



IRC Rule Changes for 2025

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 2025, except in countries with June-May validity, where changes apply from 1st June 2025. See Rule 8.12

This Version: FINAL - 18 September 2024



1. SAIL MEASUREMENT BATTEN

Reason for change: To update IRC to reflect the new Equipment Rules of Sailing (ERS) 2025-2028.

Amend IRC Rule 13.2 as follows:

13.2 Measurements shall be taken in accordance with ERS Part 3 – Rules Governing Equipment Control and Inspection. ~~The batten specified in ERS H.5.4. shall be a standard 1m World Sailing blue batten. If an alternative length batten is required to achieve a consistent and repeatable measurement, the measurer shall use a batten of consistent bend characteristics and of a length not longer than the greater of 1m or 25% of foot length. If a batten longer than 1m is used, the measurer shall report the batten length and the reason for using the alternative batten to the Rating Authority.~~

ERS H.5.4(a) is amended by the addition of:

The batten specified in ERS H.5.4.(a) shall be of constant bend characteristics to achieve a consistent and repeatable measurement, a minimum length of 1m and not longer than 25% of foot length.

Effect: No change.



2. INTERNAL BALLAST

Reason for change: To clarify that internal ballast is fastened or bonded in place to better ensure internal ballast declared on a certificate is in place. Please note, these use the ERS definition of **fastened** and **bonded**.

Add IRC Rule 17.6 as follows:

17.6 Internal Ballast shall be fastened or bonded in place.

For information ERS C.7.1 is as follows:

(c) FASTENING To fix in place with bolts, screws, rivets or other suitable means.

(d) BONDING To fix in place with glues, resins, sealants or other similar chemical agents.

Effect: clarify internal ballast fixing method.



3. ROTATING RIG

Reason for change: To make it clear and add rotating trig to the rig factor consideration.

Amend IRC Rule 21.2.2 as follows:

- 21.2.2 RF may be increased for: fractional, racing and lightweight rigs, high aspect ratio and efficient plan forms, wing and double luff **sails**, specialised **sail stiffening**, exotic sailcloth materials, large headboards/cranes, permanently bent or highly controllable **spars**, **rotating rig (active or passive)**, 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 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.
- 21.2.4 ~~Full rig details shall be supplied at the time of rating application.~~ Such **rig features shall be declared to the Rating Authority.** The Rating Authority reserves the right to apply a high rig factor until full detail is supplied.

Effect: To make it clear that rig features shall be declared at all times not just at the time of application.



4. SHEETING OF SAILS

Reason for change: To clarify that a headsail, flying headsail or spinnaker may not be sheeted simultaneously from more than one point on the sail.

Amend IRC Rule 21.3.1 as follows:

21.3.1 No headsail, flying headsail or spinnaker may be sheeted **simultaneously** from more than one point on the **sail**.

Effect: To clarify the rule.



5. IN-HOUSE CERTIFICATION MEASURER

Reason for change: To match new Equipment Rules of Sailing 2025-2028 terminology.

Amend IRC Rule 21.4 as follows:

- 21.4 All **sails, certified** after 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 may 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~~ Certification measurer** and shall date and sign the stamp with the identification mark issued to that measurer. This rule may be amended by Notice of Race or a Rule Authority.

Effect: None



6. SPARE HEADSAILS

Reason for change: To permit multiple spare headsails onboard only when using a Single Furling Headsail

Amend IRC Rule 21.8.3 as follows:

21.8 Single Furling Headsail

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21.8.3 ~~A~~**S**pare headsails may be on board but shall not be used as a *racing* replacement.

Effect: To clarify the rule



7. STORED POWER

Reason for change: To clarify that stored power is power not provided by the crew whilst *racing*.

Amend IRC Definition A1 as follows:

Stored Power Power, other than power ~~provided by~~ *generated or accumulated* by the **crew** whilst *racing*.

Effect: Better terminology and understanding

8. HEADSAILS AND FLYING HEADSAIL DEFINITION

Reason for change: To match wording in spinnaker definition.

Amend IRC Definition A5 as follows:

Spinnaker	ERS G.1.3(f) shall not apply. A <u>spinnaker</u> is defined as a sail set forward of the foremost mast spar with half width (measured as a <u>spinnaker</u>) equal to or greater than 75% of foot length and without <u>battens</u> . A <u>spinnaker</u> may be set reefed by any means while <i>racing</i> under IRC provided that when measured in any reefed condition it continues to satisfy the IRC definition of a <u>spinnaker</u> .
Flying Headsail	ERS G.1.3(d) shall not apply. A <u>flying headsail</u> is defined as a sail set flying tacked down forward of the <u>forestay</u> that does not meet the definition of <u>spinnaker</u> and without <u>battens</u> and with a half width (measured as a <u>spinnaker</u>) equal to or greater than 60% of foot length . A <u>flying headsail</u> shall be tacked down no greater than STL _{FHmax} and approximately on the boat's centreline, except when it is tacked on a declared articulating bowsprit . A <u>flying headsail</u> may be entirely furled but shall not be set reefed while <i>racing</i> .
Headsail	ERS G.1.3(d) shall not apply. A <u>headsail</u> is defined as a sail tacked down forward of the foremost mast which does not meet the definition of a <u>spinnaker</u> or <u>flying headsail</u> . A <u>headsail</u> may be hoisted from above the <u>forestay rigging point</u> .