

IRC52 CONCEPT

IRC52 WILD CARD INVITATIONS

IRC52 RACING, WHERE & WHEN

IRC52 RACING, HOW?



- **The concept is to race boat for boat on basis of a maximum IRC TCC and a very simple box that basically only restricts LOA, Beam, DSPL and Draft.**

Any boat that fits the box may join the racing, so not only former TP52s. Existing boats that not quite fit the box, but always race with the IRC52s, may be allowed to join as well, on basis of a fair individual evaluation. Possible new builds, from the moment of this publication will get some additional restrictions to avoid "one event flyers".

Boats older than 2008 may be allowed to go outside the box in order to bring them level in performance with the newer generation. This on individual basis and limits set in cooperation between the designer and the TP52 Class.

The idea is to be as open as possible, certainly in the first year(s). At each event we race we will try to have a short meeting on how the concept works and on how to improve it.

The box may be extended by other limits or rules, like on non-pro or owner driver. Again the guiding principle will be to attract as many boats as possible and give all a fair chance. Not to compensate bad tactics or old equipment and sails.

Based on 2011 IRC the TCC limit will be 1.388. This is based on a TP52 with 4 spinnakers, solid steel keel fin and a fixed headstay. This does not mean you have to have 4 kites, a solid steel keel or a fixed headstay, it is only the basis for the maximum 2011 tcc calculation. This number is pretty high, it will suit modifications like carbon rigging without going below typical TP52 sail areas.

We will announce the 2012 limit as soon as possible in January 2012.

The IRC Rating Authority will run trials in accordance with published rules (see <http://www.ircrating.org/en/technical-a-certification/certificates-extra-info/39-trial-certificate-policy.html>) to help with getting to the TCC limit.

The IRC52 concept is free for use by anybody. IRC52 events organised by the TP52 Class of course have the TP52 Class as the IRC52 authority. The TP52 Class is there to help any other organisation that likes to organise IRC52 level racing.

We strongly suggest all to work at least with the same limits on the TCC, LOA (15.85m), Beam (4.42m) and Draft (3.35m). Otherwise it becomes an expensive mess. These are the TP52 limits, which will enable TP52s to do IRC52 events without expensive modifications. And enable you to buy and race a TP52 under IRC52 without expensive modifications.

Boat for boat racing on basis of level rating is an old concept (One Ton, Two Ton, ILC40, IMS50, etc.). It always went wrong on the complexities and inaccuracies of the inclining procedure that was part of IOR and IMS as well as that an optimised level rater never was competitive when racing on handicap without expensive modifications. Let's try to avoid that this time. Have FUN...

**Rob Weiland
TP52 Class Manager**

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— **2012 IRC52 Wild Card Invitation.**

The TP52 Class invites IRC52 owners and teams to participate at the 2012 TP52 Class Event(s).

There is no limit to the number of TP52 Events that can be entered.

This will give owners of IRC52s and their teams the opportunity to race with the TP52s and enjoy the high level competition as well as the high level of facilities and organization that our partner yacht clubs are known for.

To secure your invitation we kindly ask you to fill out the details of your team and boat below.

The Wild Card Teams will, besides having the wider scope of boat optimization than the TP52s, get a further advantage in the shape of carrying a real 13th crew member where the TP52s carry a non participating guest (IRC52's 1130kg max crew weight vs TP52s 1050kg + guest).

Owner/Driver participants will be encouraged by a proper Owner Driver Trophy presentation at each event.

The TP52 Class decides on your invitation on basis of the details as given. Changes to the boat that effect these details shall be communicated and may lead to reconsideration.

The boats will be inspected by event measurers during the events. Their services are available outside the events all through the year at reasonable cost.

Advice and help via email by the TP52 Class Manager / Chief Measurer is free of charge.

To enter IRC52 events organised by the TP52 Class it is required to become TP52 Class Associate Member (EUR 400.- / year).

Further requirement is that during the events your mainsail has a 52 logo, which basically will be the TP52 logo without TP. That way we hope to supply our fans with a subtle insight who is racing for the overall trophy and who is participating for the event trophies.

Each event will have its own NOR and SI.

Entry Procedure and Fee will be announced in the event's NOR.

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— **Invitation details formalities. Please copy this page and fill out.**

Boat name:

Sail number:

Owner + contact details:

Team Contact, if not the owner + contact details:

Has the boat ever held a TP52 Certificate, if so under what name and when:

Current IRC Certificate TCC, please supply a copy:.....

Bulb (estimated) weight:

Fin Material(s) + (estimated) weight:

Mast weight if not the original TP52 mast:

Confirm no movable appendages other than the rudder and no other appendages other than a single rudder and a fixed keel:.....

Confirm you will race with an adjustable headstay (if fixed is the option we have is to decide how to "credit" this):

Event dates are: 1) May 23-27, 2) June 11-17, 3) July 10-14, 4) September 18-22. 5) October 9 - 14. Which one(s) do you like to attend:

Most likely locations in the same order are: Barcelona, Porto Cervo, Palma Mallorca, Valencia, France Med Coast. Schedule to be finalised in January 2012.

Owner Driver (there will be an owner driver trophy per event if 2 or more owner drivers): yes / no.

The June event is aimed to double with the Sardinia Cup, the October event with the One Ton Cup. The July event is a "feeder event" to the Copa del Rey, participation at both is highly recommended. The Copa del Rey will be raced by all 52s in IRC. If enough interest we will try to have an IRC52 start at the Palma Vela. The TP52 Class supports this event. If not then we race in the IRC start, but that will most likely mix us with some maxi's, which is a bit unfair competition at the start and the first beat. If this initiative gets good support we intend to extend on it and create on an annual basis from 2012 onwards IRC52 Championship Events in top quality locations for high quality trophies. IRC52s during these events will have the advantage over Pro Driver TP52s of not having to carry the guest, as well as that TP52s will have to race as TP52, so are not allowed to optimize for the event further than the TP52 Rule permits.

**Looking forward to your entry.
Rob Weiland, TP52 Class Manager**

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- **PLEASE NOTE:** In order to streamline future developments new-build IRC52s (construction from 1 October 2011) that intend to race as a Wild Card boat in the TP52 events or in the IRC52 level racing events organised by the TP52 Class may expect the following restrictions to be put in place for these events:
- Monohull, single centreline rudder, single centreline keel. Bowsprit, no spipole.
 - LOA max 15,85m.
 - Beam max 4,42m.
 - Draft max 3,35M.
 - IRC Empty DSPL min 7250kg.
 - Engine and saildrive 240kg minimum.
 - Construction hull, deck and internal structure to meet TP52 Rule, ISAF OSR requirements as well as GL-TP52 Guidelines (TP52 Rule E.4).
 - GL Plan Approval strongly recommended.
 - Freeboards min as per TP52 Rule (FF 1.450m, FM 1.260m, FA 1.140m).
 - Bulb weight max 3800kg.
 - Cockpit volume max 6,65m³, sidedecks and foredeck to be above sheer level, no negative camber.
 - Minimum Interior Height as per TP52 Rule G.5.2 / G.5.3, not less than 1.85m over 2,25m²
 - Minimum interior requirements as per OSR.
 - Swept back spreaders min 18 degrees.
 - Mast and boom max fibre modulus 407 Gpa by JISR 7601 or 395 Gpa by SACMA SRM 16.
 - 2011 max IRC TCC = 1.388.
- Discussion on how to race is continuous and never ending.

We like not to stop this but to use it to improve our racing and the fun.

Typical points are the pro vs non-pro / owner driver and the cost saving debate.

Owner Driver.

Typically the US sees a stronger demand for the Owner Driver concept than Europe. Our IRC52 concept is not in favor of the one or the other but leaves it open to the organisation to set the rules. A wise organization will investigate with its "clients" what is most in demand.

As you can see the TP52 Class for the 2012 calendar tries to marry both concepts by giving an award for Owner Driver boats as well as real "perks" that should lead to easier handling and increased performance.

We feel that we should try out during 2012 whether this is enough and discuss further optimization during the events that you attend.



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— **Cost Saving.**

To allow much more optimization options than the TP52s have within their strict box rule has the potential to increase costs. Then again the IRC52s most likely sail less events than the TP52s, so typically will optimize once a year to suit their program for that year. Some will have a mixed program that includes offshores like the Middle Sea Race and the Fastnet. That can lead to two set-up's.

Sails are a hot topic in this debate. Some think sail restriction is the way to go, others say it only adds to the cost. The AUDI MedCup always has sailed the course that it restricts on the number of sails, the type of sails and sail materials for kites.

These choices and restrictions will come back in the 2012 IRC52 events run by the TP52 Class. The logic is that TP52s may join the fun as they are.

Restrictions are:

- On board when racing no more than 4 jibs, 1 staysail, 4 spinnakers, 1 mainsail, 1 trysail, 1 stormjib, 1 heavy weather jib.
- The heavy weather jib or stormsails shall not be used as a staysail.
- Spinnakers shall not have a furler and be made of either nylon or polyester.
- Spinnakers shall be asymmetric and flown from a fixed bowsprit.

To this to our opinion shall be added a number for the amount of new sails that an IRC52 team can enter for the 2012 events as organised by us.

Possibly something like 16 sails stamped 2012 excluding the heavy weather sails? We like to hear your opinion on this, please do come back on this.

Crew. Under IRC we race with 15 crew. With us, as IRC52, this will preferably be 13. This will save costs and give you more room on the boat as well as keep everybody active. You may apply to carry more crew if a good number of you feel this to be critical for participation, on top of the 1130kg limit. This should not be used to coincide with windy days, so be a choice for the complete event.

Older Boats vs More Recent Boats.

I feel that all 2008 and later boats are or in reasonably simple ways can be made competitive as a level rater under the proposed format.

For 2007 and earlier boats this is not the case. It will be possible for some of them, but at relatively high cost related to the value of the boats and not without going out of the box as set, certainly on draft. Those who want to go this way we will accommodate and help with advice and easing of the box limits.

The large majority I feel will not go this way. There are currently about 30 2008 and later boats that can be competitive under the set limits. Typically this are also the boats most likely to travel to venues over larger distance / abroad. And race with a complete or near complete pro crew and new sails.



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- The older boats are less likely to go that way, but want to race for sure. There are also about 30 boats of 2007 and earlier that still race. Concentrations of more than 4 of them can be found on both the east and west US coast, Australia and the Hong Kong area.

It could be an idea to race these boats at IRC52 events in a **non-pro division** or a **limited-pro division**. Further the TCC shall be set considerably lower and upgrades of sails and boat limited. This requires further study, but you may imagine:

- Owner Driver
- Minimum 50% non pro crew
- Onboard max 1 main, 4 jibs, 3 spi, 1 staysail + heavy weather jib + storm sails
- Only polyester or nylon kites, no furlers
- Limit of 7 new sails per year
- 15 crew, no weight limit
- Minimum IRC empty weight 7400kg
- LOA 15.85, Beam 4.42, Draft 3.35 ?.
- 2011 IRC TCC 1.380 ?

This division if substantial (minimum 6 boats ?) could have its own start, or if so preferred start with the pro division, but be scored separately.

It will be good to get a feeling of whether such a division would be appreciated and what would be the preferred limits and rules. Feel free to react.

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