

Special Regulations Interpretation

2017-2021 Special Regulations – Resistance to Capsize

Issued 11 December 2019

1. Question:

Could the organising authority of a Category 1 or 2 race accept that a yacht meets ISO 12217-2 Design Category A and the minimum STIX based on the stability information published on the top right of an IRC certificate?

2. Answer:

For Category 1 races an organising authority will not be able to rely on the IRC certificate alone and will need some additional verification that the ISO Category A and STIX has been derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source.

For Category 2 races an organising authority could accept the stability information on an IRC certificate to satisfy itself of the yacht's ISO 12217-2 Design Category A and STIX.

3. Issue:

A club who is an organising authority for a Category 2 race has asked if the stability information on an IRC certificate can be used to demonstrate compliance with SR 3.04.1.

SR 3.04.1 and Appendix B do not specify how the stability data may be presented.

If stability data is shown on certification from a qualified source it may be accepted by an organising authority.

4. Background:

To be considered Resistant to Capsize as required in Special Regulation 3.04.1 boats may use assessment under ISO 12217-2.

For Category 1 races boats must meet ISO 12217-2 Design Category A except that the STIX number is increased to a minimum of 35 and hydrostatics and stability demonstrating the yacht's compliance with ISO Category A shall be derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source.

For Category 2 races boats must meet ISO 12217-2 Design Category A.

The IRC stability data is from an extensive period of data collection and research obtaining approved CE category data from designers and notified bodies. ISO Design Categories and STIX values are not published on IRC certificates without a bona-fide source of information.

A boat that has been inclined will not necessarily say so in the IRC certificate notes. An organising authority may need additional information to confirm the boat's ISO Category A and STIX has been derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source.

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