



IRC Rule Changes for 2019

A word used as defined by ERS is printed in **bold**.

A word used as defined by IRC Definitions is printed underlined.

Proposed additions are printed in blue.

Proposed deletions are printed in ~~struckthrough-red~~.

Effective Date: IRC Rule changes apply from 1st January 2019, except in countries with June-May validity, where changes apply from 1st June 2019. See Rule 8.12

Original Version: 180924

This Version: 181113 final



1. RIG FACTOR

Reason for change: Rule 21.2.2 and 21.2.3 describe how Rig Factor is applied. The rules uses the term “above/below unity” which is not easily understood and Rig Factor may be adjusted up or down for different rig features resulting in a Rig Factor above or below 1. e.g. a boat could have Rig Factor increased for exotic rig materials but decreased for in-mast furling and the result may not be above or below 1.

Amend:

- 21.2.2 RF ~~above unity may be applied~~ **may be increased** for: fractional, racing and lightweight rigs, high aspect ratio and efficient plan forms, wing and double luff **sails**, specialised **sail stiffening**, large headboards/cranes, permanently bent or highly controllable **spars**, hi-tech rigging, exotic rig materials, advanced winch and deck gear arrangements, flush/efficient deck design, and any other feature which increases sailing efficiency that is not already rated through the rated dimensions.
- 21.2.3 RF ~~below unity may be applied to~~ **may be decreased** for: less efficient **rigs** and **sail** plans, cruising furling **sails**, motor sailers with large deck houses, cruisers with weight/windage aloft or with basic deck gear only, or any other feature which reduces sailing efficiency that is not already rated through the rated dimensions.

Effect: Better clarity and reflects current rating practises.



2. P, PY DEFINITION AND RULE

Reason for change: Following discussions with owners & sailmakers during sail measurement it has been identified that consideration could be given to reviewing the IRC Definitions of P, PY and upper limit mark. The current rule for the position of the mainsail relies on ERS B.1.1 which does not take into account the situation when a mast may not have a mast upper limit mark. In addition the current definition of P and PY would be clearer using ERS upper point in addition to ERS upper limit mark to define the measurement point.

Add new rule:

- 21.5.3 The highest visible point of a **mainsail**, **mizzen** or **foremast sail** projected at 90° to the mast **spar**, shall be set below the **upper point**, or in the absence of an **upper limit mark**, below the top of highest sheave used for the halyard.

Amend the definition of P:

The distance between the **mainsail** (in the case of a **schooner**, the **foremast sail**) **upper limit mark point**, ~~which shall be permanently marked by a 25mm band of contrasting colour~~, and the top of the boom when set at right angles to the **mast**, or the **mainsail tack point** whichever is lower, on the **mainmast** (in the case of a **schooner**, the **foremast**). ~~The upper limit mark shall be permanently marked by a 25mm band of contrasting colour~~. If there is no ~~band the measurement shall be taken to the top bearing surface of the halyard shackle~~ **upper limit mark** the upper measurement point shall be taken as the top of the highest sheave used for the halyard. In the case of a gaff rig, the upper measurement point is the **peak point** of the **mainsail** or the **head point** of the topsail if on board.

Clean proposed version of definition P:

The distance between the **mainsail** (in the case of a **schooner**, the **foremast sail**) **upper point**, and the top of the boom when set at right angles to the **mast**, or the **mainsail tack point** whichever is lower, on the **mainmast** (in the case of a **schooner**, the **foremast**). The **upper limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **upper limit mark** the upper measurement point shall be taken as the top of the highest sheave used for the halyard. In the case of a gaff rig, the upper measurement point is the **peak point** of the **mainsail** or the **head point** of the topsail if on board.

Amend the definition of PY:

The distance between the **mizzen** (in the case of a **schooner**, the **mainmast sail**) **upper limit mark point**, ~~which shall be permanently marked by a 25mm band of contrasting colour~~, and the top of the boom when set at right angles to the **mast**, or the **mizzen tack point** whichever is lower, on the **mizzenmast** (in the case of a **schooner**, the **mainmast**). ~~The upper limit mark shall be permanently marked by a 25mm band of contrasting colour~~. If there is no ~~band the measurement shall be taken to the top bearing surface of the halyard shackle~~ **upper limit mark** the upper measurement point shall be taken as the top of the highest sheave used for the halyard.



Clean proposed version of definition PY:

The distance between the **mizzen** (in the case of a **schooner**, the **mainmast sail upper point**, and the top of the boom when set at right angles to the **mast**, or the **mizzen tack point** whichever is lower, on the **mizzenmast** (in the case of a **schooner**, the **mainmast**). The **upper limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **upper limit mark** the upper measurement point shall be taken as the top of the highest sheave used for the halyard.

Effect: Make it clearer for mainsail and mizzen and position and measurement of P and PY.



3. E, EY DEFINITION AND RULE

Reason for change: Following discussions with owners & sailmakers during sail measurement it has been identified that consideration could be given to reviewing the IRC Definitions of E and outer limit mark. The current rule for the position of the mainsail relies on ERS B.1.3 which does not take into account the situation when a boom may not have a boom outer limit mark. In addition the current definition of E and EY would be clearer using ERS outer point distance in addition to ERS outer limit mark to define the measurement point.

Add new rule:

- 21.5.4 The aftmost visible point of the **mainsail**, **mizzen** or **foremast sail** projected at 90° to the boom **spar**, shall be set forward of the **outer point**, or in the absence of a **boom outer limit mark**, forward of the aft end of the boom.

Amend the definition of E:

The **outer point distance** of a **mainsail** (or in the case of a **schooner**, a **foremast sail**). The **outer limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **outer limit mark** ~~band the measurement~~ the **outer measurement point** shall be taken to the aft end of the boom. For the measurement of **outer point distance**, ERS H.4.2 shall not apply. Fittings, local curvature, local cutaway and any increase in the fore/aft dimension of a sail track and/or sail track support, shall be ignored.

Clean proposed version of definition E:

The **outer point distance** of a **mainsail** (or in the case of a **schooner**, a **foremast sail**). The **outer limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **outer limit mark** the outer measurement point shall be taken to the aft end of the boom. For the measurement of **outer point distance**, ERS H.4.2 shall not apply. Fittings, local curvature, local cutaway and any increase in the fore/aft dimension of a sail track and/or sail track support, shall be ignored.

Amend the definition of EY:

The **outer point distance** of a **mizzen** (or in the case of a **schooner**, a **mainsail**). The **outer limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **outer limit mark** ~~band the measurement~~ the **outer measurement point** shall be taken to the aft end of the boom.

Clean proposed version of definition EY:

The **outer point distance** of a **mizzen** (or in the case of a **schooner**, a **mainsail**). The **outer limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **outer limit mark** the outer measurement point shall be taken to the aft end of the boom.

Effect: Make it clearer for mainsail position and measurement of E and EY



4. NUMBER SPINNAKERS – IRC RULE 21.6.1

Reason for change: Currently IRC Rule 21.6.1 describes how boats will be rated for carrying more than three spinnakers on board. The rule does not explicitly state that they should not carry more spinnakers than declared on their certificate. In addition, whilst three spinnakers is generally considered to be a minimum number for boats competitively racing, it does not consider that a significant number of club level boats only use 1 or 2 spinnakers. Feedback from the owners of these boats shows that they feel at a disadvantage as they have a reduced sail inventory and are not able to compete. To encourage boats within this sector of the fleet it is proposed to allow boats to declare that they will carry a number of spinnakers less than 3. This will open up the possibility for the technical committee to consider a rating decrease for either 1 or 2 spinnakers on that basis.

Amend the rule 21.6.1 as follows:

~~Boat carrying more than three spinnakers in total on board while racing will incur an increase in rating.~~

Boats shall not carry on board more than the number of spinnakers on their IRC certificate while racing.

Effect: Make it clear the maximum number of spinnakers that shall be on board while racing. Open up the possibility to consider a rating decrease for less than 3 spinnakers.



5. FURLING HEADSAIL – RULE 21.8.1(c)

Reason for change: IRC rule 21.8.1(c) defines how a furling headsail is used. In the rule restricting the use of headsail to be not less than 95% of HSA there is a permissive “may” when the rule actually requires a restrictive “shall”.

Amend Rule 21.8.1(c) as follows:

21.8.1(c) Only a single headsail shall be used while *racing*, whose HSA ~~may~~ shall not be less than 95% of rated HSA except that alternatively a storm jib (see Appendix 1) may be used.

Effect: Make it clear that using a furling headsail of not less than 95% of HSA is a requirement.



6. STL DEFINITION

Reason for change: IRC definition STL addresses horizontal spinnaker tack point distance from the mast. The current rule does not make it clear that the spinnaker pole track and any fittings to the mast should be ignored in the measurement of STL. The current rule does not make it clear that bowsprit outer limit marks should be ignored in the measurement of STL.

It is therefore proposed to amend IRC definition STL to make it clear that fittings on the mast and bowsprit outer limit marks are ignored when measuring STL.

Amend STL definition as follows:

STL

The greatest horizontal distance from the forward face of the **mast spar**, **ignoring any fittings and tracks**, measured on or near the centreline of the **boat**, to any of the following:

- the extremity of the **spinnaker pole**, **whisker pole** or **bowsprit**, **ignoring any outer limit marks**;
- the spinnaker tack point on deck projected vertically as necessary;
- if a headsail may be tacked forward of the forestay, the headsail tack point on deck projected vertically as necessary or to the extremity of the **bowsprit**.

Effect: Make it clear that spinnaker pole track and any fittings at the mast are ignored when measuring STL.

Make it clear that bowsprit outer limit marks are ignored when measuring STL



7. FORESTAY ADJUSTMENT – IRC RULE 21.1.6(b)

ADDED AFTER IRC CONGRESS FOLLOWING REPRESENTATIONS AT THE MEETING

Reason for change: Following representations at the IRC Congress meetings there is a request to remove the declaration of a forestay “not adjusted while racing” which results in no impact to TCC. This is on an understanding and perception that owners are using the adjustable forestay despite the declaration. The proposal is that IRC should rate all boats with systems to adjust the forestay.

Delete the current Rule 21.1.6(b):

~~A boat fitted with or carrying on board systems to adjust the forestay or the mast foot while racing shall declare this to the Rating Authority. Locked conventional turnbuckles need not be declared. Unless the **boat** declares that such systems will not be used while racing, the **boat** may then adjust the forestay and the mast foot vertically and/or longitudinally while racing but shall not detach the forestay.~~

Proposed New Rule 21.1.6(b):

A **boat** fitted with or carrying on board systems to adjust the forestay while *racing* shall declare this to the Rating Authority. This includes a system with the power system disconnected or removed from the boat. The **boat** may then adjust the forestay while *racing*, but shall not detach the forestay. Locked conventional turnbuckles that are not adjusted while *racing* need not be declared.

A **boat** fitted with or carrying on board systems, to adjust the mast foot while *racing* shall declare this to the Rating Authority. Unless the **boat** declares that such systems will not be used while *racing*, the **boat** may then adjust the mast foot vertically and/or longitudinally while *racing*.

Effect: Require a boat to declare if it has an adjustable forestay and rate it on the basis that it is used while racing.

NOTE: Following the IRC Congress meeting directive this wording has been agreed after the meeting for implementation in the IRC Rule 2019.



Notice 2018/01

RRS 49.2 Crew Positions; Lifelines

With effect from 23 March 2018, in **IRC 2017 and 2018** Rules, insert new rule modifying RRS49.2:

Add IRC rule 22.6:

22.6 Crew Position

22.6.1 RRS 49.2 is modified by deleting “sitting on the deck” in the second sentence.

Reason

It is not unusual for crew sitting on the rail to be supported only at their upper legs when hiking facing outboard. The term “sitting on the deck” is difficult to define and to avoid unnecessary and difficult protests a simple and effective solution is to remove this requirement from RRS 49.2 while maintaining the original intention of:

- a. When there are two lifelines, competitor facing outboard with their waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.
- b. Lifelines shall be taut (by the OSR definition)

The RRS 86.1(c) permits Class Rules to change RRS 49.

The IRC 2017 Rule is included for those countries still racing under IRC 2017 until 31st May 2018.

IRC Technical Committee

23 March 2018