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## **FARR YACHT DESIGN DEVELOPS THREE NEW IRC DESIGNS**

**Annapolis, MD** -- Farr Yacht Design announced today that it has three new designs under development specifically suited for the IRC rating rule. The research and design work commenced in August in response to a strong worldwide market interest in IRC boosted by the recent formation of the US IRC group who are making a powerful effort to establish IRC racing in the USA.

The three designs are between 30ft LOA and 42ft LOA, and will be manufactured on a production basis. Farr Yacht Design expects additional production and custom commissions above this size range in the near future.

“It is heartening to see an effort on behalf of those administering our sport to adopt a Rule that is used on a world wide basis. The unification effect of such a move will be a great step forward in curing the fragmented state of rule use that currently exists,” said Russ Bowler, President of Farr Yacht Design.

IRC is now the rule of choice in a number of important regattas throughout the world, including the Admiral's Cup, Sydney-Hobart Race, Fastnet Race, and to date there are nearly 6000 yachts racing with this Rule. IRC was used for the first time in the US at last month's Rolex St. Francis Big Boat Series, and will be used for several New York YC and Storm Trysail Club events in 2005, including Block Island Race Week. Production designs from FYD have earned IRC class victories this year in Cork Week, Cowes Week, Hamilton Island Race Week and the Phuket King's Cup.

“The rule encourages a more general-purpose, cruiser/racer style of yacht and should draw together a large number of existing boats into designated events,” said Jim Schmicker, senior designer at Farr Yacht Design. “The majority of racers should find the simplicity of the IRC's single number handicap quite appealing. Greater simplicity comes at the expense of accuracy but IRC should provide an appropriate balance for many fleets,” said Schmicker.

With this in mind, Farr Yacht Design will prepare new designs that may have different configurations to suit the client's local prevailing conditions. This design strategy will ensure that each boat can deliver good performance for racing at a selected venue.

While the details of the IRC Rule are kept confidential by the rating authority, Farr Yacht Design's efforts to understand the basic workings of the rule will enable them to offer design services to clients interested in IRC optimization of their existing yachts.

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For more information on IRC, visit [www.rorcrating.com](http://www.rorcrating.com).

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