



IRC Congress 2016

IRC Technical Committee
Proposed IRC Rule Changes For 2017

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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~~.

Original version : 1.
Version: 1.
Changes: .



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1. STL

Reason for change: Currently if a boat is rated without a spinnaker then STL is set to zero. However, such boats generally use headsails hoisted to the masthead and flown from the end of the bowsprit. As such it seems appropriate that the STL is not ignored.

Delete:

~~STL ————— The length of the longest **spinnaker pole, whisker pole or bowsprit** measured on or near the centre line of the **boat** from the forward face of the mast **spar** to the extremity of the **spinnaker pole, whisker pole or bowsprit**, or the horizontal length from the forward face of the mast **spar** at deck level to the spinnaker tack point on deck projected vertically as necessary, whichever is the greatest.~~

Replace with:

STL The length of the longest **spinnaker pole, whisker pole or bowsprit** measured on or near the centreline of the **boat** from the forward face of the mast **spar** to the extremity of the **spinnaker pole, whisker pole or bowsprit**, or;
the horizontal length from the forward face of the mast **spar** at deck level to the spinnaker tack point on deck projected vertically as necessary, or;
if a headsail may be tacked forward of the forestay, the horizontal length from the forward face of the mast **spar** at deck level to the headsail tack point on deck projected vertically as necessary or to the extremity of the **bowsprit**;
whichever is the greatest.



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2. Appendix 1 – Aft Rigging

Reason for change: Over recent years it has become apparent that many of the arrangements available to offshore boats as far as aft rigging attachments is concerned are not completely covered by the ERS definitions. It is also recognised that the principal purpose of rating various options is to determine the number of points on the mast spar where adjustment is possible. It is therefore suggested that a simplified option is more appropriate:

Add:

Aft rigging:

The total number of **stays** and/or sets of **stays** connected to the mast **spar** above the top of the boom set horizontal providing aft support and/or control.

(a) Any pairs of **stays** attached to the mast **spar** at the same position port and starboard on the mast **spar** shall count as one set of **stays**. Eg, whether there be a single standing **backstay** or twin **running backstays** these are counted as one set of **stays**.

(b) Any deflectors or adjusters attached between the top most **stay** and the mast **spar** shall also be counted. Any deflectors or adjusters attached between any other **stay** and the mast **spar** with separation from the attachment point of the primary **stay** of 10% of P or greater shall also be considered as a separate **stay** for these purposes.

Rules 15.2(b), 17.1.2 & 21.1.6(i) will also need amending accordingly

Effect of change: Simplification and recognition of intention of the rule.



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3. Ballast in keel fins of keel types 10-12

Reason for change: With the introduction of the rating of bulb weight in IRC for keel types 10 to 12 over the past few years, and the addition of the bulb weight to the IRC certificate in 2016, the focus on the optimum approach to weight distribution within the keel for these keel types has become sharper.

It has become apparent that as **ballast** in the keel bulb is rated, but any **ballast** that is transferred to the lower section of the keel fin is not, there is an incentive for teams to accept a slight raising of the vertical centre of gravity for a reduction in rating that is greater than the performance reduction.

Add: [19.6 Any material in the keel fin of a keel type 10, 11 or 12 with a specific gravity greater than 9.0 \(eg. lead\) shall be declared in writing.](#)

Effect of change: Rate appropriately and remove the incentive for expensive structural solutions.