



Minutes

**The 2018 IRC Congress was held on Saturday, 6th October 2018
Dún Laoghaire, Dublin (Ireland)**

PRESENT:

Chairman	Peter Wykeham-Martin (PWM)	RORC	Steven Anderson (Commodore)
Vice Chairmen	Alp Doguoglu Malcolm Runnalls		Eddie Warden Owen (CEO) Dr Jason Smithwick (TC) (JETS) Jenny Howells (TC) Andrew Yates (TC)
Australia	Matteo Zuppini		Emma Smith
Belgium	Carl Sabbe		Carole Abbott
Bulgaria	Pavel Nikolov Dukov		Stacey Clark (RYA)
Canada	John Crawley		Michael Boyd
Great Britain	Mel Sharp		
Hong Kong	Gideon Mowser		
IMA	Andrew McIrvine	Observers	Liz Hall (Irish SA)
Ireland	Mark Mills		Rory Carberry (Irish SA)
Japan	Haru Hiko Kaku		Denise Cummins (Wicklow SC)
Netherlands	Erik van Vuuren		Peter Ryan (ISORA)
Netherlands	Yvonne Beusker (observer)		
SEA	Simon James		
USA	Eric Baittinger		
UNCL	Jean-Philippe Cau (President) Philippe Serenon (Vice Pres.) Jean Sans (TC) Claude Charbonnier (TC) Ludovic Abollivier (TC)		

TC = IRC Technical Committee



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1 Introduction and welcome from Peter Wykeham-Martin, Chairman of the IRC Congress.

2 Apologies for absence and proxy votes.

Apologies were received from Kieran O'Connell (Irish Cruiser Racer Association)
No proxy votes had been received.

3 Minutes of the meeting of the IRC Congress 2017.

Page 5. "Alp Doguoglu explained that Turkey had used racer /racer-cruiser /cruiser labels, starting in 2013." Should read "Alp Doguoglu explained that Turkey had used racer /racer-cruiser /cruiser labels between 1995 and 2005."

The 2017 Minutes were otherwise signed as an accurate record.

4 Matters arising not covered by the agenda.

Crew numbers and limits and Code Zeros is covered by agenda item 9.

Guidance to race organisers is published on the IRC website www.ircrating.org. There are plans to improve and expand this.

The Offshore Sailing World Championship is covered by agenda item 11.

5 To comment IRC 2018 Notices (*if any*).

One IRC Notice was issued: 2018-01 crew positions (lifelines) as published 23/3/18
<https://www.ircrating.org/technical-a-certification/notices-a-interpretations>

There were no further comments.

6 To receive contributions from attending National IRC Representatives (not including submissions for proposed rule changes).

Written reports were received from BEL, CAN, FRA, GBR, HKG, JPN, NED, TUR & USA and are published on ircrating.org. The content is not repeated in these Minutes.

CAN – John Crawley. IRC is in the Toronto area only. Numbers have reduced from 85 boats a few years ago to 27. There are 1600 PHRF certs on Lake Ontario at a cost of CAN\$35 per



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certificate compared with CAN\$200-300. Lake Ontario is the largest PHRF area in North America.

FRA – Philippe Serenon reported that Ludovic Abollivier became Director of the Centre de Calcul in June 2018. UNCL's service has improved since Ludovic's promotion. To clarify the graph of certificate numbers in the FRA report (item 2.) this is the total issued by UNCL in all countries, not just French boats.

GBR - Mel Sharp reported that a major influence on IRC fleet numbers in the UK has been local representation. Examples of Weymouth and Dartmouth where there is strong support for local owners. IRC is considered the best out there amongst a lot of local systems. Cost is not really the issue in the context of keeping a boat on the water, but there is a lot of competition for time in modern life.

Carl Sabbe argued that the effect of cost should not be underestimated. Mel pointed out that the RORC Rating Office cannot afford to reduce the price of certificates, as that is what it costs to produce them, so adding value to the certificate is something constantly being looked at in the UK (eg. offers for owners). PWM suggested that RORC/UNCL could better highlight the amount of work that goes into keeping IRC current and correct.

JPN – Haru Hiko-kaku reported that JSAF's policy is to offer both IRC & ORC, but that he continues to encourage clubs and events to use IRC. Regarding measuring IG instead of FL: FL is easier to measure than IG, and it is being phased out in IRC. Re mainsail headsail measurement (attachments included in the luff length), JETS said that this relates to P and is an ERS problem rather than IRC. Andrew Yates pointed out that this is an education issue regarding complying with the attachment being below P band. It was agreed that it is confusing that attachments are included on mainsail but not headsail, but if they were excluded on the mainsail this would lead to abuse (eg. very large mainsail 'attachments').

TUR – Alp Doguoglu was concerned that the ORC is trying hard to penetrate the IRC market through sportsboats and asked whether IRC would consider a sportboat rule? The previous RORC/RYA Sportsboat rule had been discontinued due to low numbers.

USA – Eric Baittinger reported that the ORC is using ORC Club as a stepping stone to ORCi, but that is not what USS are seeing. PHRF sailors are happy to get a cheap ORC Club certificate but are not interested in paying for measurement or ORCi. USS does not promote any one rating rule. ORC is primarily limited to 4 main events: Newport-Bermuda, Transpac (both biennial), Chicago-Mac and Port Huron-Mac. ORC is mainly used in the Chesapeake, and they appear to be targeting clubs where there are unhappy PHRF fleets. When boats are measured in the US, the UMS (Universal Measurement System) is used so the owner can get a certificate under any rule, except that if the owner only wants IRC they do not incline the boat as it is too expensive. Measurers are independent and set their own charges.

IRL- Mark Mills reported that numbers are stable, but racing in Cork was declining more in the recession and Dublin is stronger. There are fewer large boats racing in Ireland now and the largest regular racers are J/109s; there is growth in smaller fleets such as Quarter Tonners,



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Impalas and J/24s. The J/24 class is being used to encourage under-25 racing. The larger boats do coastal classes and ISORA offshore racing.

NED – Erik van Vuuren said they were surprised that there were 116 IRC in 2018, 126 in 2017 but most Offshore Worlds entrants were more serious sailors so already had IRC certificates. Many IRC certificates are issued for international events eg. Rolex Fastnet Race. A suggestion was made to hold the 2021 IRC Europeans in The Hague.

HKG – Gideon Mowser reported that there is interest in the Royal Hong Kong YC running an IRC Asian Championship and an IRC HK National Championship. Regarding IRC boats in China, it was pointed out that CHI use Jan-Dec certificates (North) while HKG and SEA use Jun-May certificates (South). Boats are starting to travel so this can cause issues. It was suggested that the three regions be the same. The Asian Circuit runs October – June so suits the South dates, but South could also work for China.

AUS – Matteo Zuppini confirmed that IRC is well established. They are currently offering a discount to boats in Tasmania on new applications and lapsed revalidation and had 23 new applications in the pipeline. The 2020 IRC National Championship will be held in Tasmania after the Rolex Sydney Hobart Yacht Race. South Australian is now using IRC Standard. Matteo's opinion is that if we cannot reduce fees then we need to increase the service; this was agreed.

ORC is favoured by a different type of sailor - in Australia ORCi is more for offshore sailors as it is more stability related.

BUL – Nikola Dukov reported that ORC appeared 2017 offering free certificates and this has continued in 2018. Romania has almost stopped IRC and as there are a lot of joint races this is detrimental to IRC.

PWM noted that there is a common theme of ORC sportboats being used as a way to penetrated IRC territories. JETS pointed out that IRC does rate sportsboats, but excludes trapezes.

Rather than a separate rule they should be incorporated better into IRC. A discussion was held and it was agreed that classes should be split by type not just by rating bands and course types should be considered. Both these aspects are covered in the Guidance for Race Management Guidelines on ircrating.org.

7 To receive a report from the Policy Steering Group (PSG).

Michael Boyd reported that mutual admiration and respect continued within the PSG. No major policy issues had been referred by the IRC Technical Committee and this reflects improved co-operation between the RORC & UNCL rating offices.

IRC Europeans 2019 will be held in San Remo, Italy. 2020 had been requested Cork Week (IRL) and 2021 requested by The Hague (NED).



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8 To receive a report from the IRC Technical Committee, including IRC distribution worldwide, UMS. Jason Smithwick (JETS)

Notes in addition to published report.

JETS noted that some of the technical proposals for 2019 are supportive of club racing.

The crew number trial with the IMA had been as much about administration as the technical aspects. 60% was now considered too low for Maxis and 65-70% was thought better. However different numbers would be relevant for smaller boats and the Rating Office is looking for another smaller class to trial in 2019 and report back to Congress.

2019 Rating changes include:

- The treatment of draft, with the proposal being less harsh for shallow draft and rated higher for deeper draft.
- Improved rating of cruisers and classic boats.
- A new proposal has been added since the report was written, to allow the rating of fewer than 3 spinnakers [*at present 3 is the default minimum*].

The 2018 Hague Offshore Sailing World Championship was a good opportunity to put UMS (Universal Measurement System) into practice. JETS is proposed to chair the UMS working party after the World Sailing conference 2018.

Andrew McIrvine expressed concern about draft changes especially related to Maxi 72s ordering deeper draft keels but JETS confirmed that he has had conversations and the Maxi 72 fleet is aware of the change. Mark Mills thought that deep draft should be treated harshly to discourage this perception [that deep draft is an advantage] and expense, as well as just looking at the speed perspective.

Erik van Vuuren asked about rating of foils. JETS confirmed that we are using a newly developed method of measuring and rating foils, but acknowledged that we need to keep up with new developments in their design.

Eddie Warden-Owen requested a review of Rule 21.1.6 (b) relating to the ability to adjust forestay while racing. Boats especially those over 50' need to adjusting forestays from a safety point of view and were doing so without being rated for it. He requested a change to rule to rate any boat that has the ability to adjust the forestay while racing ie. remove the option to declare they don't use it. Malcolm Runnalls reminded Congress of the situation in W.Australia where boats have to drop their masts to get under a bridge but do not adjust while racing. There was a discussion about the difficulties of defining whether a forestay is adjustable while racing or not.



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PWM asked the IRC Technical Committee to look at rewording this rule to try and minimise the opportunity to gain an unfair advantage.

9 To receive answers from the Technical Committee to subjects still pending at the end of the last meeting (Crew weight, Code 0s).

Code zeros/flying headsails. The IRC Technical Committee is looking at how to rate this kind of sail on cruising boats initially, but IRC has to address all boats using code zeros.

Windage. Research is being continued by Jean Sans. However, the TC does not want to complicate IRC by adding more measurements such as freeboard, which could also encourage false measurement points.

10 To receive, consider and decide proposals for IRC Rule changes for 2019.

10.1 From the IRC Technical Committee.

[Notes in addition to published proposed rule changes on ircrating.org](https://www.ircrating.org)

1. Rig Factor wording. Agreed
 2. P definition. The change to using 'top of highest sheave' is consistent with ORC and more repeatable. Will look at use of 'upper point' in the text. Agreed.
 3. E definition. Will look at use of 'outer point' in the text. Carl suggestion).
PY & EY will be updated in a similar way.
 4. No. of spinnakers. Agreed that this is a good development. The TC plans to have a new formulation for fewer than 3 spinnakers ready for 2019.
 5. Furling headsails. Agreed.
 6. STL measurement. Agreed.
- All rule changes accepted.

Alp Doguoglu asked whether there should be a limit on the number of headsails carried? (in addition to the furling headsails. Mark Mills suggested that **the PSG should consider this question of whether this would be possible or desirable.**

10.2 From IRC Rule Authorities.

No submissions had been received.

11 To receive reports from the combined IRC/ORC The Hague Offshore Sailing World Championships 2018.

11.1 Report from organisers and competitors

Yvonne Beusker (marketing) gave a presentation. Salient points were:

1. The joint world championship should be something on people's 'wish list' to compete



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- in.
2. PWM suggested that the Volvo race finish may have helped with publicity for the Hague and that future events would be similarly helped by holding it somewhere there is a core interest in sailing.
 3. Work must be done with following up those new certificates issued for the event, to keep those boats in the IRC fleet.
 4. The lack of boats from big IRC countries was attributed to the perception of the expense and complication of getting an ORCi certificate.

Andrew McIrvine gave a report of the event from a competitor's point of view and thanked the Dutch for handling the joint championship which was a major advance in co-operation between ORC and IRC.

11.2 Technical Committee report

[Notes in addition to report on ircrating.org.](#)

Correction to IRC report: J-Lance 12 was not overall champion. There were 3 champions – one for each class plus Corinthian, a prize for the youngest crew was also added.

11.3 To consider the future of the World Championships. Next ORC Worlds Croatia 2019, 2020 in Newport September.

A discussion was held regarding a World Championship and whether this should be annual or biennial. The consensus was that having a WC is desirable for IRC but every 2 years would be preferable.

Regarding a joint ORC/IRC Championship there was some discussion about the cost of ORCi measurement which is a discouragement to IRC boats. Event venue and timing is agreed at least 2 years in advance so planning and agreement for future events needs to be done now, preferably a 4 year plan. It was agreed that more thought should be put into the positioning and timing of the IRC Europeans and a World Championship to allow owners to compete in both.

Conclusions

- a) cooperation with ORC should be continued
- b) planning of future WCs needs to be undertaken, with more input from RORC/UNCL.
- c) biennial almost certainly preferable.

12 Presentations and Discussions

12.1 Peter Ryan, Commodore of the Irish Sea Offshore Sailing Association – ISORA

Peter gave an interesting and inspiring presentation about ISORA, its origins, heyday, decline, revival and future. A summary is on the IRC Congress page at www.ircrating.org



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12.2 Marketing of IRC

Reference item 5. And 6. of FRA report

JETS reported that IRC social media is now in the hands of professional management on Facebook and Instagram. Engagement particularly good on Instagram, and it was noted that the core audience for Instagram is 20-45 year olds.

A redesign of the IRC website is underway. IRC will not produce a yearbook next year but will instead improve online content, publish advertorials and boat reviews and use more effective marketing to push information through other channels.

A lower level club racing rule was suggested as a 'feeder' into IRC, but there was concern about dilution of IRC.

13 To discuss any proposed amendments to the IIRCOA Constitution.

None

14 To discuss general submissions and Special Regulations submissions to World Sailing.

The following submissions were noted:

110-18 WC entry minimum requirements. To note.

113-18 definition of foil & wing ERS

116-18 definition of spinnaker pole ERS

119-18 definitonof jockey pole ERS

121-18 definitio of outrigger ERS

122-18 definition of spinnaker & headsail ERS

166-18 rule 49.2 RRS submission from IRC & ORC

Rating integrity and cheating and World Championships for rating systems.

Whisker pole/leeward struts interpretation request from IRC

OSR 03.18 AIS Transponders in Cat 3

OSR 04.18 Lifteraft packing and stowage.

Link to WS submissions 2018: <http://www.sailing.org/meetings/mid-year-2018.php>



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15 IRC Congress Chairman and Vice Chairman

15.1 To note that Alp Doguoglu will be stepping down as IRC Congress Vice Chairman
PWM thanked Alp, who had become Vice Chairman in 2010. He has also represented IRC at World Sailing on the Offshore & Oceanic Committee.

15.2 To appoint Carl Sabbe as IRC Congress Vice Chairman
This was unanimously agreed.

15.3 To note that Peter Wykeham-Martin will be stepping down as IRC Congress Chairman
PWM is no longer actively racing so does not think that is appropriate to continue as Chairman. Alp thanked PWM for his dedicated support and excellent leadership. PWM will continue to be an IRC Advocate and measurer in the UK.

15.4 To appoint Michael Boyd as IRC Congress Chairman
PWM proposed Michael Boyd, this was unanimously accepted.

16 Any Other Business.

Yvonne Beusker noted that the Offshore World Championship saw the first fully sustainable racer and the design had been nominated for WS sustainability award. (HUBO, Waarschip 36 LIFE (World 2018 Edition)).

Carl Sabbe asked why the IRC rating list on ircrating.org does not include boat design. JETS explained that this is a policy issue and is to prevent people taking a rating from a sistership for racing purposes. The intention of the IRC listing is for organisers to check boats are currently rated. This is a policy question, so if it maybe one for PSG.

The meeting finished 16.50.