

SUBMISSIONS IRC

NED1: To clarify the rules surrounding Stormjibs in the ORC/IRC Rule

Proposed: adopt a clear rule in ORC & IRC concerning the use of a storm jib.

A storm jib has the sole purpose of being used as a storm jib

- a. And you remain in compliance with the OSR category specified by the Race organizer
- b. unless the stormjib is declared and counted as a headsail in the certificate and is also measured as such in which case it shall not count as a stormjib for OSR
- c. A stormjib may not be set in conjunction with any other sail set forwards of the forward spar.

Rationale:

As stormjibs developed to become an extra sail (usually as staysail), a rule was introduced in the Offshore Special Regulations to prevent this from happening. The implementation however was not very strong (4.27.1e).

If a raceorganiser does not clearly state that OSR cat xx is enforced, it becomes unclear.

The current solution makes it also very hard for jury to judge and decide what the penalty should be as it currently is not a breach of the certificate rules.

Both IRC and ORC wanted to stop the “misuse” of storm jibs. It should become a clear non compliance with your certificate.

4.27.1 Design

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- a) the material of the body of a storm sail purchased after 2013 shall have a highly visible colour (e.g. dayglo pink, orange or yellow),
- b) aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib, but HMPE and similar materials are permitted,
- c) sheeting positions on deck for each storm and heavy-weather sail,
- d) sheeting positions for the trysail independent of the boom, and
- e) A storm jib may not be set in conjunction with any other sail set forwards of the forward **mast** spar.



NED 2 (IRC) adjustment of rig while sailing

Proposed:

To change 21.1.6(a) so that changing the forestay and shrouds while racing (with turnbuckles or similar) is permitted

To change 21.1.6(b) so that if any system (non manual power or manual power) is onboard it shall always be declared and that may then also be used.

Rationale:

According to the Equipment/Racing rules of sailing, adjusting a rig while racing is allowed.

According to IRC rule 21.1.6 this is not allowed unless certain features are declared.

This has a few negative sides to it:

One boat can adjust, the other cannot while racing. It is true that you get a penalty if you declare for example a mastjack. But this penalty is fair as you can adjust your rig much easier and faster while racing then for example a boat with solely turnbuckles.

If you set of on a longer race, which is often the case wile racing under IRC, you have to select a rigsetting for the entire race. If you go too light and you do get a strong wind.. it may even be dangerous. If you set to heavy, you will suffer on all parts where the wind is much lighter.

This submissision proposes too allow rig adjustment while racing but too keep the provisions too declare and weigh onboard systems that give a clear advantage.

Also .. in the opening sentence of 21.1.6 (a) it reads “forestay and/or shrouds” where elsewhere it is only forestay. It may be a good idea to clarify this?

- 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:

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- (i) in the case of a **boat** without aft rigging when the forestay may be adjusted but not detached.
 - (ii) in the case of **boats** with LH less than 10m and without lifelines that are explicitly permitted by their own **class rules** to move the **mast** at foot or deck level, or to adjust or detach the forestay and **shrouds** while *racing*.
 - (iii) as permitted by Rule 21.1.6 (b).
- (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*.

NED 3: FOR ORC/IRC and MNA's to submit to WS to strike "*or for boats racing under a handicap or rating system*" from Case 78

Propose:

To strike "*or for boats racing under a handicap or rating system*" from case 78 and simultaneously introduce a rule in ORC (/IRC) where not sailing a proper cause with the intention of influencing the result of a competitor as described in case 78 is considered unfair play with DSQ as result.

Rationale:

This has been a topic for several championships as (often on the last day), a competitor would just sail above a competitor to influence the result of the competitor. Although this practice is perfectly acceptable and maybe even part of the sport in One Design and match race classes, this cannot be part of handicap rated classes.

A handicap can only consider what a boat can do and cannot consider these practices and there will always be a stronger/faster boat in a handicap class giving it an unfair advantage.

Case 78

Next Previous

Rule 2, Fair Sailing

Rule 41, Outside Help

Rule 69.1(a), Misconduct: Obligation not to Commit Misconduct; Resolution

In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat's progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

Facts for Question 1

In a fleet race for one-design boats, boat A uses tactics that clearly interfere with and hinder boat B's progress in the race. While using those tactics, A does not break any rule, except possibly rule 2 or rule 69.1(a). B protests A under rule 2.

Question 1

In which of the following circumstances would A's tactics be considered unsportsmanlike and a breach of rule 2 or of rule 69.1(a)?

- (a). The protest committee finds that there was a reasonable chance that A's tactics would benefit her final ranking in the event.
- (b). The protest committee finds that there was a reasonable chance that A's tactics would increase her chances of gaining selection for another event, but would not benefit her final ranking in the event.
- (c). The protest committee finds that there was a reasonable chance that A's tactics would increase her chances of gaining selection to her national team, but would not benefit her final ranking in the event.
- (d). The protest committee finds that A and a third boat, boat C, had agreed that they would both adopt tactics that benefited C and that there was a reasonable chance that A's tactics would benefit C's final ranking in the event.
- (e). The protest committee finds that A was attempting to worsen B's race or series score for reasons unconnected with sport.

Answer 1

In circumstances (a), A would be in compliance with recognized principles of sportsmanship and fair play.

In circumstances (b) and (c), A would break rule 2, and possibly rule 69.1(a).

In circumstance (d), both A and C would break rule 2, and possibly rule 69.1(a). In addition, by receiving help prohibited by rule 41 from A, C would also break rule 41.

In circumstance (e), A would break rule 2, and possibly rule 69.1(a) because, with no good sporting reason, her actions would clearly break recognized principles of sportsmanship and fair play.

Question 2

Would Answer 1 be different if the boats had been racing under a handicap or rating system and if A had been faster or more manoeuvrable than B?

Answer 2

No.

Question 3

Would Answer 1 be different if, while using tactics that clearly interfered with and hindered B's progress in the race, A had intentionally broken a rule?

Answer 3

Yes. Whenever a boat intentionally breaks a rule, she also breaks rule 2, and possibly rule 69.1(a).

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