INTERNATIONAL RATING

IRC

2027

ircrating.org

World Sailing

International Rating System

Cover story: Nicole Shrimpton's International 8 Metre *Frances* (using a borrowed spinnaker) competing in the 23-strong IRC fleet during the Royal Prince Edward Yacht Club's inaugural Classic Yacht Regatta, raced in Sydney Harbour, Australia, in April 2026. The second edition of the regatta will start on 3rd April 2027. https://rpeycclassicyachtregatta.com.au/

Image © Andrea Francolini https://www.afrancolini.com/

EFFECTIVE 1 JANUARY 2027

IN COUNTRIES WITH JUNE-MAY VALIDITY, EFFECTIVE 1 JUNE 2027

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PREAMBLE

Any changes herein have no authority until 1 January 2027 (1 June 2027 in countries where certificate validity is 1 June to 31 May).

IRC is a rating rule providing racing for 2 separate classes of boats. Part C permits advertising in accordance with World Sailing Regulation 20, Advertising Code. Part D does not permit advertising. Organising Authorities should specify in a Notice of Race either Part C or Part D. If neither is specified, then by default Part C shall apply.

TERMINOLOGY

A term used in its defined sense is printed in "**bold**" type if defined in the ERS, in "*italic*" type if defined in the RRS and in "underscore" type if defined in IRC Rules. Any abbreviation given in Appendix A is used in its defined term unless specified otherwise.

Equipment Rules of Sailing (ERS)
www.sailing.org/inside-world-sailing/rules-regulations/equipment-rules-of-sailing/
Racing Rules of Sailing (RRS)
www.sailing.org/inside-world-sailing/rules-regulations/racingrules/
Offshore Special Regulations (OSR)
www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/

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PART A- RULE POLICY

1 INTRODUCTION

1.1 The Rule is in two parts, Part C, IRC, advertising permitted, and Part D, IRC, advertising not permitted. IRC is a rating rule based upon owner-supplied information and will remain unpublished. The emphasis is on simplicity and concise rules.

2 FUNDAMENTAL POLICY

2.1 IRC is a system of measurement which classifies a broad range of cruising and racing ballasted monohull keel **boats** for competition by providing ratings comprising single figure allowances based on time. Except for designs first rated before 1st January 2016, **boats** shall have a minimum **hull length** of 5.00 m.

2.2 The IRC concept protects the existing IRC fleet.

2.3 IRC encourages design innovation consistent with stability, rounded performance, seaworthiness and safety.

2.4 IRC discourages unnecessary expense at all levels.

2.5 The spirit of IRC requires that owners and designers shall not seek means of artificially reducing the rating of a **boat**, e.g. increasing performance without a corresponding increase in rating.

2.6 Calculation of IRC ratings is unpublished and based on measurement and data input only.

2.7 IRC ratings may rely on owner submitted data (see Rules 8.5 and 9) but a Rule Authority (as defined in Rule 4.1) may require that **boats** be weighed and measured by an appointed measurer for certificates issued under their jurisdiction. Some or all of the dimensions of class production **boats** may be standardised.

2.8 Any exploitation of the inherent simplicity of the IRC Rule will be discouraged. The RORC Rating Office and YCF therefore reserve the right to make adjustments or amendments to any part of IRC at any time in order to prevent undesirable or unforeseen lines of development.

3 IMPORTANT NOTICE

3.1 The safety of a **boat** rated under IRC and its entire management including insurance shall be the sole responsibility of the owner/competitor who must ensure that the **boat** is fully found, thoroughly seaworthy, and operated by a **crew** sufficient in number and experience who are physically fit to face bad weather. The owner/competitor must be satisfied that:

3.1.1 The **hull**, **hull appendages**, **spars**, rigging, **sails** and all gear are sound.

3.1.2 All safety equipment is properly maintained, stowed and in date.

3.1.3 The **crew** know where such equipment is kept and how it is to be used.

The ultimate decision on whether or not to race remains the sole and inescapable responsibility of the owner or the owner's representative.

3.2 None of the establishment of these Rules, their use by race organisers, the issue of a rating certificate under these Rules, nor any inspection of the **boat** under these Rules shall constitute any representation or warranty by the Rating Authority as to the seaworthiness of any **boat** or the safety of any gear and shall not in any way limit the absolute responsibility of the owner/competitor referred to in Rule 3.1. This notice shall be brought to the attention of any person who sails on a **boat** in respect of which a rating certificate has been issued under these Rules.

3.3 Ratings issued under IRC are calculated in good faith from the data available. Neither the Rating Authority nor any Rule Authority shall have any liability whatsoever for any error in the application of these Rules or the determination of any factor which may affect the rating or the exercise of any judgement in the application of these Rules or the issue of a certificate or for changes in these Rules.

3.4 The establishment of an IRC Crew Number in respect of any **boat** does not constitute any representation or warranty as to the safety of the **boat** when sailing with this or any other number of **crew** (see Rule 3.1). When domestic law invokes any form of **crew** limitation different from the IRC Crew Number, this limitation shall replace IRC Crew Number.

PART B- GENERAL INFORMATION

4 ADMINISTRATION

4.1 IRC is administered by Seahorse Rating Ltd (referred to in these Rules as the RORC Rating Office) and the UNCL, Pôle Course du YCF Centre de Calcul (referred to in these Rules as YCF) only. The expression Rating Authority is defined as the RORC Rating Office and the YCF acting jointly. The expression Rule Authority is defined as any other individual or body authorised by the Rating Authority to act for the Rating Authority on a local basis for the administration of IRC in a defined geographical area.

4.2 In order to ensure the integrity of the unpublished elements of the IRC Rule all details of the IRC Rule are the sole property of the RORC Rating Office and YCF who shall appoint an IRC Technical Committee comprised solely of those persons who have knowledge of the unpublished elements of the Rule. This committee shall be solely responsible for any changes in the Rule algorithms.

4.3 IRC TCCs are the copyright of RORC Rating Office and YCF jointly and shall not be modified by any third party. Action may be taken against any third party using IRC-derived handicaps, whether precise or amended for the purpose of race handicapping any **boat** without a current IRC certificate. Adjustment of elapsed time to effectively amend an IRC TCC is considered to be modification of the IRC TCC by a third party unless:

(a) agreed in writing by the Rating Authority for a specific purpose, or

(b) applied due to an infringement of a *rule* while *racing* as defined in the sailing instructions which would otherwise be a matter for a protest committee, or

(c) application of a penalty by a protest committee.

Stability and Safety Screening numerals are RORC Rating Office copyright.

4.4 The IRC Board is responsible for the overall direction of IRC. The IRC Board comprises two representatives appointed by RORC, two representatives appointed by YCF and one representative appointed by RORC and YCF together.

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 Board.

5 INTERPRETATIONS

5.1 Requests for interpretation of the IRC Rule shall be made in writing through Rule Authorities to the Rating Authority who will consult and communicate any decision to Rule Authorities.

6 DISPENSATIONS

6.1 The Rating Authority may grant dispensations to the IRC Rule on an individual **boat** basis at its entire discretion. Any such dispensations shall be noted on a **boat**'s IRC certificate.

7 LANGUAGE AND RULE DEFINITIONS

7.1 The languages of IRC shall be English and French. In the event of any discrepancy, the English text shall prevail. The meaning of any word shall be by reference to the Oxford English Dictionary in the context in which it appears. The words ‘shall’ and ‘must’ are mandatory, the words ‘may’ and ‘can’ are permissive. The word ‘should’ is advisory.

7.2 Any reference to the Racing Rules of Sailing (RRS) is defined as the current version of the World Sailing Racing Rules of Sailing. Reference to the Equipment Rules of Sailing (ERS) refers to the current version of the World Sailing Equipment Rules of Sailing. Reference to Special Regulations (OSR) is defined as the current version of World Sailing Offshore Special Regulations.

7.3 ERS shall apply except where deleted or amended by IRC Rules or Appendix A.

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 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 may determine). The decision of the IRC Board shall be final.

8 RATING CERTIFICATES

8.1 All IRC ratings will be calculated by and rating certificates issued by the Rating Authority. Rule Authorities may be authorised to print rating certificates under licence.

8.2 A **boat** shall hold a current IRC certificate valid in the country in which it is *racing*. A **boat** shall declare a valid certificate to the race organiser before the rating deadline in accordance with the Notice of Race. A **boat** shall not hold more than one valid IRC rating certificate at any time except as permitted by Rules 8.2.1 and 8.2.2.

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 headsails, 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** and corresponding overhangs 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) A **boat** shall declare use of the secondary certificate in accordance with Rule 8.2.

8.2.2 Issue of any new rating certificate automatically invalidates the old one except when a new certificate is issued to enable a **boat** to race in another country with a different certificate year end.

8.2.3 A copy of the current rating certificate(s) shall be kept on board the **boat**.

8.3 An IRC certificate is valid for *racing* under Part C, IRC, advertising permitted and Part D, IRC, advertising not permitted.

8.4 Rating certificates will be issued with the heading of the Rule Authority and any sponsorship as appropriate.

8.5 An ENDORSED IRC certificate is one for which the data on the certificate has been audited and if necessary verified by measurement, or other methods in accordance with current published standards. An owner may apply to their Rule Authority to have an IRC rating certificate Endorsed. The Rule Authority will inform the owner of any measurement, including weighing, or other checks required prior to issue by the Rating Authority of a certificate carrying (irrespective of certificate print language) the notation ENDORSED (see also Rule 13).

8.6 On IRC certificates for all **boats** rated to carry spinnakers (see Rule 21.6), a non spinnaker TCC is also printed. The non spinnaker TCC shall be valid only for races for which the Notice of Race includes a non spinnaker division or class. Owners shall declare their intention to enter such a non spinnaker class using the non spinnaker TCC a minimum of seven days before the race, or first race if a series of races, and shall not then be permitted to race using a spinnaker for the race or races. This Rule may be amended by a Notice of Race.

8.7 The Rating Authority may at its sole discretion re-issue or may refuse to issue or to re-issue an IRC certificate if in its sole opinion Rule 2.5 may be infringed, or for any other reason. No reason need be stated.

8.8 Change of ownership and/or any changes in sail number will automatically invalidate the rating certificate.

8.9 Physical changes which might affect the performance of the **boat** shall be declared and may invalidate the rating certificate.

8.10 Rated Dimensions

8.10.1 Values stated on certificates for **LH**, **Hull Beam,** Bulb Weight, **Draft**, x, P, E, J, FL, MUW, MTW, MHW, HLUmax, HSA, FSA, PY, EY, LLY, LPY, Cutter Rig HLUmax, SPA, STL, SPL, STLFHmax are maximum values.

8.10.2 Values stated on certificates for **Boat Weight**, BO, h, SO, y, and **Internal Ballast** are minimum values.

8.10.3 If during **Equipment Inspection** by an **Equipment Inspector**, or during measurement carried out under Rules 10.2 or 13.6, any rated dimension is found to exceed a maximum value or to be less than a minimum value, then the **boat** is not in compliance with its certificate.

8.10.4 Attention is drawn to Rule 13 and to RRS 78, Compliance with Class Rules; Certificates.

8.11 When the Rating Authority has reasonable evidence that a **boat** does not conform to its certificate, or that there has been a breach of these Rules, or that there has been an error in the determination of the rating, or that there has been a gross breach of the IRC Rules or of good manners or sportsmanship, the certificate may (at the absolute discretion of the Rating Authority) be withdrawn without compensation and the owner shall be informed in writing.

8.12 Certificates will normally be valid on payment of the appropriate fee for the current calendar year only, but at the discretion of the relevant Rule Authority, and with agreement from the Rating Authority, the year may run from 1 June to 31 May of the following year.

8.13 Irrespective of where a **boat** is registered, it shall apply for its IRC certificates to the appointed Rule Authority in the country in which it predominantly races. Exceptionally, with the agreement of the Rating Authority, it may apply through another Rule Authority.

8.14 On request and payment of a fee, and in accordance with any administrative rules published by the Rating Authority, the Rating Authority may supply a copy of a **boat**'s valid or immediately expired IRC certificate, including owner name, to any interested party.

9 RATING REVIEW

Rule 9 does not apply to **equipment inspection** at an event.

9.1 Review of a **boat**'s rating may be requested at any time by the owner who should submit a review request through their Rule Authority to the Rating Authority. A fee may apply.

9.2 Anyone who has a valid interest in a **boat**'s certificate may also request a rating review from the Rating Authority, by submitting a review request through their Rule Authority to the Rating Authority. A fee may apply. The owner of the **boat** subject to review will be requested to file a reply as soon as possible.

9.3 The Rating Authority may also review a rating at any time.

9.4 A review shall be based on all the available evidence. Where necessary, rated data shall be re-measured by an authorised measurer. The decision of the Rating Authority on any review shall be final.

9.5 For series produced **boats**, the rated data may have been standardised by the Rating Authority. Standard data shall not be subject to third party review or protest. A rating review may be requested by the manufacturer or the class association of a series produced **boat**. Modifications to standard data shall be declared by the owner.

9.6 Where the TCC is reviewed and found to be not more than 0.005 greater than before, the contested rating shall be valid up to the date that the request for review was lodged with the Rating Authority, or in the case of a protest up to but excluding the race in which the protest was lodged, except that if Rule 8.9 applies then from the date of the change. This Rule may be amended by Notice of Race only to the extent that the 0.005 limit may be reduced.

9.7 Where the TCC is reviewed, either as a result of a rating review or a protest, and found to be more than 0.005 greater than before, the contested certificate is invalid from the date of issue.

9.8 In either case where the TCC is reviewed, the certificate becomes invalid if any re-measurement which increases the **boat**'s rating differs from the measurement shown on the certificate by more than 1% of: LH, LWP, **Hull Beam**, **Draft**, P, E, J, FL, STL, SPL, HLUmax, MUW, MTW, MHW (see Appendix A); by more than 2% of weights, SPA, HSA or FSA; by more than 5% of y, x or h; or if specific detail is clearly in error.

9.9 Following review and re-measurement, a new certificate may be issued which may be back-dated to the date that any erroneous data was supplied.

9.10 The owner of a **boat** requesting review of his own **boat**'s rating is liable for all measurement and rating costs. In all other cases, unless as a result of review a **boat**'s certificate is invalidated under Rules 9.7 or 9.8, the person requesting the review shall pay measurement and rating costs unless the Rating Authority orders otherwise.

10 RATING PROTESTS

10.1 As permitted by the RRS, a rating protest may be submitted to a protest committee. A protest committee may refer the matter to the Rating Authority with the appropriate fee.

10.2 In the event of protest, the **boat**'s rated data may be re-measured by an authorised measurer.

10.3 A **boat** whose certificate is invalidated as a result of an error or omission by a Rule Authority or by the Rating Authority, of which the **boat** could not reasonably have been aware, may be penalised at the discretion of the protest committee. Additionally, a protest committee may order that races scored using the invalidated certificate shall be re-scored using the corrected TCC.

10.4 A **boat** whose certificate is invalidated in accordance with Rule 9.6 may be penalised at the discretion of a protest committee. Additionally, a protest committee may order that races under its jurisdiction scored using the invalidated certificate shall be re-scored using the corrected TCC.

10.5 Subject to the RRS, when a **boat** is penalised by a protest committee as a result of its certificate being invalidated under Rules 9.7 or 9.8, the owner shall be liable for measurement and rating costs unless the protest committee orders otherwise. In all other cases, the protestor shall be liable for measurement and rating costs.

10.6 When as a result of an action in a race or series, or the withdrawal of a certificate by the Rating Authority, a **boat**'s rating is reviewed and its TCC changes, the **boat**'s Member National Authority may be requested by the Rating Authority to investigate the circumstances and report its findings to the Rating Authority.

11 CHANGES TO CLASS RULES

11.1 A Rule Authority Prescription or Notice of Race may vary the requirements of IRC Rules 8.6, 9.6, 14.1, 15.1, 15.2 (d) 21.1.5 (d) (e) and (f), and 22.4. Any Rule Authority prescriptions shall have been approved by the national IRC Owners' Association when such exists. No other IRC Rules may be amended.

11.2 A Rule Authority may prescribe that for races under its jurisdiction requiring compliance with OSR Category 0,1,2 or 3, Rule 21.7.1 and Rule 21.6.1 is varied to the extent that a **boat** may carry one more headsail and/or one more spinnaker than shown on its current IRC certificate not greater than HSA, HLUmax and SPA without an increase in rating.

11.3 Where a Rule Authority has made a Prescription to a Rule, a Notice of Race shall not vary that Rule or Prescription without the permission of the Rule Authority. Rule Authority Prescriptions shall be referenced in a Notice of Race.

12 UNITS OF MEASUREMENT AND CORRECTED TIMES

12.1 Measurements shall be taken in units of the metric system. Sail measurements shall be taken in metres to two decimal places. All other linear measurements shall be taken in metres to three decimal places and rounded to two decimal places for input. Weight shall be taken to the nearest kilogram except in the case of **boat weight** which shall be to the nearest 10 kilograms. Normal mathematical conventions shall apply, with 0.5 rounding up. Full calculated values will be carried forward to subsequent calculations. Final ratings shall be rounded to three decimals places.

12.2 The IRC rating is calculated as a Time Corrector (TCC) to three places of decimals. Corrected time for each **boat** is calculated by multiplying its elapsed time by its TCC. Corrected times shall be rounded to the nearest second with 0.5 seconds rounding up.

13 MEASUREMENT AND COMPLIANCE

13.1 Measurement data shall be obtained by direct measurement or derived from another rating certificate whenever possible. If another rating certificate is being used as the basis for data then any changes since the issue of that certificate shall be notified to the Rating Authority.

13.2 Measurements shall be taken in accordance with ERS Part 3 – Rules Governing Equipment Control and Inspection. 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**.

13.3 The accuracy of measurements supplied shall be the owner's responsibility. An IRC measurement service is available on application to a boat's Rule Authority.

13.4 It is a breach of the Rules of IRC for any owner or individual to intentionally supply false information. Attention is drawn to Rule 8.7 and to RRS 69, Allegations of Gross Misconduct.

13.5 The Rating Authority will use the data supplied by a Rule Authority as a basis for rating but reserves the right to overrule specific data or to standardise the dimensions of a class of production **boats**.

13.6 The Rating Authority or a **boat**'s Rule Authority may require a **boat** to be submitted for measurement at any time without giving reasons. Measurement will be undertaken by authorised measurers of the Rating Authority. A new certificate will be issued by the Rating Authority based on the new measurement data.

13.7 In the particular case of a **boat** issued with a one-design certificate, as noted on the certificate, the rating requires compliance with one-design class rules. In the event of conflict, IRC Rules shall take precedence. See also Rule 22.4.1.

14 SAIL NUMBERS

14.1 Each **boat** shall hold a sail number as prescribed by its Member National Authority. Sail numbers shall be displayed in accordance with RRS 77, Identification on Sails. This Rule may be amended by Notice of Race.

15 MANUAL POWER

15.1 RRS 52 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 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) and (b) shall declare this to the Rating Authority.

(d) **Boats** shall not use stored power for steering unless specified by the Notice of Race.

(e) The use of stored power for the adjustment of **moveable ballast**, **variable ballast** or **hull appendages** need not be declared for rating purposes.

PART C- IRC, ADVERTISING PERMITTED

16 ADVERTISING

16.1 Advertising may be displayed in accordance with the World Sailing Advertising Code.

17 BOAT WEIGHT

17.1 **Boat Weight** is measured in accordance with the following **Conditions for Weight and Flotation Measurement:**

The **boat** shall:

be dry.

be in compliance with the **class rules** (ie. IRC Rules)

Unless otherwise specified in the *rules*, any of the following shall be included:

rig including **spinnaker pole(s), whisker poles** and/or jockey pole
main sheet and **mizzen sheet**,
vang,
inboard engine or outboard engine in stowed position,
permanently installed solar panels, wind or hydro generators,
fitted berth cushions on board in their normal positions if carried while *racing*
all permanent fixtures and **fittings** and items of accommodation.

Unless otherwise specified in the *rules*, any of the following shall be excluded:

sails
fuel, water, **variable ballast** or the content of any other tanks,
gas bottles
portable safety equipment
and all other unfitted or loose equipment.

17.2 All systems relating to living, eating, sleeping, and stowage shall operate so as to provide the service function normally associated with the system.

17.3 When for practical reasons it is not possible to remove all items and equipment (e.g. fuel), it is acceptable to deduct the weight of these from the gross weight. The Rating Authority reserves the right to refuse such data when inadequate detail is supplied.

17.4 The Rating Authority will calculate the **boat weight** of an un-weighed **boat** based on information contained on another rating certificate, designer data or from any other source.

17.5 In the absence of other information, **boat weight** may be calculated by deduction of the items detailed by Rule 17.1 from a **boat**'s sailing displacement or sailing weight.

17.6 **Internal ballast** shall be **fastened** or **bonded** in place.

18 OVERHANGS AND DRAFT

18.1 Measurements shall be taken with the **boat** in **flotation trim.** The measurement points for various configurations of **boats** are shown on the diagrams for hull shapes and are defined in Appendix A.

19 HULL APPENDAGES

19.1 Full details of a **boat**'s **hull appendages** shall be supplied to the Rating Authority at the time of rating application.

19.2 Any keel fin fairings with a nominal density, including any cavities and/or core material, significantly lower than the main structural elements of the keel fin shall be declared. For the purpose of this rule, a keel fin fairing does not include surface fairing, filling and painting materials up to a total thickness of 10 mm, measured normal to the local surface of the keel fin.

19.3 Drop keels, **centreboards**, **bilgeboards** and other moveable **hull appendages** shall be declared. Unless fixed down while *racing*, drop keels will be rated as moveable **hull appendages**.

19.4 In the construction of **hull appendages**, no material with specific gravity greater than 11.3 is permitted.

19.5 **Boats** including material in their **hull appendages** with specific gravity greater than 11.3, and with **age date** of 2005 or earlier, and holding a valid IRC certificate on 31st December 2005 are exempt from Rule 19.4. Apart from **maintenance**, any such **boat** changing the quantity of material of specific gravity greater than 11.3 shall comply with Rule 19.4 and will not subsequently be eligible for exemption from compliance with Rule 19.4.

19.6 Any material in the keel fin of a keel type 10, 11 or 12 with a specific gravity greater than 8.0 (eg. lead) shall be declared in writing.

20 ENGINE AND PROPELLER

20.1 **Boats** will be rated with either:

20.1.1 No engine.

20.1.2 Outboard engine (i.e. an engine where the propeller may be removed from the water while *racing*).

20.1.3 Inboard engine, including strut drive and stern-drive configurations. Propeller type shall be declared at the time of rating application.

20.2 Inboard engines shall be capable of producing a minimum speed of 1.8*√LWP knots. Outboard engines shall be securely fastened in their normal stowage positions for *racing*.

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.

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

21.1.4 Mizzen staysails shall be declared.

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 headsail numbers (See Rule 21.7.1 and 21.8), spinnaker numbers (see Rule 21.6.1) and flying headsail numbers (see Rule 21.7.5).

(b) the limitation on **sails** containing exotic materials (see Rule 21.2.2).

(c) Spare

(d) during a regatta run on consecutive days, including any lay days, the **sails** on board shall remain the same and be on board for all races. This Rule may be amended by Notice of Race.

(e) a spare **mainsail** may be on board but shall not be used as a *racing* replacement, either during a race or during a regatta run on consecutive days, including any lay days. This Rule may be amended by Notice of Race.

(f) exceptionally, in the case of significant damage or loss, **sails** may be replaced with similar **sails**. A Notice of Race may require that **boats** obtain permission from the Race Committee before replacing a **sail**. This Rule may be amended by Notice of Race.

(g) **sails** shall be set in close proximity to the **boat**.

(h) **sails** with detachable sections of sail cloth are not permitted.

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 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*.

21.2 Rig Factor

21.2.1 Rig factor (RF) is calculated by the Rating Authority to evaluate the **rig** and **sail** features of the **boat** and their character and efficiency when compared to a basic cruising configuration with substantial spars and basic rig controls.

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 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.

21.3 Setting and Sheeting of Sails, Bowsprits, Spinnaker Poles and Whisker Poles

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

21.3.2 The tack of a headsail set between the **forestay** (included) and **mast** may be off the **boat** centreplane and shall be inboard the **sheerline**. The **tack** of a headsail set in front of the **forestay** shall be approximately on the **boat** centreplane, except when it is tacked on a **bowsprit** that is rated as articulating in accordance with IRC Rule 21.3.5. This amends RRS 54.

21.3.3 All **sails** shall be set, attached and sheeted in accordance with RRS 55, and comply with the applicable requirements of the Offshore Special Regulations for the race category, with the following additions:

21.3.4 RRS 55.3 is amended to the extent that a spinnaker, headsail or flying headsail may be tacked to a **bowsprit**. ERS B.1.4 does not apply.

21.3.5 **Boats** will be rated according to whether they use a **spinnaker pole** and/or a **bowsprit** according to the following configurations:

(a) No **spinnaker pole** (spinnaker tacked on deck) or a centre line **bowsprit** only.

(b) An articulating **bowsprit** only.

(c) **Spinnaker pole(s)** either with or without a **bowsprit**.

21.3.6 A **boat** shall declare using any **spar** as a **whisker pole** set to leeward to set a headsail or a flying headsail.

21.3.7 More than one headsail may be set at the same time, but only when each headsail is attached, set and sheeted in accordance with Rule 21.3.

21.3.8 A flying headsail shall be set from a tack point at or aft of STLFHmax. If STLFHmax is less than J, a flying headsail shall be considered a headsail.

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 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.

21.5 Mainsails

21.5.1 The following shall be declared: MUW, MTW, MHW.

21.5.2 MUW, MTW and MHW will be shown on the **boat's** certificate as the maximum permitted values.

21.5.3 The highest visible point of a **mainsail**, **mizzen** or **foremast sail** projected at 90° to the mast **spar**, shall be set below the **upper point**, or in the absence of an **upper limit mark**, below the top of highest sheave used for the halyard.

21.5.4 The aftmost visible point of the **mainsail**, **mizzen** or **foremast sail** projected at 90° to the boom **spar**, shall be set forward of the **outer point**, or in the absence of a **boom outer limit mark** the outer measurement point shall be taken as the aft end of the boom.

21.6 Spinnakers

21.6.1 Boats shall not carry on board more than the number of spinnakers on their IRC certificate while *racing*.

21.6.2 Spinnaker area (SPA) shall be calculated from:

SPA = ((SLU + SLE)/2) * ((SFL + (4 * SHW))/5) * 0.83

SLU, SLE, SFL and SHW of the largest area spinnaker on board shall be declared. The calculated area of this spinnaker will be shown on a **boat**'s certificate as the maximum permitted SPA.

21.7 Headsails and Flying Headsails

21.7.1 Boats shall not carry on board more than the number of headsails on their IRC certificate while *racing*, excluded from the number of headsails are one storm jib and/or one heavy weather jib as defined by the Offshore Special Regulations.

21.7.2 Headsail area (HSA and FSA) shall be calculated from:

HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)

FSA = 0.0625*FLU*(4*FLP + 6*FHW + 3*FTW + 2*FUW + 0.09)

If foot offset of a headsail or a flying headsail is greater than 7.5% of HLP or FLP, then foot offset shall be declared and foot offset shall be added to HLU or FLU in the calculation of HSA or FSA.

21.7.3 The following shall apply to a headsail, which may be used while *racing*:

21.7.3.1 HLU, HLP, HHW, HTW and HUW of the largest area headsail and HLUmax of any headsail shall be declared and will be shown on the **boat**'s certificate, together with HSA. HSA and HLUmax are the maximum permitted values.

21.7.4 The following shall apply to a flying headsail, which may be used while *racing*:

21.7.4.1 FLU, FLP, FHW, FTW, FUW, FSFL, and FSHW of the largest area flying headsail shall be declared and will be shown on the **boat**'s certificate, together with FSA which is the maximum permitted value.

21.7.5 Boats shall not carry on board more than the number of flying headsails on their IRC certificate while *racing*.

21.8 Single Furling Headsail

21.8.1 In addition to compliance with Rule 21.7, **boats** rated for 1 headsail may apply to be rated for a single furling headsail. To be eligible:

(a) The **boat** shall be fitted with a complete operational headsail furler on a fixed forestay, including a furling drum and the required head swivels.

(b) Rated HLP shall be greater than 1.3*J. Exceptionally, this rule shall not apply to **boats** of LH greater than 30.5m and with IRC DLR greater than 60.

(c) Only headsails with area not less than 95% of rated HSA shall be used while *racing* (including any additional headsail permitted by Rule 11.2) except that alternatively a heavy weather jib or storm jib may be used.

21.8.2 The same single furling headsail shall be used for all races in any series of races except where permitted by Rule 21.1.5f.

21.8.3 Spare headsails may be on board but shall not be used as a *racing* replacement.

22 EQUIPMENT AND LOADING

22.1 Detachable items

22.1.1 Detachable items (such as but not limited to bunk cushions) permitted by Rule 17 to be aboard for measurement shall be carried in their normal positions while *racing*. For races requiring compliance with OSR Category 4 or OSR Appendix B for Inshore Racing Category only (or local equivalent), a Notice of Race may state that **boats** rated with bunk cushions on board may remove the bunk cushions. No compensating weight need be carried.

22.2 Hull Factor

22.2.1 Hull factor (HF) is calculated by the Rating Authority and is an evaluation of features of the **boat** and their character and efficiency.

22.2.2 Stripped out interiors, the use of light and hi-tech structures and/or materials, removal of furniture or other fitted equipment, etc. may lead to the application of higher than standard hull factor to compensate for potential increase in performance. Such features shall be declared to the Rating Authority.

22.2.3 The rated Hull Factor assumes that the **boat** is fitted out at least to the production specification and materials and/or to the condition when last measured/inspected. This does not negate owners' responsibilities under Rules 8.9, 22.2.2 and RRS 78.1.

22.3 Moveable Ballast and Variable Ballast

22.3.1 Moving **sails** or equipment while *racing* with the intention of improving performance is prohibited in accordance with RRS 51, although this may be changed by the Notice of Race. RRS 51 is changed by this class rule such that a **boat** may use **moveable ballast** and/or **variable ballast** and any such system shall be permanently installed and shall be declared to the Rating Authority.

22.3.2 **List angle** is measured in the **boat weight** condition (see Rule 17) with any additional **variable ballast**. There is no limit to the **list angle** with ballast tanks fully filled on one side of the **boat** and/or with **moveable ballast** moved fully to one side.

22.3.3 For **boats** with **variable ballast** only, the maximum **list angle** and the maximum volume of water, including plumbing that can be carried on each side of the **boat** shall be declared.

22.3.4 For **boats** with **moveable ballast** only, the maximum **list angle** shall be declared.

22.3.5 For **boats** with **variable ballast** AND **moveable ballast**, the maximum volume of water, including plumbing, that the **variable ballast** can carry on each side of the **boat** and the maximum **list angle** specific to the **moveable ballast**, with empty **variable ballast** tanks, shall be declared.

22.3.6 A physical, mechanical limit shall be fitted to all **moveable ballast** system to prevent it being moved further than the position for the declared **list angle**. Such a system shall not rely on sensors or measurement to prevent the declared **list angle** being exceeded unintentionally.

22.3.7 For **boats** with **variable ballast** systems that are declared as not used, the system shall be disabled.

22.4 Crew Number/Weight

22.4.1 **Boats** rated as one-designs, as noted on the **boat**'s certificate, shall conform with their one-design class rules in respect of **crew** number/weight limitations unless freed from this requirement by notice of race. See also Rule 13.7

22.4.2 The crew weight shall not exceed 85kg multiplied by the Crew Number printed on the certificate.

22.4.3 Rule 22.4 may be amended by Notice of Race.

22.5 Crew Categorisation

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

22.6 **Boats** shall declare whether OSR-compliant lifelines are fitted. A boat rated without lifelines may fit them to meet event requirements without re-issue of its certificate.

23 SEAWORTHINESS AND SAFETY

23.1 The issue of a rating certificate does not imply that a **boat** is necessarily of satisfactory design, safe or seaworthy, nor that a **boat** complies with any category of Offshore Special Regulations. See Rule 3.

23.2 Race committees may impose limits for race entry on safety grounds at their discretion. An SSS number, specific to the **boat**, and when data is available IRC/ISO STIX, AVS and IRC/ISO Design Category will be printed on each **boat**'s certificate for the guidance of owners and race organisers.

PART D - IRC, ADVERTISING NOT PERMITTED

25 RULES

25.1 With the exception of Rule 16, Advertising, the IRC Rules Part C shall apply.

26 ADVERTISING

26.1 Competitors' advertising displayed on the **boat** is not permitted in accordance with the World Sailing Advertising Code.

APPENDIX A - IRC MEASUREMENT DEFINITIONS AND ABBREVIATIONS

Measurement Note: World Sailing Equipment Rules of Sailing (ERS) Part II, Definitions, shall apply to measurement except as stated by IRC Rules or this Appendix. Measurements shall be taken in accordance with ERS Part III, Measurement Rules, Section H.

Terminology: A term used in its defined sense is printed in "**bold**" type if defined in the ERS. Any abbreviation given below is used in IRC Rules in its defined term unless specified otherwise.

A1 - MISCELLANEOUS

Series date	The date on which the first **boat** of the design or the production series was first launched, whichever is earlier. Series Date does not change if the **boat** is **modified**.
Age date	The date on which the **boat** was first launched, or the date on which the **boat** was re-launched following any **modification** of hull shell, **hull length** or **hull beam**, whichever is the later.
Hull Shell	The hull shell excluding all of the following: any transom (including an interceptor), the deck, any superstructure, the internal structure including any cockpit, **fittings** associated with these parts and any **corrector weights**.
Measurement Condition	As defined by Rules 17.1.
Stored Power	Power, other than power generated or accumulated by the **crew** whilst *racing*.
Rating Authority	As defined in Rule 4.1.
Rule Authority	As defined in Rule 4.1.
RORC	The Royal Ocean Racing Club
UNCL	l'Union Nationale pour la Course au Large, Pôle Course du YCF
YCF	Yacht Club de France

A2 - HULL AND APPENDAGES

LH	**Hull Length.**
BO	The longitudinal distance between the foremost point on the **hull** and the foremost point of the **waterline**.
x	The horizontal distance between the **waterline** and the lowest point on the stem at a tangent of 45^0 to the longitudinal axis
h	The vertical distance between the **waterplane** and the lowest point on the stem at a tangent of 45^0 to the longitudinal axis.

SO	The longitudinal distance between the aftmost point on the **hull** and the aftmost point of the **waterline**.
y	The vertical distance between the aftmost point on the **hull** and the **waterplane**. In the case of a counter stern, the vertical distance between the aftmost point on the **hull** below the transom projected to the line of the aftmost point of the **hull**, and the **waterplane**.
LWP	**Waterline length**. (LH – BO – SO).
Wingspan	The maximum horizontal width in any transverse section of any wings attached to any **hull appendage**.
Bulb Weight	The weight of the **Bulb** and any part of the **Keel** below the upper surface of the bulb (including connection plates, under-fin spacers and infills)

A3 - LIFTING FOILS – SEE APPENDIX F at: ircrating.org/irc-rule

A4 - RIG

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 measurement point shall be taken as the top of the highest sheave used for the 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.
PY	The distance between the **mizzen** (in the case of a **schooner**, the **mainmast sail**) **upper point**, and the top of the boom when set at right angles to the **mast**, or the **mizzen tack point** whichever is lower, on the **mizzenmast** (in the case of a **schooner**, the **mainmast**). The **upper limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **upper limit mark** the upper measurement point shall be taken as the top of the highest sheave used for the halyard.
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 measurement point 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.
EY	The **outer point distance** of a **mizzen** (or in the case of a **schooner**, a **mainsail**). The **outer limit mark** shall be permanently marked by a 25mm band of contrasting colour. If there is no **outer limit mark** the outer measurement point shall be taken to the aft end of the boom.
Forestay	The ERS definition of **forestay** shall not apply. Forestay is defined as: Permanently attached **rigging** providing forward support for a mast **spar**.

FL	The forestay length measured from the forward end of J to the forestay **rigging point.**
J	The longitudinal distance between the intersection of the fore side of the mast **spar**, extended as necessary, and the deck including any superstructure; and the intersection of the centreline of the forestay, extended as necessary, and the deck, or bowsprit **spar**.
Tack Point	The extremity of the **bowsprit**, ignoring any **outer limit marks**; the point on a **hull** to which the **tack** of a spinnaker is **connected**; the point on a **hull** to which the **tack** of a headsail is **connected**; the point on a **hull** to which the **tack** of a flying headsail is **connected**, each projected vertically as necessary.
SPL	The greatest horizontal distance from the forward face of the **mast spar** at the vertical position of the **spinnaker pole fitting**, ignoring any **fittings** and tracks, measured on or near the centreline of the **boat**, to the extremity of the **spinnaker pole**.
STL	The horizontal distance between the intersection of the fore side of the mast **spar**, extended as necessary, and the deck, including any superstructure, measured on or near the centreline of the **boat** to the foremost tack point.
STLFHmax	The foremost permitted tack point of a flying headsail, being the lesser of: FSFL – (0.25 * J) or STL
Aft rigging:	The total number of **stays** and/or sets of **stays connected** to the **mainmast spar** above the top of the boom set horizontal providing aft support and/or control. (a) Any pairs of **stays** attached to the **mainmast 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 **mainmast spar** shall also be counted. Any deflectors or adjusters attached between any other **stay** and the **mainmast 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.

A5 - SAILS – GENERAL

Spinnaker	ERS G.1.3(f) shall not apply. A spinnaker is defined as a **sail** set forward of the foremost **mast spar** with **half width** (measured as a spinnaker) equal to or greater than 75% of **foot length** and without battens. A spinnaker may be set reefed by any means while *racing* under IRC provided that when measured in any reefed condition it continues to satisfy the IRC definition of a spinnaker.

Flying Headsail	ERS G.1.3(d) shall not apply. A flying headsail is defined as a **sail set flying** tacked down forward of the forestay that does not meet the definition of spinnaker and without battens and with a **half width** (measured as a spinnaker) equal to or greater than 60% of **foot length**. A flying headsail shall be tacked down no greater than STLFHmax and approximately on the **boat**'s centreline, except when it is tacked on a declared articulating **bowsprit**. A flying headsail may be entirely furled but shall not be set reefed while *racing*.
Headsail	ERS G.1.3(d) shall not apply. A headsail is defined as any **sail** tacked down forward of the foremost **mast** which does not meet the definition of a spinnaker or flying headsail A headsail may be hoisted from above the forestay **rigging point**.
Foot Offset	The maximum offset between the edge of a headsail or flying headsail **foot** and a straight line between **tack point** and **clew point**.
Batten	Any material added to the **sail**, as either a removable element, permanent stiffening, or other contrivance, the purpose of which is to support and/or stiffen the **sail**.
Heavy Weather Jib	See OSR 4.26 & 4.27.
Storm Jib	See OSR 4.26 & 4.27.

A6 - SAILS - HEADSAILS

HSA	The maximum permitted headsail area.
HLU	The **luff length** of the largest area headsail.
HLUmax	The longest **luff length** of any headsail.
LLY	The longest **luff length** of any **mizzen** staysail.
HLP	The **luff perpendicular** of the largest area headsail.
LPY	The longest **luff perpendicular** of any **mizzen** staysail.
HHW	The **half width** of the largest area headsail.
HTW	The **three-quarter width** of the largest area headsail.
HUW	The **seven-eighths width** of the largest area headsail.
Cutter Rig	A cutter rigged boat is any **boat** that sets more than one headsail when on a beat to windward while *racing*. These values will be used in place of standard headsail dimensions where relevant in IRC Rules for a cutter rigged boat.
Cutter Rig HLU	Headsail **luff length** measured parallel to the forestay as the distance from the lowest **tack point** to the highest **head point** of any headsails set simultaneously while *racing* on a beat to windward.
Cutter Rig HLUmax	As Cutter Rig HLU.
Cutter Rig HLP	The shortest distance from the aftmost **clew point** of any headsail when set on the centre line of the **boat**, to the foremost headsail **luff** which may be set simultaneously while *racing* on a beat to windward.
Cutter Rig HHW	The greater of 50% of Cutter Rig HLP or HHW of the largest area headsail.

Cutter Rig HTW	The greater of 25% of Cutter Rig HLP or HTW of the largest area headsail.
Cutter Rig HUW	The greater of 12.5% of Cutter Rig HLP or HUW of the largest area headsail.

A7 - SAILS - MAINSAIL

MHW	The maximum permitted **mainsail half width**.
MTW	The maximum permitted **mainsail three-quarter width**.
MUW	The maximum permitted **mainsail seven-eighths width**. If a **seven-eighths leech point** cannot be found on the **leech**, the **aft head point** shall be taken as the **seven-eighths leech point**.

A8 - SAILS - SPINNAKER

SPA	The maximum permitted spinnaker area.
SLE	The **leech length** of the largest area spinnaker.
SLU	The **luff length** of the largest area spinnaker.
SFL	The **foot length** of the largest area spinnaker.
SHW	The **half width** of the largest area spinnaker.

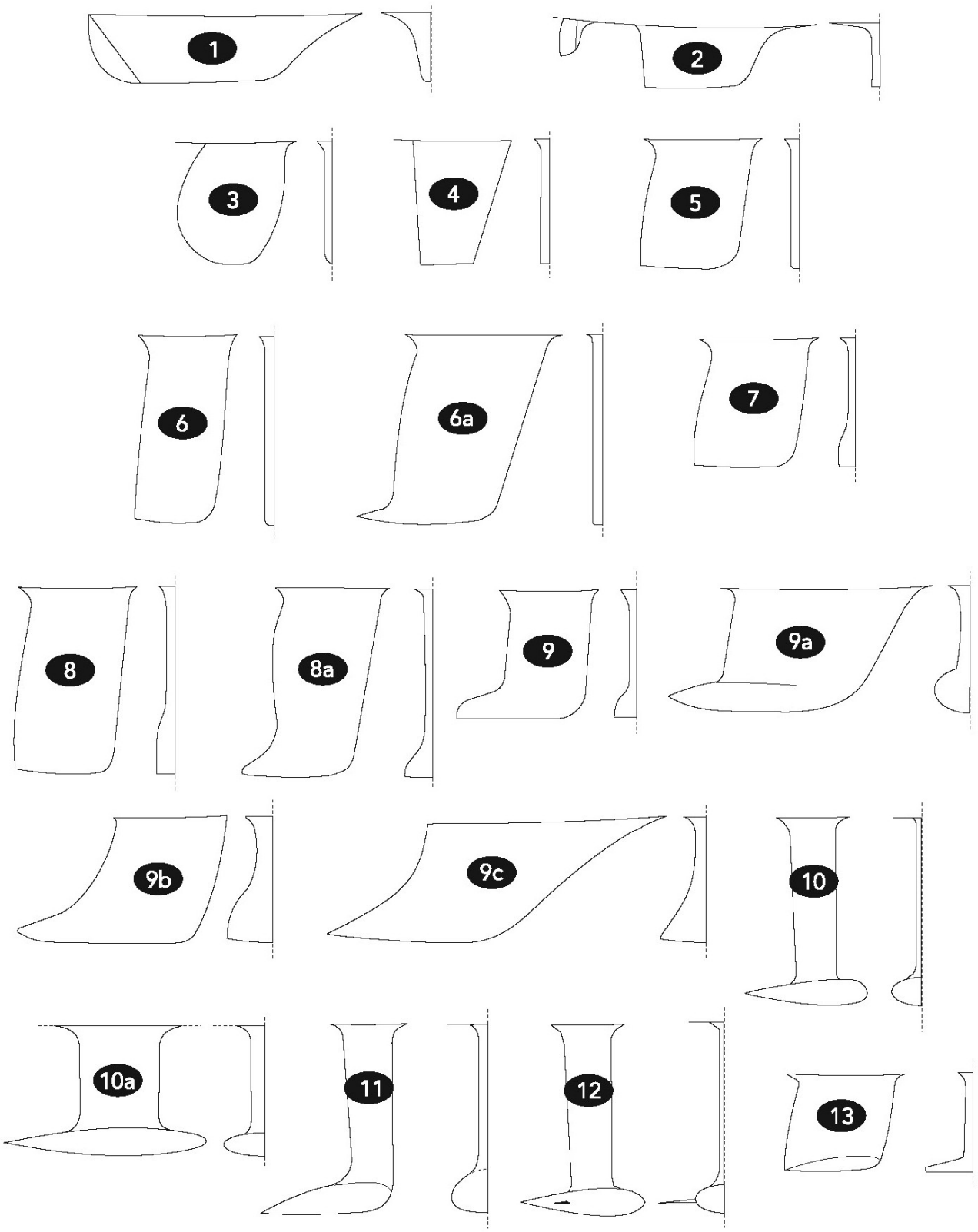
A9 - SAILS – FLYING HEADSAIL

FSA	The maximum permitted flying headsail area.
FLU	The **luff length** of the largest area flying headsail.
FLP	The **luff perpendicular** of the largest area flying headsail.
FHW	The **half width** of the largest area flying headsail.
FTW	The **three-quarter width** of the largest area flying headsail.
FUW	The **seven-eighths width** of the largest area flying headsail.
FSFL	The **foot length** of the largest area flying headsail (measured as a spinnaker).
FSHW	The **half width** of the largest area flying headsail (measured as a spinnaker).

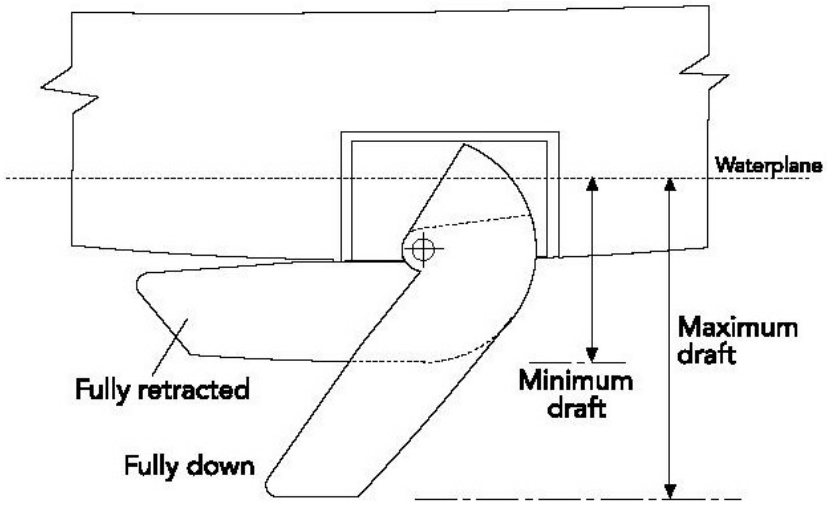
APPENDIX B - IRC MEASUREMENT DIAGRAMS

FIN KEEL TYPES

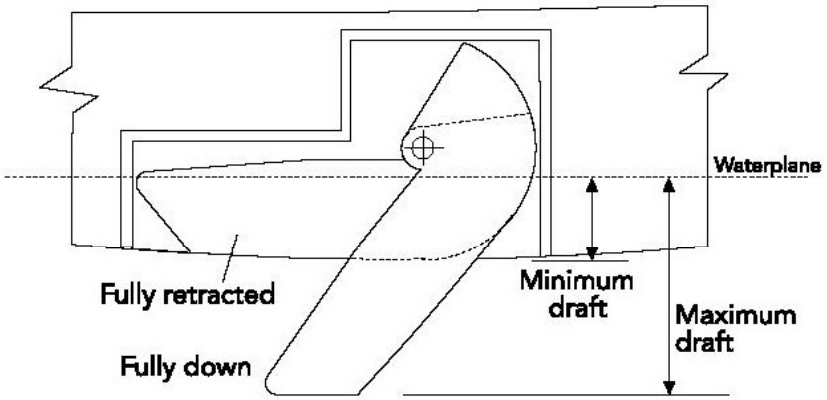
Used for guidance only. Select the number that closest resembles the keel on the boat.



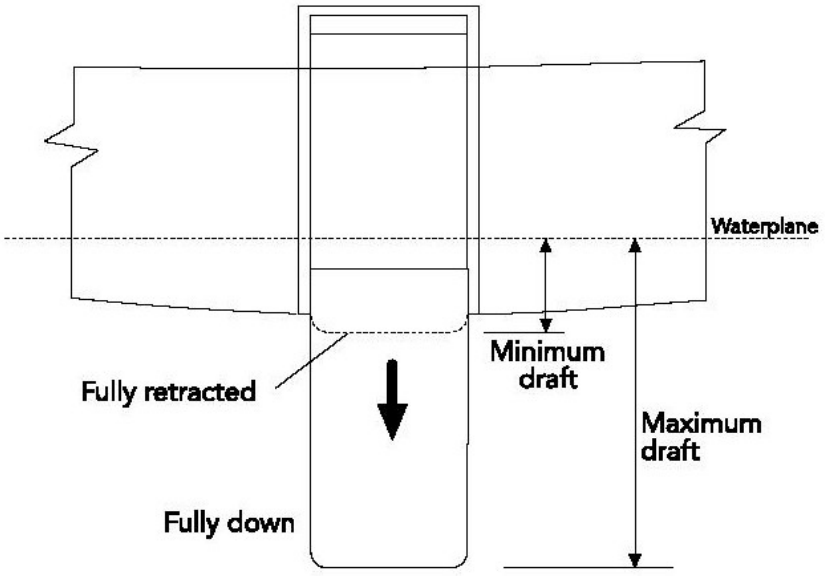
SWING KEEL



CENTREBOARD

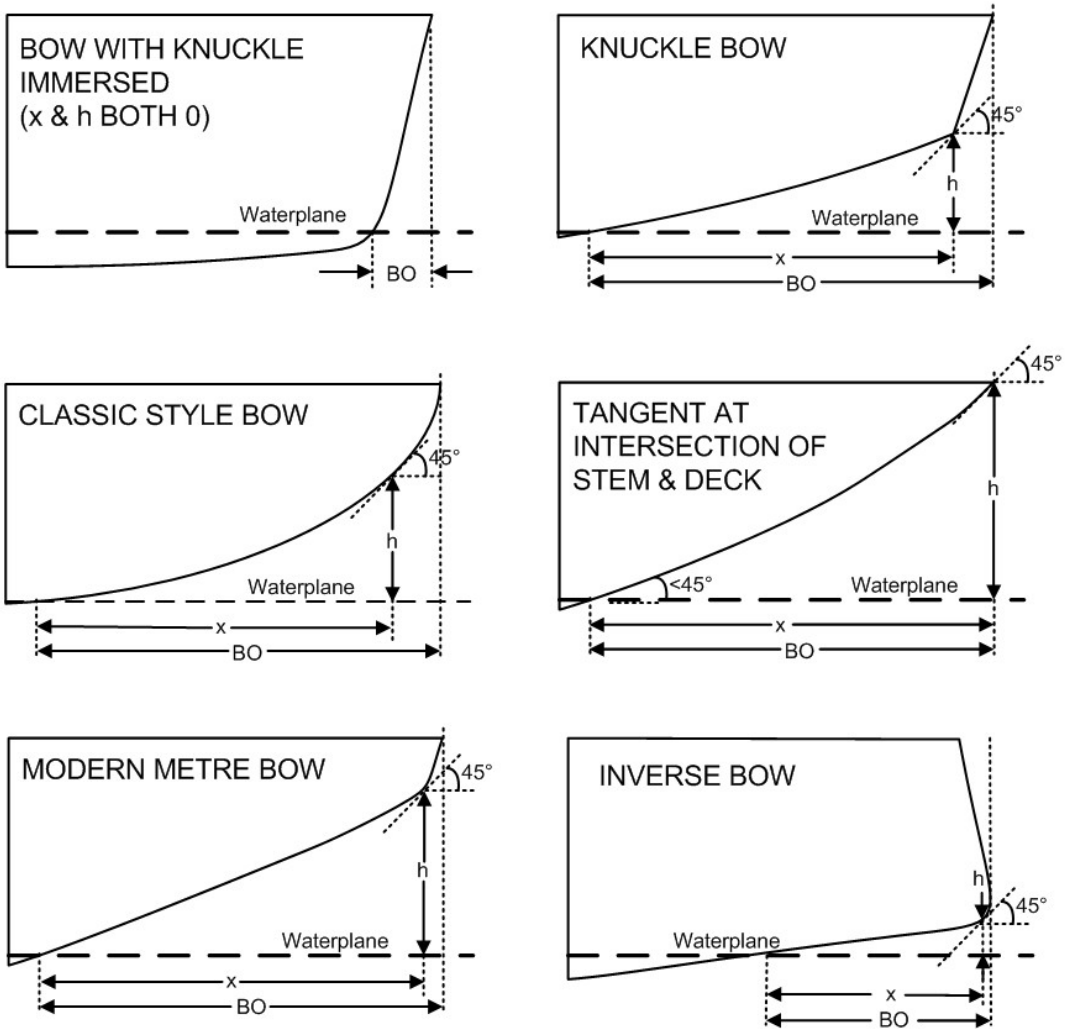


DROP KEEL

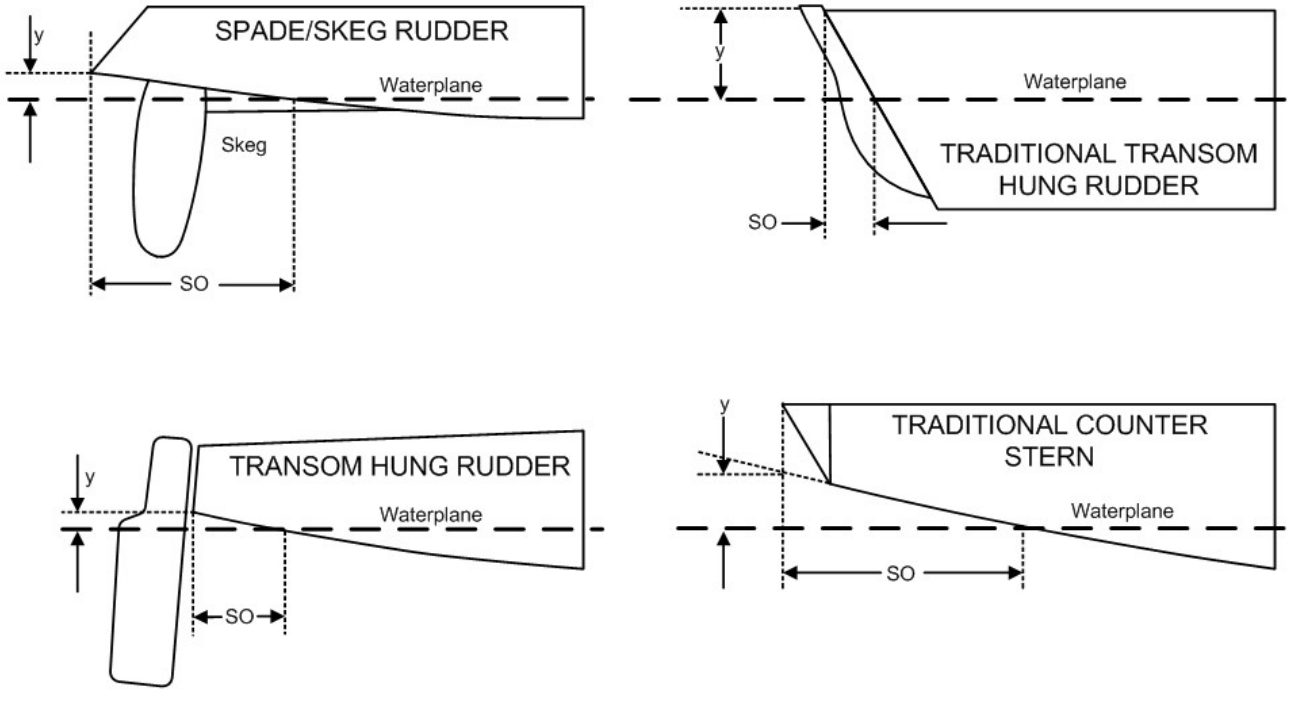


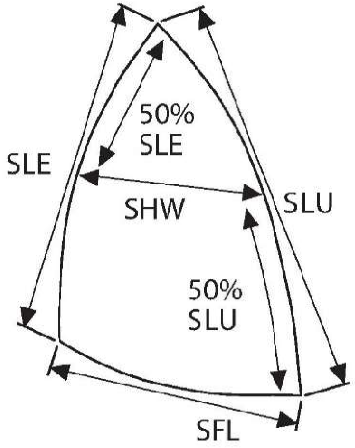
Indicate on the application form
whether the keel is fixed down when racing

BOW OVERHANGS

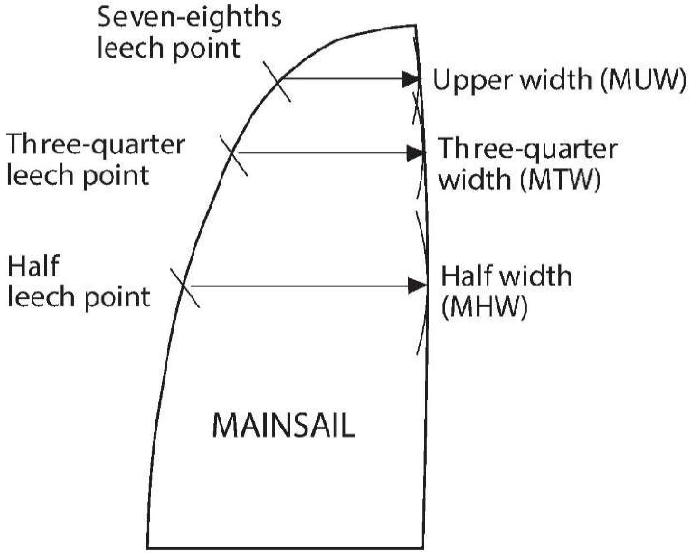


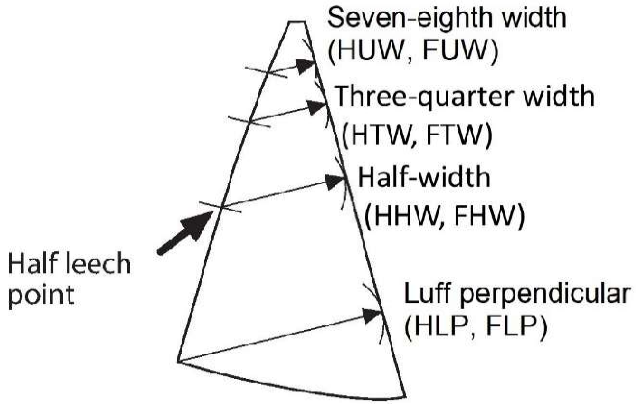
STERN OVERHANGS



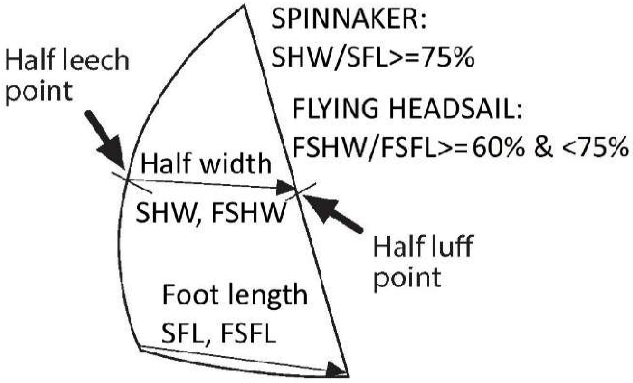


SPINNAKER

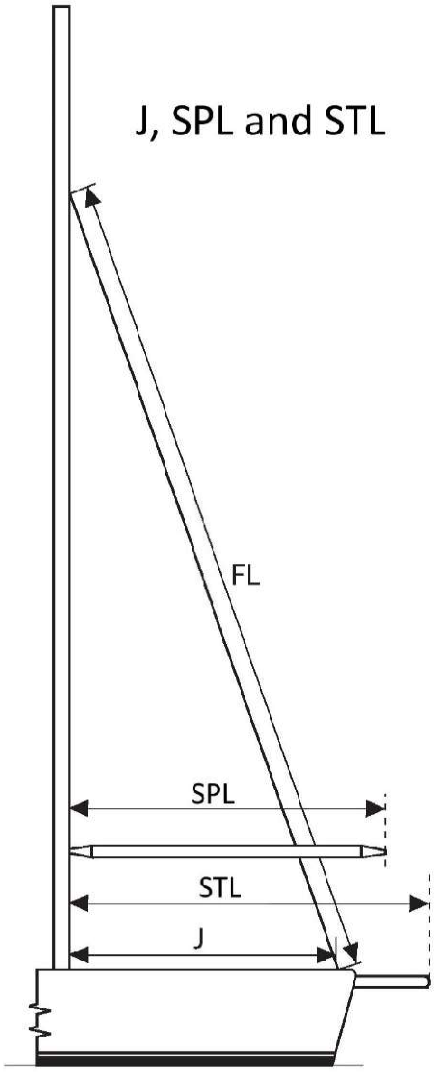


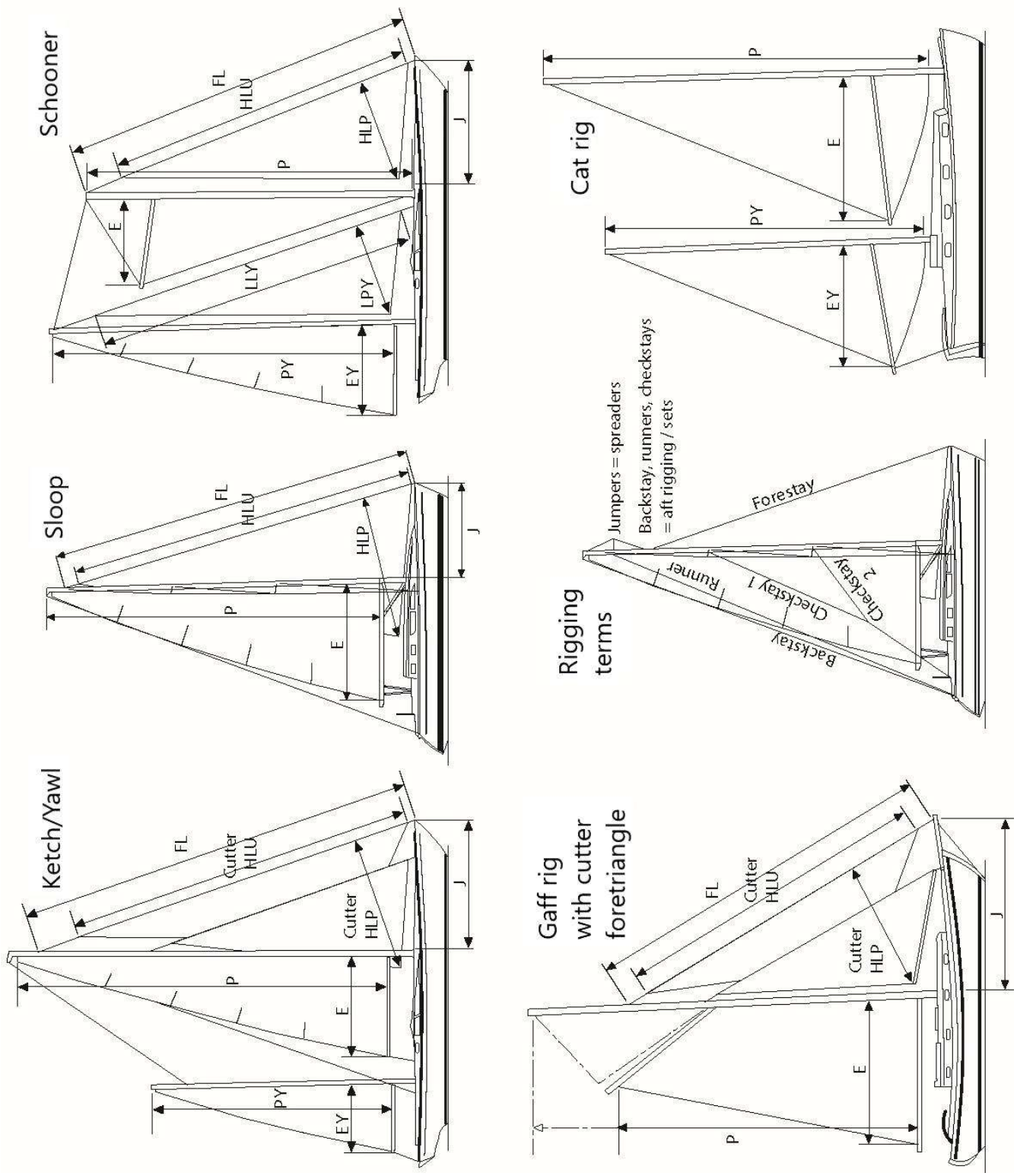


HEADSAIL / FLYING HEADSAIL

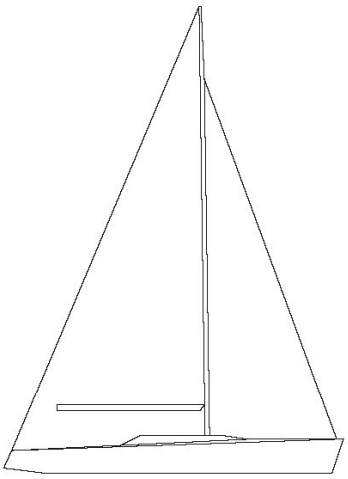


SPINNAKER / FLYING HEADSAIL

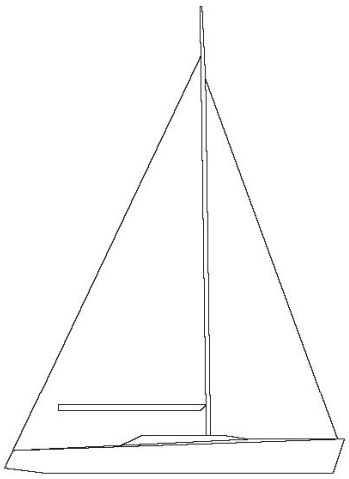



Schooner
FL
HLU
P
HLP
J
E
LLY
LPY
PY
EY
Sloop
FL
HLU
HLP
J
P
E
Ketch/Yawl
FL
Cutter HLU
Cutter HLP
J
P
E
PY
EY
Cat rig
P
E
PY
EY
Rigging terms
Jumpers = spreaders
Backstay, runners, checkstays = aft rigging / sets
Forestay
Runner
Backstay
Checkstay 1
Checkstay 2
Gaff rig with cutter foretriangle
FL
Cutter HLU
Cutter HLP
J
E
P

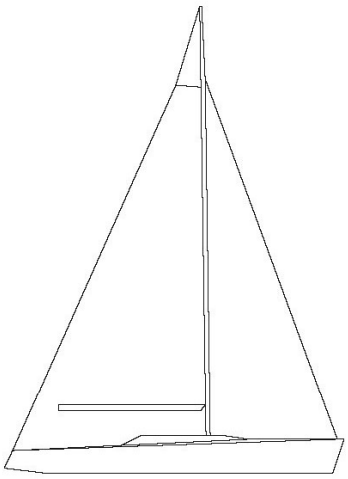
AFT RIGGING



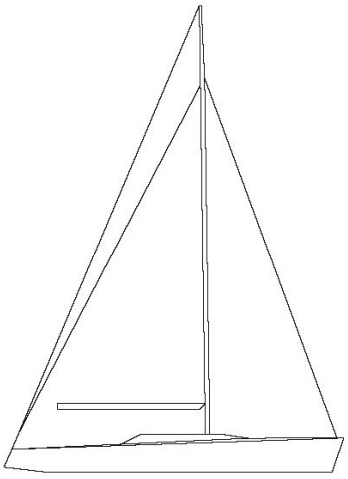
One stay/set of stays



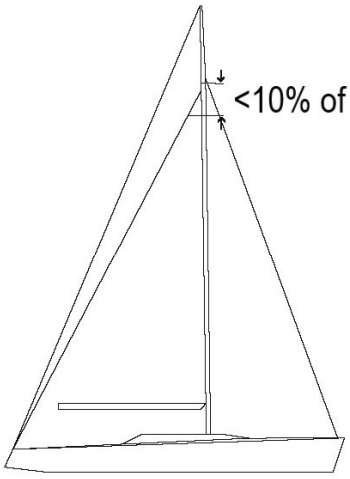
One stay/set of stays



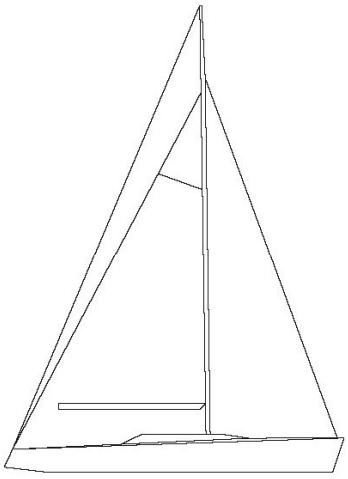
Two stays/sets of stays



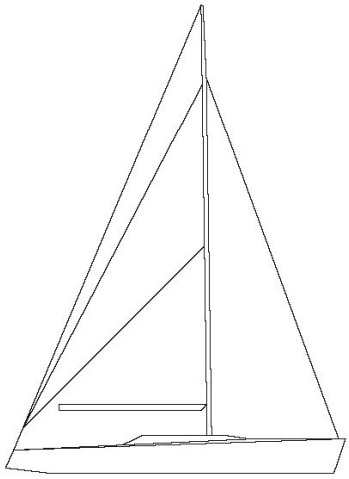
Two stays/sets of stays



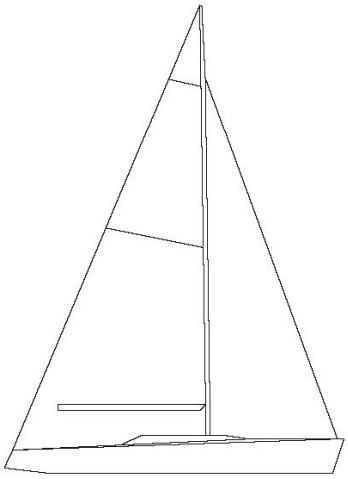
Two stays/sets of stays



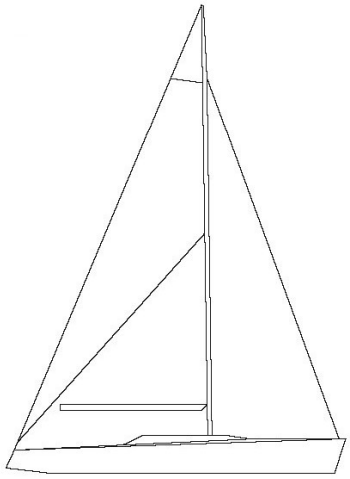
Three stays/sets of stays



Three stays/sets of stays



Three stays/sets of stays



Three stays/sets of stays

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Published November 2026


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