

IRC NEWSLETTER

Autumn 2017 Edition 2

Welcome to the second edition of our quarterly newsletter.

GBR IRC Committee annual Meeting

From Mel Sharp GBR IRC Chairman



IRC GBR Committee Meeting

Following the annual meeting of worldwide IRC representatives in St Malo, France, it can be said with some pride and confidence that we have a very good and popular rating system in place. The fleet numbers are fluctuating, but overall stable; the exceptions being events such as the biennial Rolex Fastnet Race which boosts numbers in that particular year.

When reaching into the tool bag for a hammer, often the first tool to hand may be

selected; if that's an adjustable spanner then it will render a healthy blow but is not the correct tool.

However, just like the adjustable spanner (which is among the most used tools in my tool kit) an IRC rating is versatile - it enables yachts of varying shapes and sizes to compete alongside each other and generate a fair result, which is often frustratingly but amazingly close on corrected time.



When attending to a difficult bolt or nut the spanner can be adjusted to the correct size and articulated to numerous angles to achieve the desired adjustment. Likewise, the



The Royal Dart Hits 50!

We are delighted to report that the Royal Dart has processed over **50 IRC Start Up** applications in 2017. An outstanding achievement considering Michael Webster (Start Up Club Coordinator) was quoted at the start of the program saying *"I know the minimum for Start Up is 5 boats it will be a struggle but I will try"*

If you think your club would benefit from Start Up and would like to enquire for 2018 please contact charlene@rorcrating.com

Our Stats

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Certificates issued to date

+6,855	World Wide Certs
+1,488	GBR Certs
166	Start Up Certs
1,122	Amendments
418	Trials

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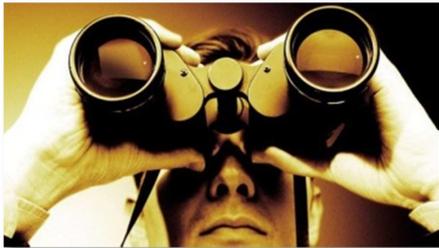
IRC certificate has great flexibility in demonstrating the vessel's performance; but perhaps articulating the fleet to ensure racing against similarly paced designs would attract more competitors.

For example:- If there are a number of entrants with small performance boats and ratings

in the region of 0.960, one could consider creating a distinction in the results based on LH. So, Class 1 may be for boats rating 0.960 - 0.999, but a separate result could be calculated for the 7 to 9.5m boats as the smaller vessels are often pushed to the second rank seconds after the start, and then sail in "dirty air" for the rest of the race.

The IRC ratings can't be changed, but ensuring boats of like-for-like style and performance are brought together, can!

This is by no means a suggestion that anyone need follow, but simply an indication of how we can make this product work for many - just like the adjustable spanner is a tool covering a number of sizes.



Looking to the future

Technical Developments

IRC continues to experience the technical challenges of keeping up with the ever innovative and ingenious sailors, designers and manufacturers. We work together with our French counterpart in IRC, UNCL on the technical areas of IRC to develop the formulation for the next year's rating calculations.

For example we are addressing yachts with foils this year. Other research includes the continued blurring of the lines with upwind and downwind sails such as "Code 0s". The never-ending crew number debate is also being considered by the technical committee. Some ratings have either increased or reduced due to a change in the method used to rate spinnaker area, this is change that has been applied across the complete IRC Fleet and is being phased in over 4 years. The final year of this change will be 2018.

35% Discount

to anyone wishing to have their boat weighed and/or measured in the month of November or December
email: charlene@rorcrating.com.



Produced on behalf of RORC Rating Office

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