- 6.4 Produce editorial to address and as appropriate dispel the common comments and misconceptions, particularly that boats need to be stripped of fitout to successfully compete under IRC.
- 6.5 Work with the yachting press, perhaps Yachting World, to publicise our findings and the editorial resulting from 6.1.
- 6.6 Produce editorial to better define the benefits to both owners and clubs of using IRC.
- 6.7 Consider (again!) the possibility of introducing limited validity certificates valid for only a particular race or regatta.
- 6.8 Develop a strategy to take IRC to clubs with the potential to adopt or increase their use of IRC. This will almost certainly include a series of visits and lectures. Review and development of the current 'IRC Incentives' should also be included.
- 6.9 Encourage clubs to host racing and regattas for low rating boats.

Mike Urwin.  
29 August 2012.

### 3. Hong Kong.

IRC Numbers continue to be stable in HK. There continues to be a consolidation into two distinct size bands. Those that fall in between 28-38ft in length and rate in the region of 0.990 -1.080 and those that fall in the 38-50ft range and rate in the region 1.100 – 1.100. This has been at the expense of the larger 50ft+ yachts, though we still do have some large racers based locally. There are several Offshore races organised through the year that continue to attract the large boats to participate.

There does seem to be a "churn" of boats with new boats coming in to replace owners earlier boats, however not all of the old boats remain in the fleet. This is as much that the boats leave HK as it is new owners that have little interest in racing be it IRC or local PY systems.

We appear to be quite active with a number of trial certificates being run and amendments made. The purpose usually being to fine tune ratings.

On the whole most owners are generally happy with IRC, certainly more so than any other local handicapping that is available. That said there continues to be the impression that some types of boat are favoured more than others under IRC. However most races & regatta's run continue to be tightly contested, with a number of boats capable of taking podium positions.

I am not expecting to see any noticeable growth in the fleet going forward. Marina space in HK is extremely limited with little room for growth, that will likely constrain the number of new entrants. There seems to be little expansion of Marina's being planned so until there is a significant upswell in berth availability the current situation looks set to continue.





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### 4. JAPAN, Haru-hiko Kaku.

#### Overview:

This is our 7<sup>th</sup> season of IRC in Japan. With a total number of certificates around 300, we saw small increase from 2011.

Most major domestic events are now using IRC rating.

We would like to focus more on Asian circuit sort of events in the future.

#### Question:

We have queries from the owner's association.

During this season, some owners questioned how modification to a boat affects its TCC.

This came after the event where a boat with rig modification won and many competitors thought they had no chance to beat that boat.

Question is, when a boat carried out some modifications, whether that boat has the same TCC with a boat having exactly the same configuration but rated as a different design.

In another word, when the modification is evaluated, is it exactly the same process carried out as if the modified boat is a whole new design?

It seems parameters of the modification would be systematically applied in the formula to derive new TCC without reconsidering new configuration.

For example, there is a boat that replaced the mast with 10% taller one. The boat has a longer P and then the sail area may be bigger. TCC can be calculated according to these physical changes. However, this modification may give extra advantage over non-modified boat.

So we would like to ask how modifications are assessed and make sure there is no oversight in the system to cause inadequate consequences.

### 5. MALTA, Godwin Zammit.

#### IRC Report 2011 – RMYC MALTA

#### Racing

There was little change in the RMYC fleet in 2012.

Numbers remain stable with around 57 boats rated to date and a few more certificates likely to be requested particularly for the Rolex Middle Sea Race.

The composition of the fleet remains largely the same, mostly modern production boats within the 10 – 15 metre length band and a couple of all out racers. Few new boats appeared this year.

As in previous years despite a relatively large fleet of rated boats for our small population, the number of boats that race regularly is less than one would wish for. The reasons for this are varied and include the relatively large number of events held when most owners only find time to enter a few of them, shortage of good crew and other competing interests.

Of some concern is the reduction in participation from the more cruiser oriented boats. These had been enticed to race in recent years in a dedicated cruiser class limited to furling headsails and asymmetric spinnakers but interest here seems to be waning.

The programme 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. Two offshore international



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racers the Malta- Syracuse race and the 606 mile Rolex Middle Sea Race include both IRC and ORC Categories. The Rolex Middle Sea Race is due to start on the 20<sup>th</sup> October with 80 entries confirmed. 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

### **Malta IRC 2012 - Comments and proposals:**

This year I have no proposals to make to the Congress but can make some comments about those that have been made and about the IRC in general.

#### Proposed changes to Rules

Having reviewed the proposals for changes we generally support the position of the IRC Technical Committee.

Particularly the proposal to limit crew changes between races of a regatta or a series will create difficulties for many owners already finding it hard to find crew. It seems more sensible to leave the current position as the default while it is still possible for organisers of more competitive events to apply more stringent limitations.

#### Design trends - Headsails and Spinnakers

As design evolves the IRC rule is expected to respond to new trends.

One such trend is the shift from the large overlapping headsails on older designs to non-overlapping jibs which seem to be more efficient and which are becoming practically the norm on newer boats.

Similarly, on newer designs symmetric spinnakers on poles seem are increasingly being replaced by asymmetric spinnakers which are becoming more efficient and capable of being used quite deep downwind.

As new trends develop and become more efficient the Rating rule should review its treatment of their relative performances to maintain equitability. I am sure that the Technical Committee is fully aware of these developments and gives these issues due consideration in its regular review.

#### IRC Development

##### Equitability

While IRC should continue to avoid encouraging the development of unsafe boats it should remain primarily a rating rule whose purpose is to rate the speed of boats equitably. Stability and safety are also taken care of by the Offshore Special Regulations to be applied by Organising Authorities according to the type of event.

It should not discourage innovation treating it cautiously and conservatively until its effect is better understood but fairly while maintaining the competitiveness of the existing fleet.

The rule should not deal preferentially with any particular class. While ideally boats that are too dissimilar should not be raced against each other in many events large fast boats are scored against the smaller boats for the overall prizes.

##### Multiple TCC's

IRC is a single number system which rates boats on the basis of their overall performance. Inevitably when boats with differing performance characteristics are racing together, the type of course and weather conditions can have a significant effect on results. Offshore, the weather is always relevant and this has to be accepted as part of the nature of the sport. In inshore races it is possible to set



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courses that have a component of all points of sailing to reflect the overall nature of the rating. However windward-leeward courses will remain popular and it might be possible to have a second TCC for windward-leeward courses which could be produced to take into account the performance of particular boats on these courses and result in more equitable scoring.

In the past triple ratings for different wind bands have also been suggested but in practice this might prove difficult to adopt putting race committees in a position where they have to select the right wind band in possibly variable wind conditions where such a selection would influence results.

### Limited validity certificates

The idea of limited validity certificates which has been suggested could be useful in cases where an owner wishes to race in a particular event with a different configuration and revert back to the previous one for later events. This occurs locally in summer when owners have their boats set up for cruising and are reluctant to race because of the cost of amending their certificate twice.

### Championships

Regarding the running of championships it seems highly unlikely that a truly 'World' championship could be held for the type of boats that compose the majority of IRC fleets worldwide. Whenever keelboat championships have been held, even at the most competitive level, the participation was international representing a broad geographical area but still relatively regional rather than worldwide.

Godwin Zammit

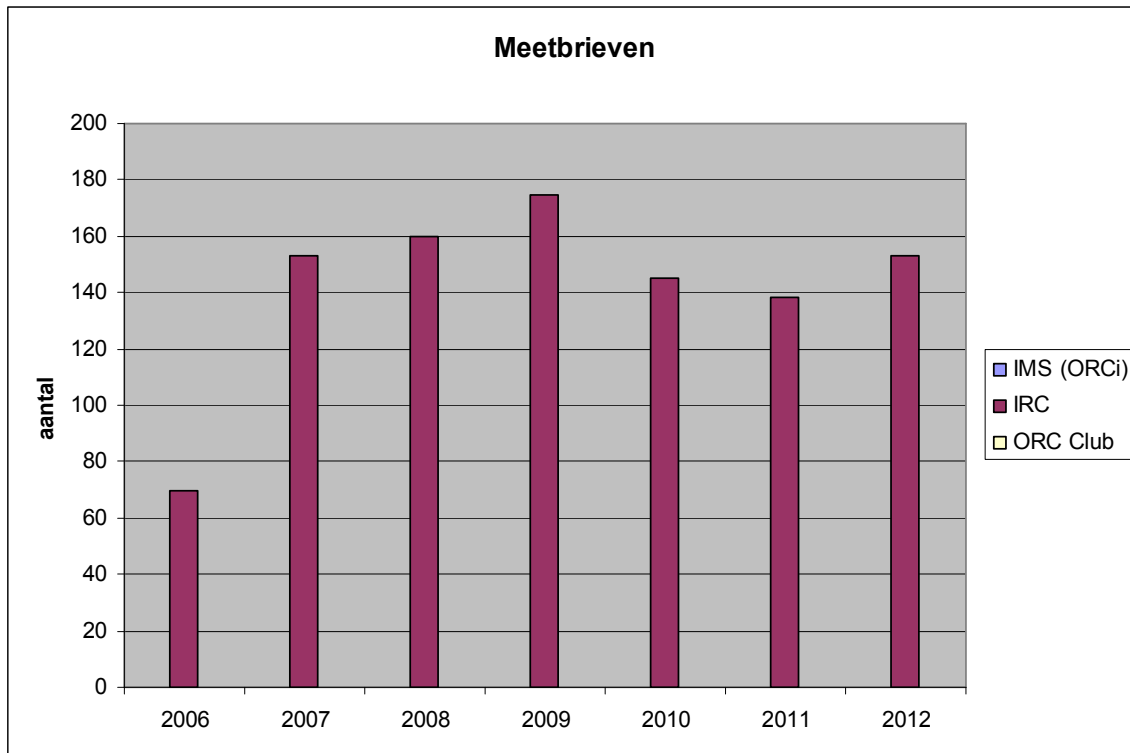
Commodore RMYC  
IRC representative, Malta.



## IRC Congress Meeting 2012

### 6. NETHERLANDS.

In 2012 after 2 years of decreasing numbers we see a small increase in IRC certificates in Holland, now 153 against 139 last year.



The main reason for this increase is the introduction of a new shorthanded competition in IRC.

The three main events in Holland showed about the same numbers of competitors as last year in IRC, we lost some in IRC 1 and we gained in IRC2 and 3, probably due to economical reasons.

In Holland we race both under IRC and ORC, in the north more ORC and the south of Holland we have more IRC boats. Also the IRC competition is considered to be higher level, because of the more international orientated boats which are also competing in for example the BDCC and Fastnet.

For Holland there is a great need to combine the two systems in one new rule, to avoid this mixed situation we have now for several years and seem to give a stronger discussion in Holland every year. So therefore we strongly advice to support the efforts for a new combined rating rule.

There are no submissions from the Netherlands to the IRC Congress this year.

### 7. TURKEY, Alican Turalı, Turkish Offshore Racing Club.

Number of yachts on December 31 2011:	368		
Number of boats on August 31 2012:	317		
	2010	2011	2012
Number of new boats:	48	38	84
Number of boats below 10 meters:	93	99	100
Number of boats 10-12 meters:	94	100	106
Number of boats 12-15 meters:	78	71	83
Number of boats above 15 meters:	14	16	19
Percentage of endorsed boats:	63%	66%	65%



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

- 2012 was again an active year of sail racing in Turkey with 84 new yachts.
- IRC Rule is the sole rating rule represented by TORC as the Rule Authority since 1995.
- The Turkish Offshore Racing Club Trophy, which is the most prestigious among sailors in Turkey, consists of 41 races ( a mix of up and down wind competition and geographical courses ) from March to December . The attendancy varied from 40 to 70 in 4 IRC classes, classified solely by TCC factor.
- Istanbul Sailing Club has organised 11 races at the Sea of Marmara with participation of 50-60 yachts.
- Double handled regattas were realized fourth time this year by TORC and BAYK (Bodrum Offshore Racing Club) and won critical acclaim among the sailing community and shall be continued .
- Marmara Sailing Club and Marina Dragos Yacht Club's Joint Trophy is an organisation where organiser clubs have assigned one or more races in their program thereto, and this has now successfully settled. In 2012, it consisted of 3 races with participation of 30-35 boats.
- The Turkish Navy Cup Regatta, this year ran the 41th edition , with a fleet of 68 boats, starting from Bosphorus/Istanbul and finishing at Cesme/Izmir 270 nm, non stop.
- In other venues, namely Cesme/Izmir, Bodrum, Gocek and Marmaris racing scene was also very active . With the initiatives of Bodrum and Marmaris clubs who lead successful WinterTrophies covering 14-21 races in 7-8 weekend events from January to May , race season is now over 12 months in southern Turkey.
- Marmaris International Race Week by 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 two major events . Marmaris Week celebrates this year its 23. anniversary and will attract more than 1200 sailors in 160 boats from 23 different countries, 25 boats still on waiting list.. MIYC in 2010 also started a winter trophy and participation is gradually increasing, currently around 25-30 yachts completing 10-12 races. They also organize the Channel Regatta jointly with Rhodes Yacht Club since 7 years.
- Göcek Yacht Club is continuing with May Göcek Regatta (50 yachts) and in November Autumn regattas with 50 yachts.
- All those venues are supported by TORC/UNCL trained measurers.
- In 2011 number of endorsed yachts increased considerably to 65 % of the certificates.

### 8. USA.

- |  |             |             |                         |
|--|-------------|-------------|-------------------------|
| • Number of boats on December 31, 2011 | 401         |             |                         |
| • Number of boats on August 31, 2012   | 319         |             |                         |
|  | <u>2010</u> | <u>2011</u> | <u>2012</u> (to Aug 31) |
| • Number of new boats                  | 69          | 67          | 56                      |
| • Number of boats below 10 meters      | 24          | 9           | 7                       |
| • Number of boats between 10 and 12 m  | 154         | 124         | 85                      |
| • Number of boats between 12 and 15 m  | 203         | 178         | 162                     |
| • Number of boats above 15 m           | 97          | 90          | 65                      |
| • Percentage of endorsed boats         | 90%         | 91%         | 88%                     |



## IRC Congress Meeting 2012

### Additional info:

- IRC remains the measurement rule used in the most events in the US
- Strongest presence continues in the Northeast
- More events are accepting standard certificates

<u>Year</u>	<u>Valid Certs</u>	<u>% Chg from Prior Year</u>	
2006	624		
2007	578	-7	
2008	592	+2	Bermuda year but economic situation likely held numbers down
2009	492	-17	Non Bermuda year
2010	478	-3	Bermuda year but economic pressure continue
2011	401	-16	Non Bermuda year
2012	350 (est.)	-13	Bermuda year; continued economic pressure and loss of most of the Great Lakes IRC fleet : Port Huron - Mac Race dropped both IRC and ORR and went to PHRF

### Major IRC Events:

Ft. Lauderdale to Key West Race - January  
Key West Race Week - January  
Pineapple Cup Montego Bay Race - February (alternating years)  
Fort Lauderdale to Charleston Race - April  
Charleston Race Week - April  
American YC Spring Series - April/May  
Storm Trysail Block Island Race - May  
New York YC Annual Regatta - June  
Newport to Bermuda Race - June (alternating years)  
Block Island Race Week - July (alternating years)  
New York YC Race Week - July  
Aldo Alessio Regatta - St Francis YC - July  
Ida Lewis Distance Race - August  
Stamford YC Vineyard Race - August  
St Francis YC Big Boat Series – September  
American YC Fall Series - September  
Long Island Sound IRC Championship-September  
IRC East Coast Championship-October  
Nassau Cup Ocean Race - November  
Wirth M. Munroe Fort Lauderdale to Palm Beach Yacht Race - December

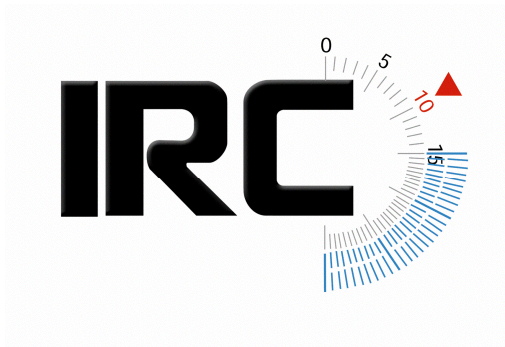


## IRC Congress Meeting 2012

### Appendix 8

#### Introduction to Agenda Item 10.

#### Slide 1.



#### The Future?

#### Slide 2.

#### IRC Rated Boats

2007:	7340		
2008:	7715	+475	
2009 :	7347	-368	
2010:	7199	-148	-516
2011:	7066	-133	-649
2011 (to 31/8):	6181		
2012 (to 31/8):	5675	-506	

#### Slide 3.

#### Technical Committee Comments and Concerns

- .... *Concern at the decline in IRC rated boats during 2011 and particularly the steep decline so far in 2012.*
- *In 2011, 16.9% of all applications were new applications. In 2010, 19.4% were new applications:*
- *Probably related partly to the worldwide economic situation, but decline is still of concern*
- .... *Statistics suggest that the IRC fleet is aging (fewer new boats)*
- ... *Concern at the reductions in numbers of both new applications and new boats.*

#### Slide 4.

#### Why?

Is this all due to the world economy?  
Unlikely.



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What else might be contributory?

- Courses?
- Class splits?
- Increased use of performance handicap systems?
- Competition from other rating systems?
- Difficulty finding enough (competent!) crew?
- Cost of certification?
- Cost of race entries?
- Campaigning costs (sails, etc)?
- 'My boat is not competitive'?
- Misunderstanding of IRC Rules?
- Complexity of the IRC application form?

Other.....?

Slide 5.

### GBR IRC Survey - Costs

- The adoption and use of IRC is a complex issue, it is not just cost.
- Most respondents had multiple reasons for not using IRC.
- Certificate cost alone is not a significant disincentive.
- Associated costs are a significant disincentive.
- Reducing fees by 25% would not similarly increase no. of certified boats.
- No evidence of a link between boat size and resistance to fees.
- No grounds for reducing fees for smaller boats at the expense of higher fees for larger boats.
- More resistance to revalidation than new application fees.

Slide 6.

### GBR IRC Survey – Other Issues

- Most respondents had multiple reasons for not using IRC.
- ..... Some designs/owners will never be attracted to IRC. However we should still endeavour to improve IRC's treatment of cruising oriented boats.
- Many owners misunderstand IRC rules and principles.
- 'Professional' crews are resented in a number of cases.
- For many boats and clubs, PY/local handicap systems are entirely satisfactory.
- Single and double handed racing appears to be a popular element of the sport.
- Use of an IRC certificates at open events is a significant benefit to owners.





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- Opportunity for expansion of IRC in clubs currently running both IRC and PY/local handicap. Care will be needed in exploring this.

### Slide 7.

#### What are we (the IRC Rating Authority) doing about this?

- Limited Validity IRC TCCs.  
*A 'Limited Validity IRC TCC' is an IRC TCC issued by the IRC Rating Authority for use by a boat for a race or regatta (or part of) comprising races run over not more than 9 consecutive days including any lay days.*  
We have agreed with the IRC Policy Steering Group that we will conduct an experiment in GBR in 2013.  
Our intent is to encourage boats who would not otherwise do so to experiment with using IRC.  
The cost will be £1.50 + £5.00 per day of validity to a maximum of 9 days.  
Boats subsequently upgrading to a full IRC certificate will receive a discount on their new application fee.  
If the experiment is successful, LV TCCs will be offered on a wider basis in 2014.

### Slide 8.

#### What are we (the IRC Rating Authority) doing about this?

- Work to better publicise IRC.  
  
Additions and changes to the website.  
Try and publicise the GBR survey findings.  
Highlight the benefits to Clubs of using IRC.  
Address common 'misconceptions.'

### Slide 9.

#### What is the GBR IRC Rule Authority doing about this?

- Regional Visits to Clubs.  
Get the Clubs together in one place to highlight the benefits of regional co-operation and common racing policies.  
Explain the benefits of Using IRC as opposed to local rating systems.  
Encourage events for smaller lower rating boats.
- Working with the RYA and others to better integrate IRC and performance handicap systems.  
In GBR we recognise the value of performance handicap systems.  
Racing should preferably be dual scored with mechanisms to ensure that the 'racers' do not win under both.



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### Appendix 9

#### GBR IRC Surveys

##### IRC Surveys 2012 - Summary

Two on-line surveys have been held, one aimed at owners not currently using IRC and the second at clubs, to explore cost sensitivity and other issues related to the reasons why some owners and clubs are reluctant to use IRC.

We are grateful to both Ocean Safety for sponsoring the owners survey and to the Island Sailing Club for assisting significantly in publicising the owners survey.

A good response has been received to both surveys with it is believed significant responses from the primary target audiences.

The primary conclusions drawn are that:

- The adoption and use of IRC is a complex issue, and is far from solely a cost issue with the majority of respondents having multiple reasons for not using IRC.
- Certification cost on its own does not appear to be a significant disincentive. Reduction in certification costs would not produce a commensurate increase in the number of certified boats.
- There is no evidence of a linkage between boat size and resistance to fees. No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.
- A significant number of owners do not see the justification for revalidation fees at all or consider that they should be reduced.
- For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.
- There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap.
- There are apparently many owners who have misunderstood IRC rules and principles.

As a result of these surveys, various actions are planned including detail changes to the IRC website, efforts to publically dispel common misunderstandings, and development of a strategy to take IRC to clubs.



# IRC Congress Meeting 2012

## IRC Surveys 2012

### 1. Preamble

At the GBR IRC Committee meeting in September 2011, there was discussion relating to the desirability of reducing IRC certification fees for smaller boats. In subsequent internal discussion, it quickly became apparent that any evidence that the level of fees was a deterrent was purely anecdotal; we had no hard evidence.

We therefore decided to make no changes in fee structure for 2011 in favour of trying to establish firmer ground on which to base decisions.

It was decided that the initial and primary method of establishing facts should be a survey aimed primarily at non-IRC users. In parallel, a similar survey aimed at clubs was developed.

We are most grateful to Ocean Safety, GBR IRC sponsors, for their offer of prizes to survey participants. We are sure that the offer of a lifejacket drawn at random for every 250 responses received was a significant element in encouraging participation.



We are also grateful to the Island Sailing Club for their assistance in publicising these surveys.

The following describes the surveys and the outcomes.

### 2. The Surveys

The primary target of both surveys was GBR based sailors and GBR clubs. Both surveys were therefore published on-line on [www.rorcrating.com](http://www.rorcrating.com), ie the RORC Rating Office's website as opposed to the main IRC site, [www.ircrating.org](http://www.ircrating.org). rorcrating.com is of course open to all and a number of responses were also received from overseas owners and clubs. The text used is shown in Appendix 1.

While the initial rationale for the survey was to explore cost sensitivity, it was decided that we should also use the opportunity to ask various other questions. For both surveys, the format chosen was effectively 'multiple choice' with options to add comments.

The questions asked for the two surveys are given in Appendices 2 and 3.

In response to the question *What would, or does, deter you from applying for an IRC certificate?* Please select ALL that apply, a considerable number of respondents to the owners survey ticked the reply: *My boat would not be competitive*. We therefore subsequently asked this group for more detail. This second sub-survey is detailed in Appendix 4.

A difficulty we faced was publicising the surveys. Plainly, we do not hold contact details for non-IRC users! In addition to our own current database, we therefore publicised the surveys through on-line media such as ScuttlebuttEurope and our own newsletter. We also asked the RYA and yachting print media (Yachts & Yachting, Yachting World, Yachting Monthly, Seahorse) to assist. To date, this latter has not proved over successful.

The most successful publicity was via the Island Sailing Club's list of entrants to the ISC rated class in the 2011 Round The Island Race. After some discussion, the ISC E-Mailed this list with text supplied by us. That single E-Mail generated in excess of 250 responses within 72 hours!



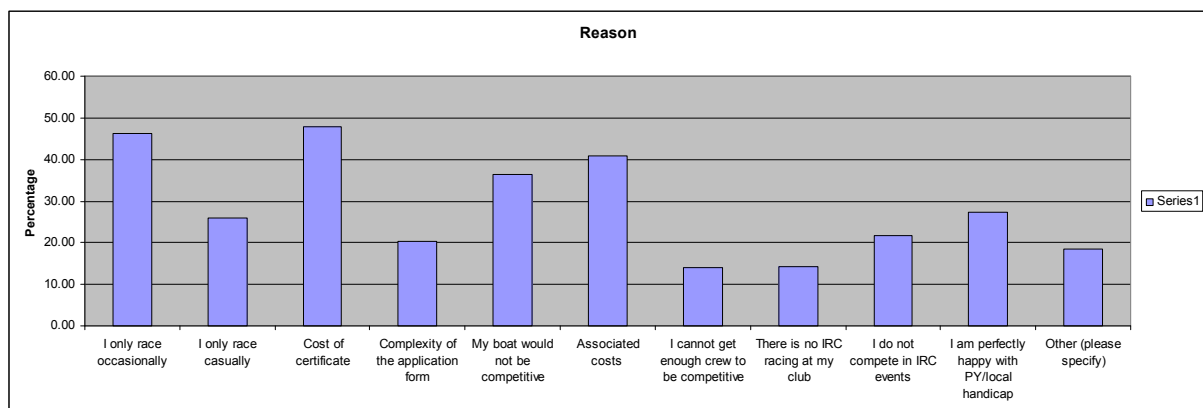
## IRC Congress Meeting 2012

### 3. Discussion - Owners Survey

We received 512 responses.

#### 3.1 A2.1 What would, or does, deter you from applying for an IRC certificate? Please select ALL that apply

	I only race occasionally	I only race casually	Cost of certificate	Complexity of the application form	My boat would not be competitive	Associated costs to be competitive (eg. sails, measurement)	I cannot get enough crew to be competitive	There is no IRC racing at my club	I do not compete in IRC events	I am perfectly happy with PY/local handicap	Other (please specify)
Totals:	237	133	245	104	187	209	72	73	111	140	95
Percentage:	46.3	26.0	47.9	20.3	36.5	40.8	14.1	14.3	21.7	27.3	18.6



The total number of responses to this question was 1606 from 512 respondents broken down as:

No. of reasons	No. of respondents
0	12
1	91
2	95
3	117
4	95
5	51
6	27
7	15
8	9

While cost of certificate was the most common reason stated, further analysis shows that of those respondents (91) who only gave a single reason, 15 (16%) gave cost of certificate as the sole reason. Of those (95) giving 2 reasons, 33 (35%) included cost of certificate. Of those (117) giving 3 reasons, 60 (51%) included cost of certificate. I infer from these figures that certification cost alone is a significant deterrent for only a small minority of respondents.

The most common reason from single reason respondents was 'I only race occasionally' with 27 (30%).



## IRC Congress Meeting 2012

Including all respondents, looking at the reasons most often included, 'Associated costs' is plainly a considerable deterrent. Associated costs for even the most frugal owner will plainly dwarf certificate costs.

It is also notable that a large number of owners are perfectly happy with PY/local handicap. While we must of course respect those views, we should I consider attempt to define more clearly the benefits of IRC.

Common reasons stated under 'Other' included: a preference for one-design racing, a low TCC below event cut-off, boats competing in the RTI only, exclusion of sports boats by clubs, revalidation (as opposed to initial certification) cost, preference for PY/local handicap,

### 3.2 A4.1 My boat would not be competitive because: Please select **ALL** that apply.

As noted above, we asked respondents who had replied *My boat would not be competitive* a second question related to this. We received 89 responses to this with a total number of reasons given of 295, an average of 3.3 reasons per response:

	The design is not suited to racing.	The boat is fully fitted out.	I carry lots of extras and cruising equipment.	The IRC TCC for the design is uncompetitive.	I have been told that the IRC TCC for the design is uncompetitive.	I do not believe that my boat is competitive against other boats in our fleet.	I cannot get sufficient crew.	I and/or my crew are not sufficiently experienced to race under IRC.	The courses that my club sets do not suit my boat or favour other boats.	I would have to spend money on new sails and/or other racing equipment and preparation.	Other. Please specify below.
<b>Totals:</b>	35	43	51	25	10	38	17	20	7	39	10
<b>Percentage:</b>	39	48	57	28	11	43	19	22	8	44	11

Plainly, there are many different reasons why owners consider their boats to be uncompetitive. It is also evident that for the great majority of respondents, there are multiple reasons. It is thus very difficult to define what we might do or change within IRC to address this.

Looking in a little more detail, 38 respondents stated *I do not believe that my boat is competitive against other boats in our fleet*. Extracting just these 38 from all the replies:

	The design is not suited to racing.	The boat is fully fitted out.	I carry lots of extras and cruising equipment.	The IRC TCC for the design is uncompetitive.	I have been told that the IRC TCC for the design is uncompetitive.	I do not believe that my boat is competitive against other boats in our fleet.	I cannot get sufficient crew.	I and/or my crew are not sufficiently experienced to race under IRC.	The courses that my club sets do not suit my boat or favour other boats.	I would have to spend money on new sails and/or other racing equipment and preparation.	Other. Please specify below.
<b>Totals:</b>	18	23	28	8	2	38	4	8	7	20	6
<b>Percentage:</b>	47	61	74	21	5	100	11	21	18	53	16

For only 1 of the 38 replies was *I do not believe that my boat is competitive against other boats in our fleet* the only reason stated.



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Intriguingly, just 8 of these 38 consider that the IRC TCC for their boat is uncompetitive. That to me seems illogical.

Looking at other replies, 74% stated that they carry additional cruising equipment. This would firstly be very hard to address. IRC does not include any sort of 'inventory' of loose equipment. Control of what exactly was on board would thus be in practical terms impossible. Secondly, the simple fact that the boats carry this gear suggests that racing is not the prime use of the boat. This group therefore should be considered as of second order interest to us.

61% stated that the boat is fully fitted out. This confirms to me that there is a widespread misconception that to race under IRC boats need to be stripped of their furniture and fittings. Plainly this is not the case; many fully fitted out production boats are fully competitive under IRC.

53% of the sub-group are reluctant to spend money on their boats for racing purposes.

47% consider that the design of the boat is not suited to racing. Reviewing the designs in the group, the vast majority are clearly of a cruising nature.

Analysing further, 25 boats replied that *The IRC TCC for the design is uncompetitive*. Extracting just these 25 from all the replies:

	The design is not suited to racing.	The boat is fully fitted out.	I carry lots of extras and cruising equipment.	The IRC TCC for the design is uncompetitive.	I have been told that the IRC TCC for the design is uncompetitive.	I do not believe that my boat is competitive against other boats in our fleet.	I cannot get sufficient crew.	I and/or my crew are not sufficiently experienced to race under IRC.	The courses that my club sets do not suit my boat or favour other boats.	I would have to spend money on new sails and/or other racing equipment and preparation.	Other. Please specify below.
<b>Totals:</b>	6	8	10	25	1	8	3	2	1	7	3
<b>Percentage:</b>	24	32	40	100	4	32	12	8	4	28	12

For 10 of the 25 replies, *The IRC TCC for the design is uncompetitive* was the only reason stated.

Again, intriguingly, just 8 of these 25 consider that they would not be competitive against other boats in their fleet. That again seems illogical.

As with the previous sub-group, additional cruising equipment, full fitout, and additional cost are again of high importance. Noting firstly the 10 single reason replies and secondly that these reasons are fewer in number, this suggests that the uncompetitive TCC is apparently more important.

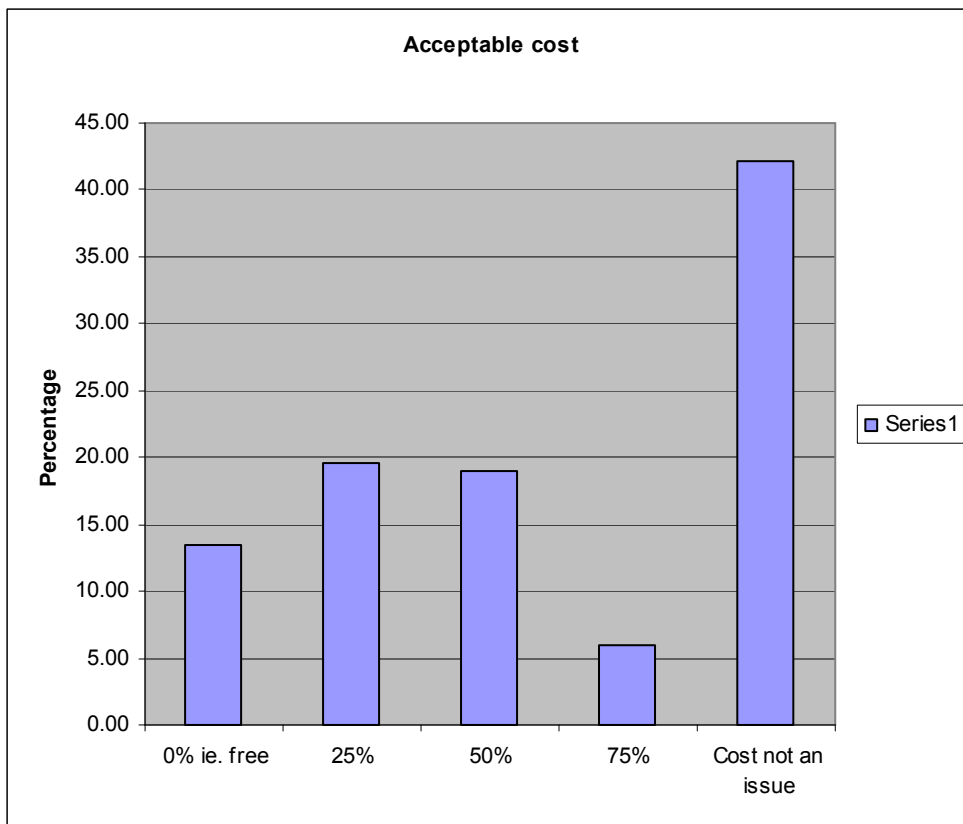
Summarising this sub-group analysis, it is always going to be difficult to attract owners who consider that they will be fundamentally uncompetitive under IRC. This is particularly so when in the great majority of cases it appears that this is only one of multiple reasons for non-use of IRC.

### 3.3 A2.2 If cost is an issue, please indicate (as a % of current fees) the MAXIMUM that would be acceptable to you



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	0% ie. free	25%	50%	75%	Cost not an issue
Totals:	69	100	98	31	216
Percentage:	13	20	19	6	42



Thus, just 31 (6%) responded that a 25% reduction in certification fees (ie 75% of the current fees) would satisfy them.

The fundamental point to emerge from this question is that to achieve a significant increase in numbers, we would potentially need to reduce fees by of the order of 50%. At face value, this would appear to make IRC attractive to some 25% more owners. However, of those respondents (91) who only gave a single reason for not using IRC, just 9 would apparently be prepared to pay 75% of the current fee. A further 13 (from 95) who gave 2 reasons would apparently be prepared to pay 50% of the current fee. Thus, it seems that reducing fees would on its own not work. 22 owners from a sample of 512 is just 4%. Noting that there is in addition a second reason for not using IRC for 13 of this 22, even that seems potentially optimistic.

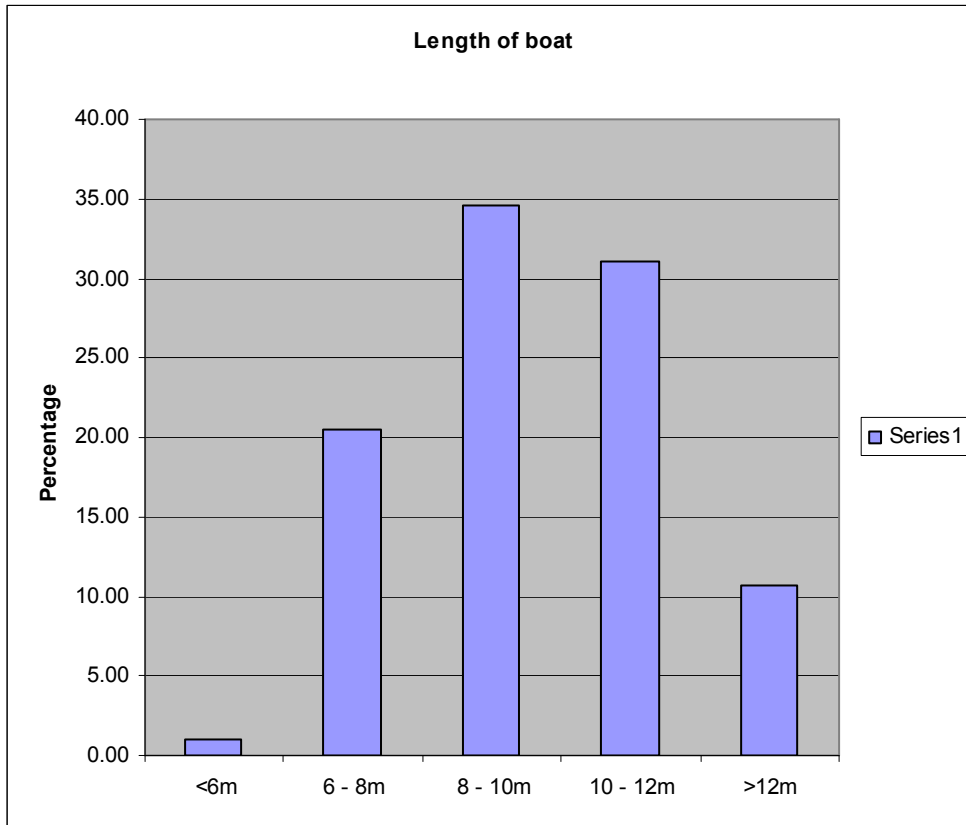
### 3.4 A2.3 Please indicate the length of your boat

<6m	6 - 8m	8 - 10m	10 - 12m	>12m



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Totals:	5	105	177	159	55
Percentage:	1.0	20.5	34.6	31.1	10.7



The data above closely matches statistics for the overall GBR IRC fleet which in 2011 had an average length of 10.61m. This then suggests (but of course does not prove) that we have had responses from a reasonably balanced group.

Filtering the above data to extract respondents who gave only 1 reason for not using IRC with that reason being the cost of certificates results in the following:

	<6m	6 - 8m	8 - 10m	10 - 12m	>12m
Totals:	0	4	10	0	1

Including also respondents who gave only 2 reasons for not using IRC with one of those reasons being the cost of certificates:

	<6m	6 - 8m	8 - 10m	10 - 12m	>12m
Totals:	0	10	13	9	1

The above extracts do not suggest any significant trend that respondents with smaller boats would find reduced fees more acceptable.





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### 3.5 A2.4 Where do you keep your boat (GBR owners only)

	South	South West	Wales	North West England	Western Scotland	Eastern Scotland	North East England	East/South	Northern Ireland	Channel Islands	Isle of Man	Overseas
Totals:	348	57	2	3	6	1	11	46	2	0	0	58
Percentage:	68.0	11.1	0.4	0.6	1.2	0.2	2.1	9.0	0.4	0.0	0.0	11.3

With 68% of respondents being south coast based (cf GBR IRC fleet 56%) the above data is at some variance with the overall distribution of IRC fleets within GBR. Noting that we received a very significant response from the E-Mail sent to the ISC list, this is unsurprising.

It is not known whether this will have had any effect on the balance of responses generally.

### 3.6 A2.7 What type of mooring do you have?

	Dry Sail	Marina	Swinging mooring / trot	Mud berth
Totals:	20	273	194	16
Percentage:	3.9	53.3	37.9	3.1

This question was included for interest only. It is unknown how this data matches overall berthing statistics.

### 3.7 A2.8 Approximately how many individual RACES do you compete in each year?

	1 - 3	4 - 6	7 - 10	10 - 15	15 - 20	> 20
Totals:	174	53	39	57	8	110
Percentage:	34.0	10.4	7.6	11.1	1.6	21.5

Noting that close to 45% of respondents compete in only 1 – 6 races per year, we appear to have achieved our aim of reaching the less serious racers.



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### 3.8 A2.9 Do you compete only in your own club's races or do you compete in open events?

	Only my club's races	Mainly my club's races	Mainly open events	Only open event
Totals:	48	235	78	126
Percentage:	9.4	45.9	15.2	24.6

Noting that 55% of respondents compete exclusively or mainly in their own club's races, we again appear to have achieved our aim of reaching the less serious racers.

It is clear however that only a small percentage of respondents compete exclusively 'at home'. Based on my knowledge of cruiser racing here in Lymington, I suspect that in reality the percentage of the whole GBR cruiser fleet that only races at home is much higher. This suggests that we have not successfully reached a significant percentage of this group. I consider however that boats that only ever compete in their own clubs races are unlikely to be a prime target for IRC.

Unless of course those clubs can be persuaded to adopt IRC. Philosophically, we need to be careful in any attempts to do this. I am very firmly of the view that PY and local handicaps are a central part of cruiser racing in GBR. Without those fleets, there is no quick and easy route into the sport.

### 3.9 A2.10 Do you currently hold an IRC certificate?

81 (16%) of respondents reported that they held a current IRC certificate.

### 3.10 A2.12 Have you held a CHS/IRC rating in the past for this boat?

167 (33%) of respondents reported that they had previously held an IRC certificate.

### 3.11 A2.13 If you have previously held CHS/IRC, how long ago was that?

	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	Pre 2001
Totals:	55	30	20	14	8	12	4	5	7	5	0
Percentage:	10.7	5.9	3.9	2.7	1.6	2.3	0.8	1.0	1.4	1.0	0.0

### 3.12 A2.14 Do you have any other comments?

Many comments were received, far too many to individually note here. Comments generally fell into two categories: comments and misconceptions.

#### Regularly occurring comments and complaints:



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The fact of a cost to revalidate, and the actual cost.  
 One-Designs should be charged lower fees.  
 A 'New to IRC' section on the websites. (*Note: Already done*)  
 Hi-Tech sails should rate higher.  
 'Pro' crews within IRC.  
 Age Allowance (in both directions – too high and not high enough!).  
 Slow boats being excluded by events.  
 Sisterships not rating the same.  
 Fees generally.

### Common Misconceptions:

Boats *must* be weighed.  
 Boats *must* be measured.  
 Respondents unaware of standard hull data list.  
 IRC boats are all 'stripped out'. Mine is fully fitted out.

### 4. Discussion - Clubs Survey

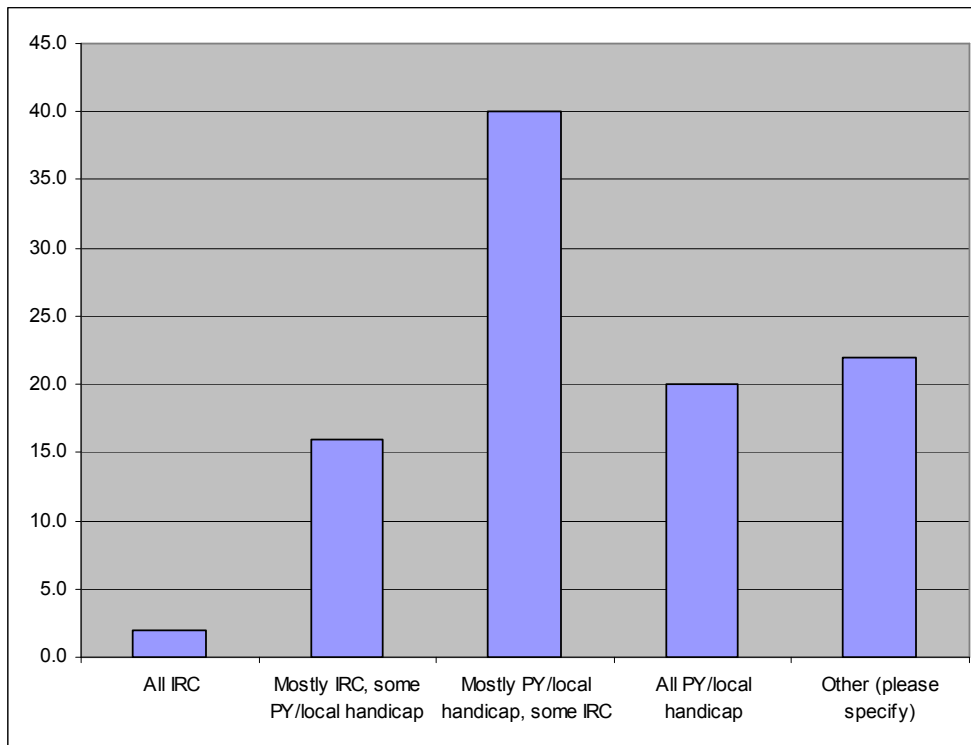
Responses were received from 52 clubs.

#### 4.1 A3.1 What type of racing does your club run?

	All IRC	Mostly IRC, some PY/local handicap	Mostly PY/local handicap, some IRC	All PY/local handicap	Other (please specify)
Totals:	1	8	20	10	11
Percentage:	2.0	16.0	40.0	20.0	22.0



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This data confirms that there is potential for IRC growth. The immediate target group here should consider be the clubs running mostly PY/local handicap, some IRC. 20 clubs in this group is potentially a significant market.

The 10 clubs running All PY/local handicap are of course also of interest.

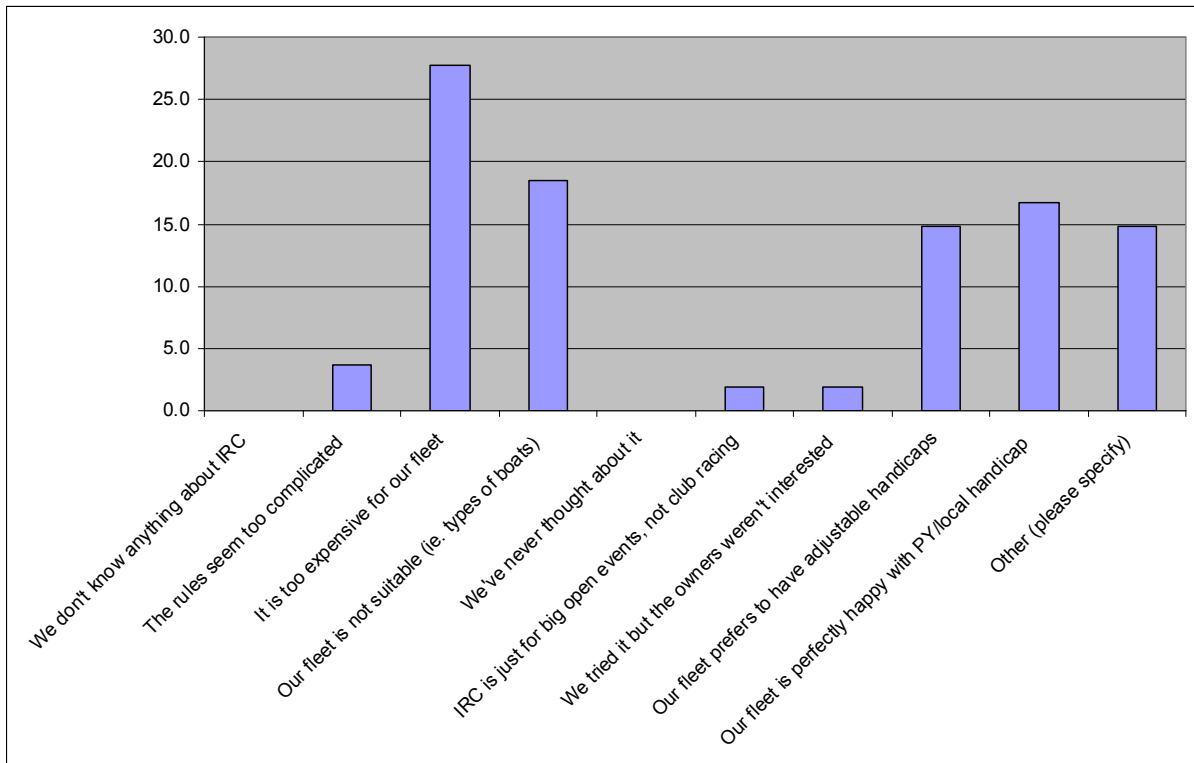
Of those replying other, the majority mentioned one-design racing. Personal handicap (which I include under the general heading of local handicaps) was mentioned once, as was the Byron system.

### 4.2 A3.2 If you do not run ANY IRC racing, what are the reasons for that? please tick all that apply

	We don't know anything about IRC	The rules seem too complicated	It is too expensive for our fleet	Our fleet is not suitable (ie. types of boats)	We've never thought about it	IRC is just for big open events, not club racing	We tried it but the owners weren't interested	Our fleet prefers to have adjustable handicaps	Our fleet is perfectly happy with PY/local handicap	Other (please specify)
Totals:	0	2	15	10	0	1	1	8	9	8
Percentage:	0.0	3.7	27.8	18.5	0.0	1.9	1.9	14.8	16.7	14.8



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25 clubs responded to this question. Of these:

No. of reasons	No. of respondents
1	8
2	10
3	3
4	3
5	1

Of those clubs giving only one reason, in only 1 case was that 'It is too expensive for our fleet'. Interestingly, this club chose to remain anonymous raising a question as the validity of this response. 4 clubs replied 'Other' and in 3 cases added that they ran only a minimal number of low key races.

8 of the 10 clubs stating 2 reasons included 'It is too expensive for our fleet' as one of their reasons. For 5 of these 8, the second reason was 'Our fleet is not suitable (ie. types of boats)'. While this second reason may or may not be valid, these responses again suggest that simple cost is rarely the sole factor in deciding the type of rating/handicapping system that a club uses.

### 4.3 A3.3 What is the average length of the majority of boats in your fleet?

	Less than 6m	Less than 8m	6m to 10m	8m to 12m	10m to 12m	Longer than 12m
Totals:	0	1	7	30	12	2
Percentage:	0	2	13	58	23	3.8

This data again appears to match reasonably overall GBR IRC fleet statistics.



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Combining this data with question A2.2, the anonymous club reported an average boat length of 8 to 12m, in other words, not the smallest boats. Of the other 8 clubs noted above, 6 also reported an average length of 8 to 12m, with 1 of the others reporting 6 to 10m and the other 10 to 12m. In other words, while the average length of the boats in these fleets may be less than the GBR average, if that is so, it is not less by a great amount. These are far from the smallest boats in the fleet.

### 4.4 A3.4 If you are in GBR, in what area of the country are you?

	South coast	South West	Wales	North West England	Western Scotland	Eastern Scotland	North East England	East / South East	Northern Ireland	Channel Islands	Isle of Man
Totals:	17	14	0	0	0	1	5	6	0	0	0
Percentage:	39.5	32.6	0.0	0.0	0.0	2.3	11.6	14.0	0.0	0.0	0.0

43 responses were received. As with the individual responses, the distribution of these clubs appears to be at some variance with the overall distribution of IRC fleets within GBR. Again, it is not known whether this will have had any effect on the balance of responses generally.

### 4.5 A3.6 What type of mooring does most of your fleet use?

	Dry sail	Marina	Swinging mooring / trot	Mud berth	Don't know
Totals:	3	16	25	3	0
Percentage:	6.4	34.0	53.2	6.4	0.0

This question was included for interest only. It is unknown how this data matches overall berthing statistics.

### 4.6 A3.7 Approximately how many INSHORE races to you run each year?

	None	1 to 3	4 to 7	8 to 10	More than 10
Totals:	1	1	3	2	27
Percentage:	2.9	2.9	8.8	5.9	79.4

The above suggests that the responses we have received have been from clubs with significant racing programmes.

### 4.7 A3.8 Approximately how many OFFSHORE races do you run each year?



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	None	1 to 3	4 to 7	8 to 10	More than 10
Totals:	8	7	5	1	2
Percentage:	34.8	30.4	21.7	4.3	8.7

Only 23 responses were received to this question. Taken with the responses to the question above relating to inshore races, the data nevertheless strongly supports the obvious contention that the great majority of racing is inshore racing.

### 4.8 A3.9 Do you run any single or double handed races?

	None	1 to 5	5 to 10	More than 10
Totals:	24	5	2	2
Percentage:	72.7	15.2	6.1	6.1

33 responses were received to this question. With 9 clubs reporting that they run single or double handed races, this nevertheless appears to be a measureable element of the sport.

### 4.9 A3.10 Do most of your members only compete in your own club's races, or also in open events?

	Only club events	Club events and open events	Mainly open events	Don't know
Totals:	10	28	1	0
Percentage:	25.6	71.8	2.6	0.0

The benefit to boats of being able to use their IRC certificates at open events would appear from the above to be significant.

### 4.10 A3.11 Do any of your members hold a current IRC certificate?

	Yes	No	Don't know
Totals:	32	8	0
Percentage:	80.0	20.0	0.0



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### 4.11 A3.12 If 'yes', approximately what percentage of your fleet hold a current IRC certificate?

	less than 25%	25%	50%	75%	over 75%
Totals:	15	15	0	3	3
Percentage:	41.7	41.7	0.0	8.3	8.3

With only 6 of the 46 respondents reporting 75% or more of their fleets as holding IRC certificates, there is at face value plainly room for expansion. As however stated above, noting my views on PY and local handicaps, we need to be careful in any attempts to do this. That does not of course mean that it is not worth exploring.

### 4.12 A3.13 Do you have any other comments?

A great variety of comments were received. Significantly, 11 clubs mentioned (usually alongside other issues) that cost, both of certification and also the on-cost of IRC racing were deterrents.

Other comments received included:

Apathy.

Local conditions (tidal river sailing) predicating the use of local handicaps.

Unsuitable boats.

Problems with IRC treatment of classics.

IRC racing is dominated by stripped out boats with new sails each year, sailed by pro crews, and which were dry sailed.

Revalidation costs should be reduced.

Development of a 'Club' level IRC.

IRC should be free.

PY permits local, performance-based, tweaks to the handicap which serves to increase the competitiveness of the slower competitors thus maintaining their interest and participation. These people are not interested in full-on racing but nonetheless enjoy racing against their peers at their level. The Complexity of IRC.

## 5. Conclusions

These two surveys have been successful. We have I believe generally reached our target audiences and have learnt a significant amount.

The fundamental conclusions drawn are:

- 5.1 The adoption and use of IRC is a complex issue and is far from solely a cost issue.
- 5.2 The majority of respondents had multiple reasons for not using IRC.
- 5.3 Noting the cruising nature of the majority of the boats that are considered by their owners to be uncompetitive, and also that the majority of these owners had additional reasons for not using IRC, we should accept that there are some designs and owners that we will never attract.

This does not of course mean that we should not endeavour to improve IRC's treatment of more fundamentally cruising oriented boats.

- 5.4 While certification cost is mentioned repeatedly, on its own it does not appear to be a significant disincentive.





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- 5.5 Reducing fees by 25% would not produce a comparable increase in the number of certified boats.
- 5.6 There is no evidence of a linkage between boat size and resistance to fees.
- 5.7 No grounds can be seen to reduce fees for smaller boats at the expense of higher fees for larger boats.
- 5.8 There is less comment about new application fees than there is about revalidation fees. A significant number of owners do not see the justification for these latter at all or consider that they should be reduced.
- 5.9 Associated costs are a significant disincentive.
- 5.10 There are apparently many owners who have misunderstood IRC rules and principles.
- 5.11 'Professional' crews are resented in a number of cases.
- 5.12 For a significant percentage of boats and clubs, PY/local handicap systems are entirely satisfactory.
- 5.13 Single and double handed racing appears to be a measureable element of the sport.
- 5.14 The benefit to boats of being able to use their IRC certificates at open events would appear from the above to be significant.
- 5.15 There appears to be room for expansion of IRC in clubs currently running a combination of IRC and PY/local handicap. Care will be needed in exploring this.



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### 6. Actions

- 6.1 Add a 'New to IRC' section to the websites. *[Note: Done.]*
- 6.2 Add a 'Clubs new to IRC' section to the websites.
- 6.3 Consider re-balancing new application fees and revalidation fees. It is accepted that this will be difficult and quite possibly impossible.
- 6.4 Produce editorial to address and as appropriate dispel the common comments and misconceptions, particularly that boats need to be stripped of fitout to successfully compete under IRC.
- 6.5 Work with the yachting press, perhaps Yachting World, to publicise our findings and the editorial resulting from 6.1.
- 6.6 Produce editorial to better define the benefits to both owners and clubs of using IRC.
- 6.7 Consider (again!) the possibility of introducing limited validity certificates valid for only a particular race or regatta.
- 6.8 Develop a strategy to take IRC to clubs with the potential to adopt or increase their use of IRC. This will almost certainly include a series of visits and lectures. Review and development of the current 'IRC Incentives' should also be included.
- 6.9 Encourage clubs to host racing and regattas for low rating boats.

Mike Urwin.  
29 August 2012.



## IRC Congress Meeting 2012

### Appendix 1: Owners Survey Publicity

#### Racing questionnaire

The RORC Rating Office is trying to find out how to encourage more people to use IRC. It is no secret that the Rating Office fully supports PY and local handicap systems to encourage people into the sport; however we are interested in why more people do not then progress into IRC. The information in this questionnaire is intended for our information; it is NOT intended to bombard owners with a 'hard sell', but if you include your name and contact we may wish to answer any specific comments or address false perceptions. Thank you for your help.

Every 250 E-Mail addresses received will be put into a draw with the first name drawn being awarded an Ocean safety KRU Sport Pro combined lifejacket and harness worth £159.95. Offer limited to GBR based respondents only.



The link to the Owners' survey is: <http://www.rorcrating.com/not-using-irc-tell-us-why.html>



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### Appendix 2: Owners Survey: Questions

1. **What would, or does, deter you from applying for an IRC certificate? Please select ALL that apply**
  - I only race occasionally
  - I only race casually
  - Cost of certificate
  - Complexity of the application form
  - My boat would not be competitive
  - Associated costs to be competitive (eg. sails, measurement)
  - I cannot get enough crew to be competitive
  - There is no IRC racing at my club
  - I do not compete in IRC events
  - I am perfectly happy with PY/local handicap
  - Other (please specify)

**If 'other' please give details**
2. **If cost is an issue, please indicate (as a % of current fees) the MAXIMUM that would be acceptable to you**
  - 0% ie. Free
  - 25%
  - 50%
  - 75%
3. **Please indicate the length of your boat**
  - Less than 6m
  - 6m to 8m
  - 8m to 10m
  - 10m to 12m
  - Longer than 12m
4. **Where do you keep your boat (GBR owners only)**
  - South coast
  - South West
  - Wales
  - North West England
  - Western Scotland
  - Eastern Scotland
  - North East England
  - East / South East
  - Northern Ireland
  - Channel Islands
  - Isle of Man
5. **If you are outside GBR, in what country/region do you keep your boat?**
6. **To which sailing/yacht club do you belong?**
7. **What type of mooring do you have?**
  - Dry sail
  - Marina
  - Swinging mooring / trot
  - Mud berth
8. **Approximately how many individual RACES do you compete in each year?**
  - 1 to 3
  - 4 to 6
  - 7 to 10



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10 to 15  
15 to 20  
over 20

**9. Do you compete only in your own club's races or do you compete in open events?**

Only my club's races  
Mainly my club's races, occasional open event  
Mainly open events, occasional club races  
Only open events

**10. Do you currently hold an IRC certificate?**

Yes  
No

**11. If you do hold a current IRC, what is the certificate number?**

**12. Have you held a CHS/IRC rating in the past for this boat?**

Yes  
No

**13. If you have previously held CHS/IRC, how long ago was that?**

2010  
2009  
2008  
2007  
2006  
2005  
2004  
2003  
2002  
2001  
2000 or earlier

**14. Do you have any other comments?**



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### Appendix 3: Club Survey: Questions

Club name  
Contact name  
E-mail

- 1. What type of racing does your club run?**  
All IRC  
Mostly IRC, some PY/local handicap  
Mostly PY/local handicap, some IRC  
All PY/local handicap  
Other (please specify)  
**If 'other', please give details**
- 2. If you do not run ANY IRC racing, what are the reasons for that? please tick all that apply**  
We don't know anything about IRC  
The rules seem too complicated  
It is too expensive for our fleet  
Our fleet is not suitable (ie. types of boats)  
We've never thought about it  
IRC is just for big open events, not club racing  
We tried it but the owners weren't interested  
Our fleet prefers to have adjustable handicaps  
Our fleet is perfectly happy with PY/local handicap  
Other (please specify)  
**If 'other', please give details**
- 3. What is the average length of the majority of boats in your fleet?**  
Less than 6m  
6m to 8m  
8m to 10m  
10m to 12m  
Longer than 12m
- 4. If you are in GBR, in what area of the country are you?**  
South coast  
South West  
Wales  
North West England  
Western Scotland  
Eastern Scotland  
North East England  
East / South East  
Northern Ireland  
Channel Islands  
Isle of Man
- 5. If you are outside GBR, what Country AND region are you in?**
- 6. What type of mooring does most of your fleet use?**  
Dry sail  
Marina  
Swinging mooring / trot  
Mud berth  
Don't know



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7. **Approximately how many INSHORE races to you run each year?**
  - None
  - 1 to 3
  - 4 to 7
  - 8 to 10
  - 11 to 15
  - 16 to 20
  - more than 20
  
8. **Approximately how many OFFSHORE races do you run each year?**
  - None
  - 1 to 3
  - 4 to 7
  - 8 to 10
  - More than 10
  
9. **Do you run any single or double handed races?**
  - None
  - 1 to 5
  - 5 to 10
  - More than 10
  
10. **Do most of your members only compete in your own club's races, or also in open events?**
  - Only club events
  - Club events and open events
  - Mainly open events
  - Don't know
  
11. **Do any of your members hold a current IRC certificate?**
  - Yes
  - No
  - Don't know
  
12. **If 'yes', approximately what percentage of your fleet hold a current IRC certificate?**
  - less than 25%
  - 25%
  - 50%
  - 75%
  - over 75%
  
13. **Do you have any other comments?**



## IRC Congress Meeting 2012

### Appendix 4: Owners Survey: “My Boat is not Competitive”

Thankyou very much for completing our on-line survey investigating the reasons why some owners are reluctant to use IRC.

So far we have received in excess of 500 replies. The information provided is proving very valuable in helping us to decide the best courses of action to continue to improve and grow IRC into the future.

In answer to the question:

***What would, or does, deter you from applying for an IRC certificate?***

you ticked the option:

***My boat would not be competitive.***

We would like to understand a little more about the underlying reasons for this reply.

We would therefore be grateful for your time in responding to the following additional questions.

**To respond to this enquiry, please simply reply to this e-mail, giving the numbers of all the options below that apply (eg 1, 2, 4), and add the boat design (eg. Contessa 26) and any other comment that you wish to make.**

**My boat would not be competitive because: Please select ALL that apply.**

- 1 The design is not suited to racing.
- 2 The boat is fully fitted out.
- 3 I carry lots of extras and cruising equipment.
- 4 The IRC TCC for the design is uncompetitive.
- 5 I have been told that the IRC TCC for the design is uncompetitive.
- 6 I do not believe that my boat is competitive against other boats in our fleet.
- 7 I cannot get sufficient crew.
- 8 I and/or my crew are not sufficiently experienced to race under IRC.
- 9 The courses that my club sets do not suit my boat or favour other boats.
- 10 I would have to spend money on new sails and/or other racing equipment and preparation.
- 11 Other. Please specify below.

**What design is your boat?**

**Other comment?**

We are very grateful for your reply. Many thanks in advance.

Mike Urwin  
RORC Rating Office Technical Director  
18 January 2012





## IRC Congress Meeting 2012

### Appendix 10

#### IRC LIMITED VALIDITY TCC (LV TCC)

Full details at: <http://www.rorcrating.com/lv-tcc.html>

#### FREQUENTLY ASKED QUESTIONS

##### **What is a Limited Validity TCC?**

A Limited Validity (LV) TCC is an IRC rating for a single event, designed for those who only do one or two IRC races a year. Please see the website link above for full information.

##### **Who can get an LV TCC, is it available worldwide?**

For 2013 LV TCCs are only available in GBR at approved events (see questions below), on a trial basis. If the trial is successful it is hoped to extend the scheme to other IRC countries. *Event organisers: please see the final question on this page.*

##### **Do I have to complete a full IRC application form to get an LV TCC?**

Yes. An LV TCC is based on exactly the same data as a standard IRC certificate so you will need to complete an application form if your boat isn't already on the IRC database. If the boat has been rated before please contact the Rating Office to check what information is needed.

##### **How many LV TCCs can I have each year?**

A maximum of two. Each LV TCC is valid for a single event over a maximum of 9 consecutive days.

##### **Can I use an LV TCC for any event?**

An LV TCC can only be used in an event that has been approved by the IRC Rule Authority. LV TCCs cannot be Endorsed, so are not eligible for events or classes that require an Endorsed (measured) IRC certificate. Please check with the race organiser before applying for an LV TCC.

##### **How will I know whether the event I am entering will accept LV TCCs?**

The Notice of Race will include a paragraph specifically stating that LV TCCs will be accepted for the event. If in doubt, check with the event organiser.

##### **Will a list of events that accept LV TCCs be listed on the website?**

The Rating Office will publish a list of events where LV TCCs will be accepted. The link will be from the main LV page as shown above.

##### **I have a current IRC certificate. Can I get an LV TCC for an event for which I want to use a different configuration?**

No, LV TCCs are designed for boats that do not have a current IRC certificate, and are only going to do one or two IRC events in the year. It is not available as a substitute for getting an amended IRC certificate for a different configuration.

##### **Are there any limitations on the type of boat that can get an LV TCC?**

The only limit is on length – LV TCCs are available for boats up to 22m (approx 72') hull length.

##### **Can I apply and pay for an LV TCC online?**

Yes, you can apply and pay through our online system MyIRC on [www.rorcrating.com](http://www.rorcrating.com). You will first need to download the appropriate LV TCC application form and complete it to attach when you pay.

##### **Is the Expedited (fast track) service available for LV TCC applications?**

We advise submitting your application in good time to make sure there is time to sort out any queries; the Rating Office is very busy through the first 6 months of the year and at least two weeks should be allowed. However, in the event that you need your LV TCC within 5 working days then an Expedited (fast track) fee will apply which will be an additional £1.50 per metre (ex VAT).



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**I have had one LV TCC and now want to apply for a second one for another event. Am I allowed to change any of the data?**

Yes, you can amend the data each time you apply for an LV TCC, for instance if you want to use different sails. Note that the Rating Authority may have applied standard hull data and would not normally change this without official measurement. The application form for a second certificate (LV2) is available on the website.

**I held an IRC certificate in the last two years, but an LV TCC would be more appropriate for the racing I want to do. Can I convert my old certificate?**

Yes, there is a different form for boats rated in the last two years who would like to switch to LV TCC. Please see the links on the webpage given at the top of this page for the form or contact the Rating Office.

**I have raced using an LV TCC and would now like to upgrade to a full IRC certificate. How do I do that and how much will it cost?**

It is easy to upgrade your certificate during the year, please see the links on the webpage given at the top of this page for the appropriate form or contact the Rating Office. The fee will be the normal application fee with a discount of £1.50 per metre LH.

**As an event organiser, we would like to include LV TCCs, what do we have to do?**

Please look at the information and terms and conditions on the website (see the link above). As long as your event does not require Endorsement and is in GBR then you are encouraged to allow LV TCCs and all it needs is a small addition to the NOR. We do ask for a simple event application form (available on the website) so that we can check that the event is eligible, and allocate an event code so that we can send you a specific list of the LV TCCs for your event. For specific advice for your event, please contact the RORC Rating Office.

**RORC Rating Office  
Lymington  
01590 677030  
[info@rorcrating.com](mailto:info@rorcrating.com)**



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### Limited Validity IRC TCCs - **GBR 2013**

#### Conditions of Issue and Use

1. A 'Limited Validity IRC TCC' is an IRC TCC issued by the IRC Rating Authority for use by a GBR boat for one race or regatta (or part of) comprising races run over not more than 9 consecutive days including any lay days.

Organising Authorities shall apply to the IRC Rating Authority for permission to accept GBR boats holding LV TCCs in their event, for all or selected classes. In addition to invoking IRC Rules, the Notice of Race shall include:

*With the permission of the IRC Rating Authority, IRC Rule 8.2 is modified to include GBR boats holding Limited Validity IRC TCCs.*

[if selected classes then add *"..in the following classes:..."*]

The IRC Rating Authority will supply an Organising Authority with data for each boat holding a valid Limited Validity IRC TCC for that race or regatta. Organising Authorities shall not use the information in this for scoring any boat in any race other than those for which the Limited Validity IRC TCC is valid.

2. An IRC certificate will not be issued. Boats will be issued with a datasheet showing the data used for calculation of the TCC. Copies of this datasheet will be available (on payment of a fee) to interested parties under the same conditions as the supply of copy certificates defined by IRC Rule 8.14.
3. Limited Validity IRC TCCs will not appear on IRC TCC listings.
4. A Limited Validity IRC TCC is equivalent to and fully compatible with the TCC on a valid IRC certificate.
5. Limited Validity IRC TCCs are not available to boats holding valid IRC certificates.
6. Limited Validity IRC TCCs are not available to boats with LH greater than 22.00m.
7. Limited Validity IRC TCCs will not be Endorsed.
8. Limited Validity IRC TCCs are available only to GBR boats and are not available to overseas boats competing in British events.
9. Boats holding Limited Validity IRC TCCs, whether valid or expired, will not be permitted to run trial IRC TCCs but may submit different data for separate events.
10. Except with the express permission of the IRC Rating Authority, the validity of a Limited Validity IRC TCC shall be consecutive days only, including lay days.
11. A boat may not hold Limited Validity IRC TCCs for more than two separate events in any certificate year.
12. A boat applying for a Limited Validity IRC TCC shall complete and return an IRC application form available from [www.rorcrating.com](http://www.rorcrating.com).
13. Completed application forms shall be submitted through myIRC or by E-Mail to [info@rorcrating.com](mailto:info@rorcrating.com) at least 14 days before the first day of validity. Applicants shall state the event and the dates for which the Limited Validity IRC TCC is to be valid.
14. The fee for a Limited Validity IRC TCC will be £1.50 / metre LH + £5.00 per day of validity.



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15. Boats holding Limited Validity IRC TCCs, whether valid or expired, wishing to upgrade to a full IRC certificate during the course of the same certificate year will receive a discount on the certification fee.
16. Boats that only held Limited Validity IRC TCCs during 2013 will be invited to apply for a full IRC certificate in 2014 and will receive a discount on the certification fee.

END