



## IRC Congress 2018

# Proposed IRC Rule Changes for 2019 from the IRC Technical Committee

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 1<sup>st</sup> January 2019, except in countries with June-May validity, where changes apply from 1<sup>st</sup> June 2019. See Rule 8.12

Original Version: 180924

This Version:



## 1. RIG FACTOR

**Reason for change:** Rule 21.2.2 and 21.2.3 describe how Rig Factor is applied. The rules use 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 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 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 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 the **sail**, projected at 90° to the mast **spar**, shall be set below the **upper point**. In the absence of a **mast upper limit mark** the upper point shall be taken as the top of highest sheave used for the main 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 point** shall be taken as the top of the highest sheave used for the main 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 point** shall be taken as the top of the highest sheave used for the main 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.

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



### 3. E 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 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 **sail**, projected at 90° to the boom **spar**, shall be set forward of the **outer point**. In the absence of a **boom outer limit mark** the outer point shall be taken as 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 point distance** 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 point distance** 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.

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



#### 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