



IRC Rule Changes for 2018

Agreed at IRC Congress 9th October 2017

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 2018, except in countries with June-May validity, where changes apply from 1st June 2018. See Rule 8.12

Original Version: (4) 170808

This Version: (12) 171010 post-Congress



1. MAINSAIL

Reason for change: The default mainsail widths in Rule 21.5 are based on IOR defaults, which are now historic and no longer used by sailmakers. In addition, for accurate rating calculation the actual data should be used. Default widths were removed some years ago from Rule 21.7 (headsails) so it is inconsistent to state them for mainsails. It is suggested that that Rule 21.5 is simplified:

Delete:

~~21.5 Mainsails~~

~~21.5.1 Unless declared as greater under Rule 21.5.2 or lesser under Rule 21.5.3, MUW, MTW, and MHW will be assumed to be 0.22^*E , 0.38^*E and 0.65^*E respectively.~~

~~21.5.2 MUW measurements in excess of 0.22^*E , MTW measurements in excess of 0.38^*E , and MHW measurements in excess of 0.65^*E shall be declared.~~

~~21.5.3 MUW measurements less than 0.22^*E , MTW measurements less than 0.38^*E , and MHW measurements less than 0.65^*E may be declared. MUW, MTW and MHW will be shown on the **boat's** certificate as the maximum permitted values.~~

Replace with:

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.

Effect: Simplification and recognition of actual practice.



2. DAYBOATS

Reason for change: IRC Rule 24 addresses Dayboats, noting that they have 'Dayboat' printed on their certificates. The IRC definition of Dayboat is currently: "A Dayboat is defined as a boat with LH less than or equal to 10m which cannot meet any of OSR Categories 0 to 4." This may suggest to event Organising Authorities that a boat without 'Dayboat' on their IRC certificate complies with OSRs. The Rating Authority is not in a position to judge OSR compliance, so this is potentially misleading.

It is also inappropriate that IRC should specify safety equipment, as in IRC Rule 24. That is a matter for an Organising Authority.

From an IRC rating perspective, it is only relevant whether a boat is fitted with OSR compliant lifelines. Printing 'Dayboat' on a certificate is simply labelling a boat and serves no further purpose.

It is therefore proposed to amend IRC Rules deleting all references to 'Dayboat' and to clarify that issue of an IRC certificate is entirely independent of compliance with OSRs.

**OSR – Offshore Special Regulation*

Delete Rule 24: ~~24 DAYBOATS~~

~~24.1 A Dayboat will be designated by 'Dayboat' printed on the certificate.~~

~~24.2 A Dayboat shall be self righting at 60° of heel.~~

~~24.3 The following items shall be carried by a Dayboat when racing under IRC:~~

~~24.3.1 A bilge pump and bucket.~~

~~24.3.2 An engine or two paddles or a pair of oars.~~

~~24.3.3 One anchor and suitable warp.~~

~~24.3.4 A compass.~~

~~24.3.5 One life jacket and whistle for each crew member.~~

~~24.3.6 Two red hand flares.~~

Delete the definition of Dayboat:

~~Dayboat. A Dayboat is defined as a boat which cannot meet any of Categories 0 to 4 of the Offshore Special Regulations. The Rating Authority reserves the right to re-classify any boat without stating a reason.~~

Amend Rule 23.1: 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.

Amend Rule 21.1.6 (a) (ii): in the case of **Dayboats** **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.

Effect: Remove responsibility for OSR compliance from IRC rules.



3. SHORT-HANDED CERTIFICATES

Reason for change: Rule 8.2.1 is unclear about which certificate a boat may use for a short-handed race. The intention is that if a boat holds a short-handed certificate, that certificate must be used for short-handed races. The boat cannot choose to use its primary certificate.

Amend:

- 8.2.1 A **boat** may additionally hold a separate short-handed certificate. 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 short-handed certificate will be clearly identified and shall only vary from the primary certificate in respect of, **mainsail widths**, headsail dimensions, single furling headsail allowance, the use of stored power, SPA, STL, **spinnaker pole/bowsprit**, **moveable ballast** and **variable ballast**. A **boat** holding a shorthanded certificate ~~may~~ **shall** use ~~only~~ that certificate for races for no more than 2 **crew**.

Effect: Correction of wording to reflect intention.



4. SAIL MEASUREMENT – BLUE BATTEN

Confirmation of IRC Notice 2017-01 (2 May 2017)

Reason for change: The new ERS H.5.4 gives IRC the right to specify the blue batten specification to be used for extending a locally curved or irregular sail edge to find a corner point. IRC rates boats from 5.00m to over 30.00m LH, and the standard 1 metre WS Blue Batten is not appropriate for measuring very large sails.

Amend:

- 13.2 Measurements shall be taken in accordance with ERS Part 3 – [Rules Governing Equipment Control and Inspection](#). ERS H.5.4 is amended by the addition of:

The batten specified in ERS H.5.4(e). 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.

Effect: To reflect the variation in measurement requirements in the IRC fleet.



5. HULL FACTOR

Reason for change: Rule 22.2.1 includes the phrase ‘..an assessment by the Rating Authority...’. This is not representative of current actual practice, as the Rating Authority uses objective methods for the calculation of HF.

Amend:

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

Effect: Updated to reflect actual practice.

Post Congress addition:

Amend:

21.2.1 Rig Factor (RF) is ~~an assessment~~ **a calculation** by the Rating Authority **to evaluate** ~~of~~ the **rig** and **sail** features..."



6. IRC PART D (ADVERTISING NOT PERMITTED)

Reason for change: IRC 25.1 refers to an incorrect Rule number. In addition, IRC Rule 26.1 refers to World Sailing Regulation 20.7. However, Regulation 20.7 does not relate to Competitors' advertising so it cannot be referred to as such in the IRC Rule.

Amend:

25.1 With the exception of Rule ~~18~~ 16, Advertising, the IRC Rules Part C shall apply.

Delete:

~~26.1 Competitors' advertising displayed on hulls, spars and sails is restricted to advertising permitted by World Sailing Regulation 20, Advertising Code, paragraph 20.7 only.~~

Replace with:

26.1 Competitors' advertising displayed on the **boat** is not permitted in accordance with World Sailing Regulation 20, Advertising Code.

Effect: Correction of admin error and to avoid confusion.



7. HEADSAIL HEAD POINT DEFINITION

Reason for change: The ERS 2017-2020 has amended the definition of headsail head point to what we use in our definitions (ERS g.4.2(b)). We should therefore delete it from IRC Definitions.

Delete:

Appendix 1 **IRC Measurement Definitions and Abbreviations**

~~Head Point~~ — ~~ERS G.4.2 (b) shall not apply. Headsail Head Point is defined as: The intersection of the luff, extended as necessary, and the line through the highest point of the sail, excluding attachments and any luff tape, at 90° to the luff.~~

Effect: Correction to avoid confusion.



8. CONDITIONS FOR WEIGHT AND FLOTATION MEASUREMENT

Reason for change: Rule 17.1 does not clearly allow for cushions to be removed for racing, and that therefore they should also be removed for measuring Boat Weight.

Amend:

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,

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.

Effect: Clarification to recognise that many boats remove the cushions for racing.



9. FOIL CHORD AND SPAN DEFINITIONS

Reason for change: To provide measurement inputs for the rating of horizontal foils eg. Dynamic Stability System (DSS), 'Dali' foils.

Add to Appendix 1 **IRC Measurement Definitions and Abbreviations**

LIFTING FOILS

No. of Foils: The maximum number of foils that may be actively in use simultaneously.

With the **boat** upright in **flotation trim**, for each foil:

Foil Span: The maximum transverse distance outside the hull shell between any two points on the foil in its fully extended position.

Foil Chord: The maximum longitudinal distance of the foil.

The IRC Rating Authority reserves the right to require additional detail to be supplied and also to modify the above definitions on a case by case basis in accordance with IRC Rule 2.8.

Effect: N/A



10. EFFECTIVE DATE OF RULES

Reason for change: The heading of the IRC Rules, and the Preamble, currently state that the effective date of the Rules is 1 January [Year]. In 'South' countries where the certificates have IRC validity dates of 1 June - 31 May, the Rules are not effective until 1 June.

Amend:

Title page of Rule

OCTOBER 2017 - EFFECTIVE 01 JANUARY 2018
IN COUNTRIES WITH JUNE-MAY VALIDITY, EFFECTIVE 1 JUNE 2018

PREAMBLE Any changes herein have no authority until 1 January 2018 (1 June 2018 in countries where certificate validity is 1 June to 31 May).

Effect: Clarification of actual practice.