



Royal Ocean Racing Club Rating Office

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, ie the RORC Rating Office's website as opposed to the main IRC site, www.ircrating.org. [rorcrating.com](http://www.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.

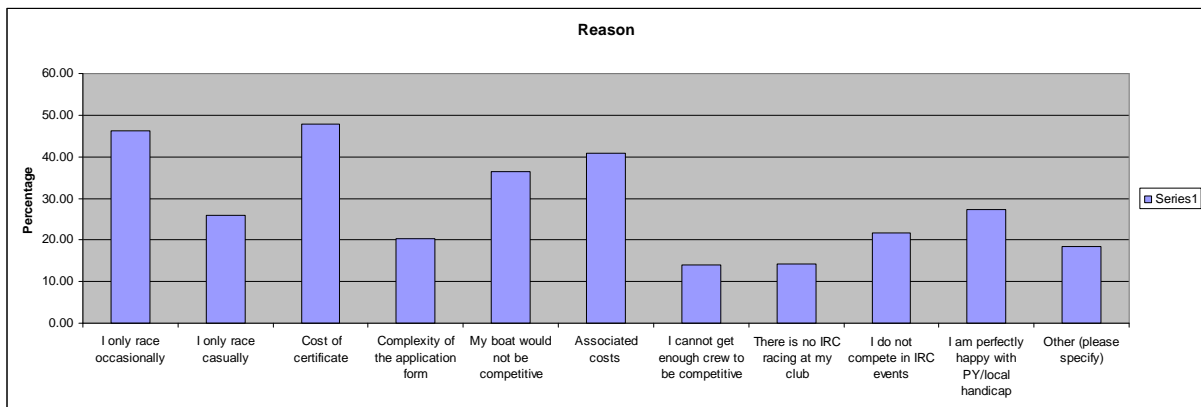
The most successful publicity was via the Island Sailing Club's list of entrants to the ISC rated class in the 2011 Round The Island Race. After some discussion, the ISC E-Mailed this list with text supplied by us. That single E-Mail generated in excess of 250 responses within 72 hours!

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%).

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.
Totals:	35	43	51	25	10	38	17	20	7	39	10
Percentage:	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.
Totals:	18	23	28	8	2	38	4	8	7	20	6
Percentage:	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.

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.
Totals:	6	8	10	25	1	8	3	2	1	7	3
Percentage:	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.

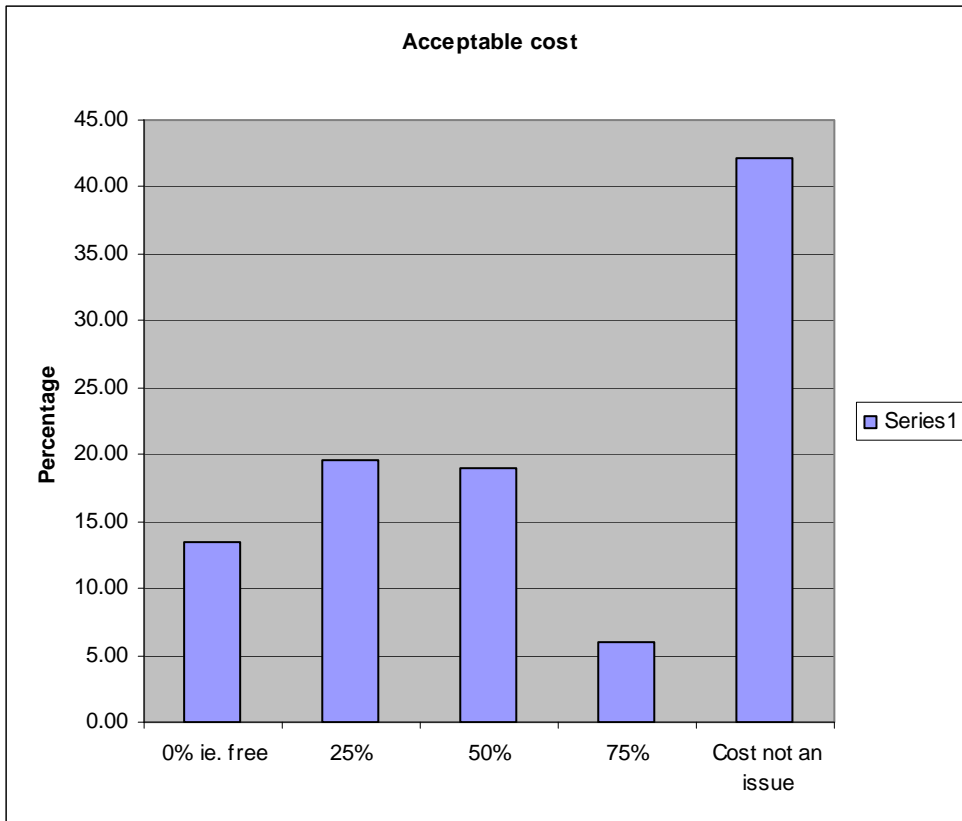
As with the previous sub-group, additional cruising equipment, full fitout, and additional cost are again of high importance. Noting firstly the 10 single reason replies and secondly that these reasons are fewer in number, this suggests that the uncompetitive TCC is apparently more important.

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



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

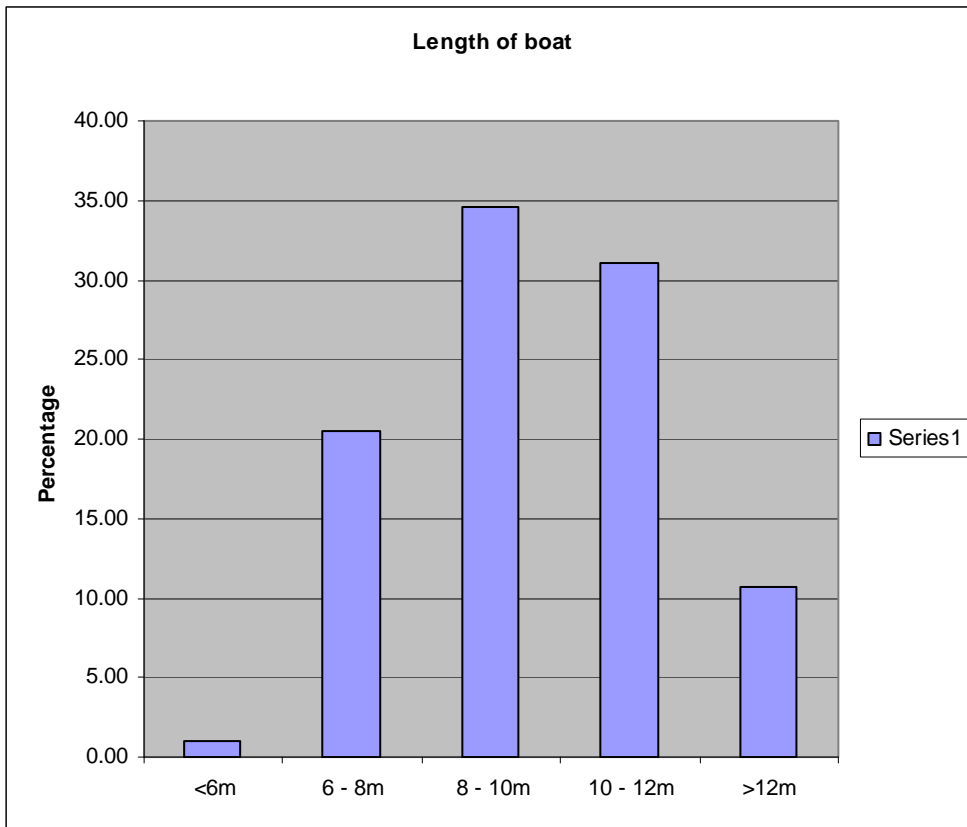


Thus, just 31 (6%) responded that a 25% reduction in certification fees (ie 75% of the current fees) would satisfy them.

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
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.



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.



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:

- 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:

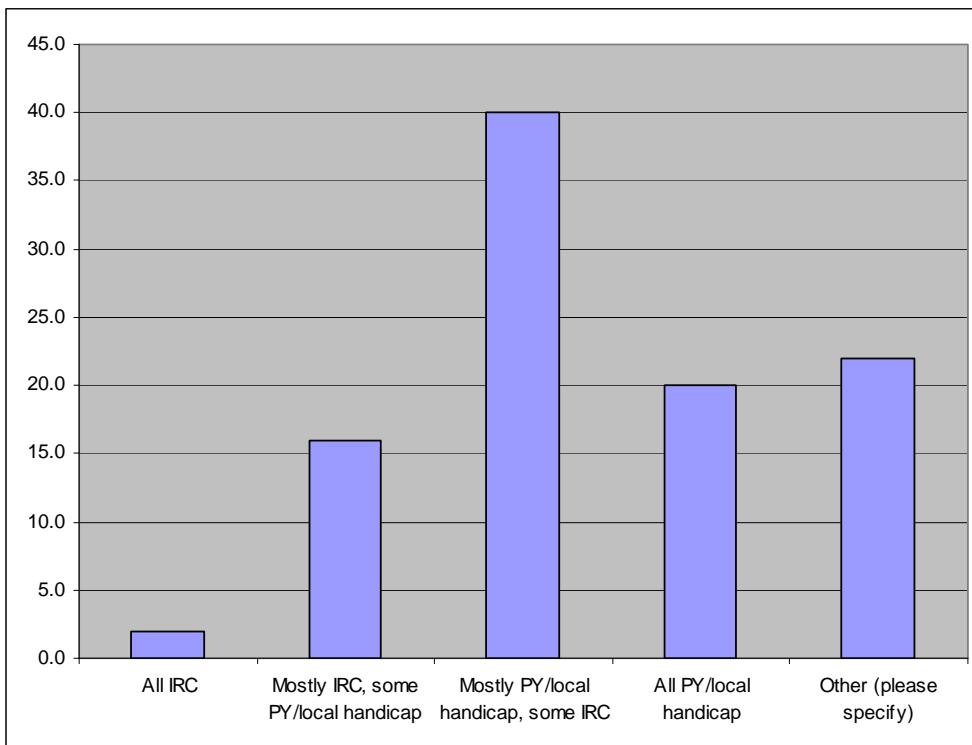
Boats *must* be weighed.
Boats *must* be measured.
Respondents unaware of standard hull data list.
IRC boats are all 'stripped out'. Mine is fully fitted out.

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



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.

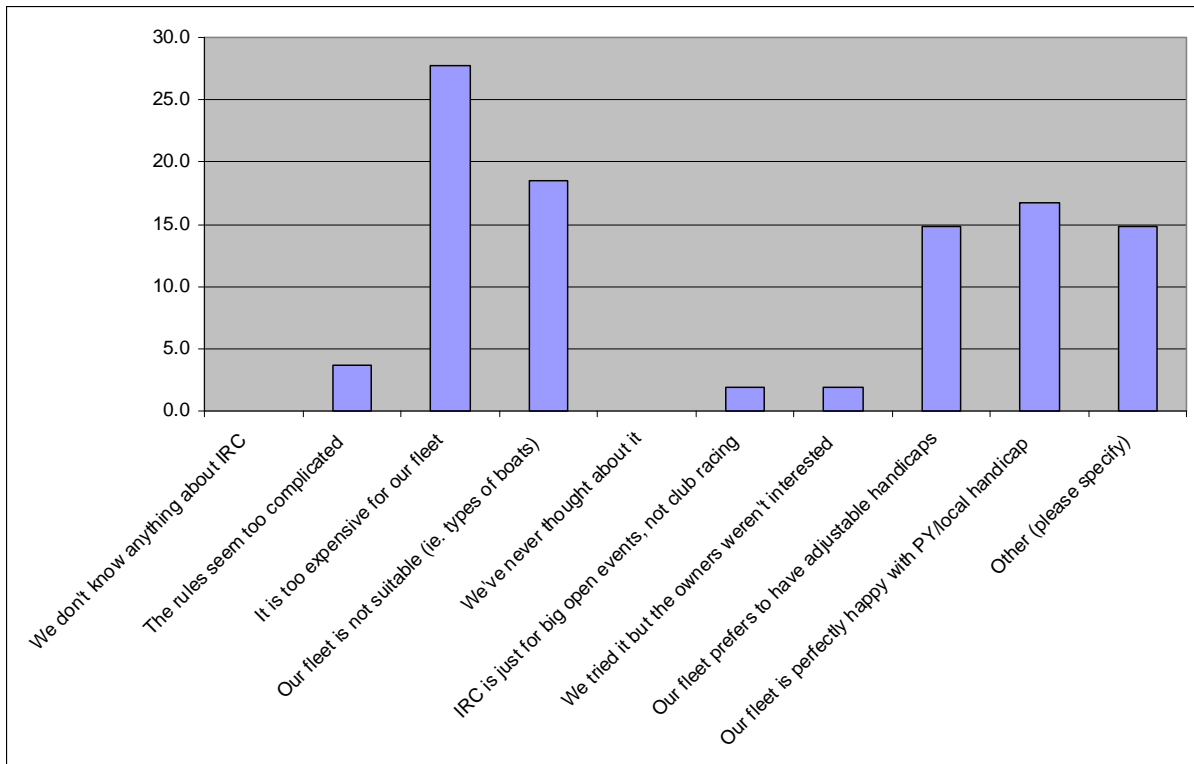
The 10 clubs running All PY/local handicap are of course also of interest.



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



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.

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?

	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

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.
- 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.]*
- 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.



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>



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
 - 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?**



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

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?



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