



IRC Congress 2022

Proposed IRC Rule Changes for 2023 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 1st January 2023, except in countries with June-May validity, where changes apply from 1st June 2023. See Rule 8.12

This Version: 23 September 2022



1. IRC RULE 4 AND RULE 7 - IRC POLICY STEERING GROUP

Reason for change: The IRC Board has replaced the IRC Policy Steering Group (PSG) and this change reflects that position in the IRC Rule

Amend IRC Rule 4.4, 4.5 and 7.4 as follows:

- 4.4 The IRC ~~Policy Steering Group Board~~ is responsible for the overall direction of IRC. The IRC ~~Policy Steering Group Board~~ comprises two representatives appointed by RORC, two representatives appointed by ~~and~~ UNCL and one ~~a~~ representative appointed by RORC and UNCL together ~~the International IRC Owners Association~~.
- 4.5 Additionally there shall exist an International IRC Owners' Association comprising owners of boats holding current IRC certificates. The International IRC Owners' Association shall have international representation which reflects the distribution of certificated boats, and shall be a forum for owners to discuss and, if agreed, to make recommendations or suggestions to the IRC Technical Committee and the IRC ~~Policy Steering Group Board~~.
- 7.4 Any dispute arising out of the administration of the IRC Rules by the Rating Authority or a Rule Authority shall be referred to the IRC ~~Board Policy Steering Group~~ referred to in Rule 4.4 - which shall allow the applicant to be given a fair opportunity to make his case either in writing or in person (as the IRC ~~Board Policy Steering Group~~ may determine). The decision of the IRC ~~Board Policy Steering Group~~ shall be final.

Effect: To replace IRC PSG with IRC Board in the IRC Rule.



2. IRC RULE 8 – SECONDARY RATING CERTIFICATES

Reason for change: Owners and rule authorities request to have a second valid certificate for a separate configuration, for example inshore and offshore setup. The rule change allows a secondary certificate and specify those measurements and items that may be varied from the primary certificate. After successful trial in the southern hemisphere from August 2022 it is proposed to adopt this worldwide.

Amend IRC Rule 8.2.1 as follows:

- 8.2.1 A **boat** may additionally hold a separate **short handed secondary valid** certificate:
- (a) ~~This short handed certificate shall be valid only for racing in classes, or divisions of classes, for no more than 2 crew, included in a Notice of Race. When specified in a Notice of Race, boats holding short handed certificates, and racing in a short handed class or division, may also be scored in the overall results of the race.~~
The **secondary short handed** certificate will be clearly identified and shall only vary from the primary certificate in respect of, **mainsail widths, E, P, headsail** dimensions, **flying headsail** dimensions, single furling headsail allowance, the use of stored power, SPA, STL, SPL, **spinnaker pole/bowsprit, whisker pole**, number of **spinnakers**, number of **flying headsails**, **aft rigging, use of moveable ballast, and use of variable ballast, internal ballast; A boat holding a shorthanded certificate shall use that certificate for races for no more than 2 crew.**
 - (b) The secondary certificate **boat weight** shall only vary from the primary certificate for a change in **internal ballast**. This change in **boat weight** is only permitted when both the primary and secondary certificates are ENDORSED in accordance with IRC Rule 8.5.
 - (c) Owners shall declare the primary or secondary certificate to the race organiser before the rating deadline.

Clean version of IRC Rule 8.2.1:

- 8.2.1 A **boat** may additionally hold a separate **secondary valid** certificate:
- (a) The **secondary** certificate will be clearly identified and shall only vary from the primary certificate in respect of, **mainsail widths, E, P, headsail** dimensions, **flying headsail** dimensions, single furling headsail allowance, the use of stored power, SPA, STL, SPL, **spinnaker pole/bowsprit, whisker pole**, number of **spinnakers**, number of **flying headsails**, **aft rigging, use of moveable ballast, use of variable ballast, internal ballast;**
 - (b) The secondary certificate **boat weight** shall only vary from the primary certificate for a change in **internal ballast**. This change in **boat weight** is only permitted when both the primary and secondary certificates are ENDORSED in accordance with IRC Rule 8.5.
 - (c) Owners shall declare the primary or secondary certificate to the race organiser before the rating deadline.

Amend IRC Rule 22.4.2 as follows:

- 22.4.2 The crew weight shall not exceed 85kg multiplied by the Crew Number printed on the certificate. ~~This Rule does not apply to short handed certificates issued under rule 8.2.1.~~

Effect: To allow a second valid certificate.



3. IRC RULE 15 and 21 – AFT RIGGING

Reason for change: In 2017 the IRC Rules and associated code moved away from separately defining Running Backstays and Backstays into a single term of Aft Rigging. After review this is a better term to use in the rules rather than define individual components of the aft rigging.

Amend IRC Rule 15 and 21.1.6 as follows:

15 MANUAL POWER

15.1 RRS 52, Manual Power, shall not apply. This Rule may be amended by Notice of Race.

- 15.2 (a) The use of stored power for the hoisting of **mainsails**, or the reefing or furling of **sails** need not be declared.
- (b) **Boats** using stored power solely for the adjustment or operation of **backstays** aft rigging shall declare this to the Rating Authority.
- (c) **Boats** using stored power for the adjustment or operation of **running rigging** other than as noted in Rules 15.2(a) & (b) shall declare this to the Rating Authority.
- (d) **Boats** shall not use stored power for steering unless specified by the Notice of Race.

- 21.1.6 (a) Adjustment or detachment of forestay and/or **shrouds** including diagonal and jumper shrouds, or movement of the **mast** at the foot or the deck while *racing* is not permitted except:
- (i) in the case of a **boat** without ~~running backstays, checkstays or adjustable backstay~~ aft rigging when the forestay may be adjusted but not detached.

Effect: Use aft rigging rather than backstay etc. in the rule.



4. IRC RULE 22.5 – Crew Classification

Reason for change: World Sailing has renamed their professional/amateur crew grouping system to “Crew Categorisation” to avoid confusion with the Paralympic Classification system. It is therefore necessary to update IRC rules on that basis.

Amend IRC Rule 22.5 as follows:

22.5 Crew ~~Classification~~ Categorisation

22.5.1 There are no rules on the ~~classification~~ categorisation of crew within IRC unless stated in a Notice of Race.

Effect: To be up to date with World Sailing terminology on professional/amateur crew grouping.



5. IRC RULE 21 AND DEFINITIONS – RIG AND SAIL

Reason for change: From 2024 rule authority validity date (January or June) it is proposed to require sail measurement stamps on sails that have been measured for an IRC Endorsed Certificate. This is to help competitors identify the correct maximum sails for events and aid equipment inspection at events when checking sails.

This rule is effective notice to sailmakers and competitors ready for the 2024 season. In reality, many sails already have IMS, ORC or other rating system stamps. IRC will publish a specific stamp design but will work with other rating systems to propose a Universal Measurement System (UMS) stamp for the future.

It may be that this stamp will also be useful in the future in identifying “green sails” where there is a sustainable recycle or end of life plan which can then be required by events as necessary.

Amend and renumber IRC Rule 21 as follows:

21 RIG AND SAILS

21.1 General

21.1.1 Single and twin masted rigs only may be rated under IRC.

~~21.1.2 'Cat' rig is defined as a rig where no sails are set forward of the mast(s) when sailing to windward. (moved to Definitions)~~

21.1.2 'Gaff' rig includes square, spritsail and other similar rig configurations.

21.1.3 Mizzen staysails shall be declared.

21.1.4 **Applicable from 2024 IRC rule validity date: All sails certified from January 1st 2023 and used onboard a boat with an ENDORSED IRC Certificate shall have a measurement sticker or stamp which includes the required IRC dimensions and sail area if applicable. The stamp shall be placed at the head of the sail, except for sails where the head may not easily be inspected (e.g. furling sails) in which case, the stamp shall be placed at the clew. The measurement shall be carried out by a sail measurer approved for IRC measurement by their Rule Authority, MNA or an In-House Official measurer and shall date and sign the stamp with the identification mark issued to that measurer. This Rule may be amended by a Notice of Race or a Rule Authority.**

Add to the end of definitions A6 – SAILS - HEADSAILS

'Cat' rig A rig where no sails are set forward of the mast(s) when sailing to windward.

Effect: To require all ENDORSED IRC Certificate sails to have the sail measurements marked on the sail.



6. IRC RULE 21 – NUMBER OF HEADSAILS

Reason for change: IRC at present does not rate the number of headsails onboard a yacht. IRC simply rates the largest sail area (HAS) and largest headsail luff length (HLUmax). Multiple headsails can give a distinct advantage in two cases:

- Flexibility in sail wardrobe for varying conditions.
- The ability to increase headsail area by multiple headsails set flying, particularly for larger boats and in a reaching configuration.

The rating of the number of headsails has advantages in the following areas:

- Sustainability
- Fairness
- Costs

It is proposed to rate the number of headsails onboard for IRC 2023 or 2024. This is the number of headsails carried onboard and does not relate to the number flown at one time.

- The heavy weather jib in accordance with ORS 4.26.2(a) will be included in the headsail number count.
- A storm jib in accordance with OSR 4.26.2(b) will not be included in the headsail number count.
- The furling headsail allowance and heavy weather jib will be incorporated into the framework (as suggested above) in an effort to simplify this element of IRC as the current rule 21.8 is confusing for sailors.
- In 2023 or 2024 the number of headsails will be requested upon application.
- A base headsail number will be calculated based on the boats parameters which is the reference for when the boat will see no TCC change for number of headsails. A boat with a greater number of headsails than the base will see a TCC increase, and a number of headsails less than the base will see a TCC reduction.
- The number of headsails will be printed on the certificate.

Additional IRC Congress decision 2023 or 2024?

If congress agrees with the concept of rating number of headsails then congress is requested to determine if this framework should be for IRC 2023 or 2024?

- The arguments for rating immediately in 2023 are that the rating framework gives flexibility and sailors will adapt. The time to act on sustainability is now.
- The arguments for delaying to 2024 are that many teams have started on their 2023 sail programmes and are ordering sails with winter discounts etc. More notice may be favourable for our owners and from an IRC promotion and marketing perspective. The IRC framework has not limited number of headsails since its inception so why rush?

Amend and renumber IRC Rule 21 as follows:



21 RIG AND SAILS

21.1.5 There is no limitation on the number or type of **sails** on board while *racing* under IRC except:

- (a) the limitation on spinnaker numbers (see Rule 21.6.1), headsails and flying headsail numbers (see Rule 21.7.5).
- (b) the limitation on **sails** containing exotic materials (see Rule 21.2.2).
- (c) the limitation on headsail numbers for **boats** rated with a single **large overlap furling headsail**. ~~Except in the cases of significant damage or storm and heavy weather sails, boats claiming a rating allowance for using a single roller-furling headsail shall use the same headsail for all races in any series of races. (see Rule 21.8.1) [Note: regatta limitation is already in Rule 21.8.2]~~

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21.7.1~~5~~ Boats shall not carry on board more than the number of headsails or flying headsails on their IRC certificate while *racing*. A boat may carry a storm jib in addition to the number of headsails on the certificate.

[Note: renumber rules 21.7.2 – 21.7.4 as appropriate]

21.8 Single Large Overlap Headsail ~~Furling Headsails~~

21.8.1 **Boats** may apply for a rating credit for using a single **large overlap roller-furling headsail**. To be eligible:

- ~~(a) A boat shall be fitted with a complete headsail furling system including at least a drum, furling headfoil, and top swivel.~~
- (a)(b) Rated HLP shall be greater than $1.3 \cdot J$. Exceptionally, this rule shall not apply to **boats** of LH greater than 30.5m and with IRC DLR greater than 60.
- (b)(e) Only a single headsail shall be used while *racing*, whose HSA shall not be less than 95% of rated HSA except that alternatively a storm jib (see Appendix A) may be used.

~~21.8.2 A boat may declare that she may alternatively use a heavy weather jib (see Appendix A). Provided that she complies with Rule 21.8.1(a) and (b), she will remain eligible for the rating credit but at a reduced rate.~~

21.8.2~~3~~ Except in the cases of significant damage or **use of** a storm jib ~~or heavy weather jib as appropriate~~, the same headsail shall be used for all races in any series of races.

21.8.3~~4~~ A spare headsail may be on board but may not be used as a *racing* replacement. ~~Any other headsail may be on board.~~ This Rule may be amended by Notice of Race.

Effect: To rate number of headsails.