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: 28 October 2024 to include item 1 as agreed at IRC Congress 2024

1. RATING REVIEW - WEIGHTS

This rule change resulted from a submission by Australian Sailing.

Reason for change: To reduce the tolerance for differences in weight found by either review or protest.

Amend IRC Rule 9.8 as follows:

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 by 5% in respect of weights;~~ or if specific detail is clearly in error.

Effect: To align more closely with other key data and measurement expectations.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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

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

Effect: To clarify the rule

8. 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

9. 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 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 a~~A~~ny **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**.