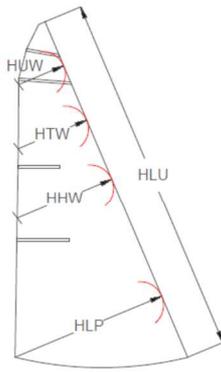
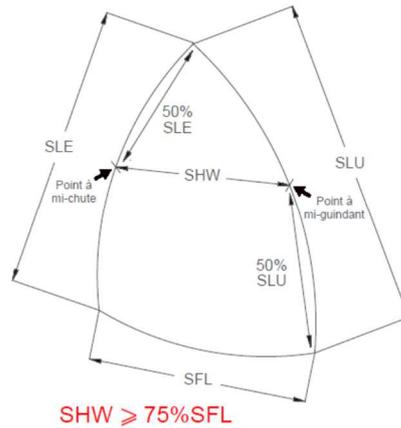


Introduction of the Flying Headsails in IRC

HEADSAIL

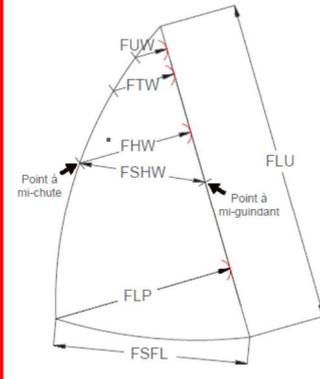


SPINNAKER



$$SHW \geq 75\%SFL$$

FLYING HEADSAIL



$$FSHW < 75\%FSFL$$

$$ET FSHW \geq 62.5\%FSFL$$

NEW 2021

The Flying Headsail is a major evolution, answering to the demand of a huge majority of IRC owners. Historically, IRC has placed a large rating effect on large headsails as they have been assumed to be used in an upwind configuration. The evolution of sail types leads IRC to reconsider this position and to introduce a new IRC definition of "Flying Headsail". In respect of the introduction of this new sail definition IRC places several rules in regards to the half width ratio to the foot length ($>62.5\%$), a maximum tack point position (see $STLFH_{max}$ below) and battens or stiffening of the sail are not permitted. The Flying Headsail provides a sail that may be used from 55° to 110° (true wind) fitted for light to sustained wind conditions, durable in time, easy to handle, and useful for racers sur as cruisers.

This sail will have the following characteristics:

- a) No battens, as defined by the IRC Rule, hence no stiffening neither rigid headboard (recall of the IRC definition of batten below).

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**.

- b) The sail shall not be reefed. It shall be fully unfurled or fully furled.
- c) The half width shall not be less than 62.5% of the foot length (measured like a spinnaker)
- d) The sail is measured as a classical headsail for the purpose of its area calculation (FLU, FLP, FHW, FTW, FUW).
- e) The rating is assessed according to the area of the flying headsail (FSA), and the number of flying headsails aboard.
- f) The tack point shall :
- be located on or near the centreline of the **boat**, in front of the forestay, on the deck or a bowsprit.
 - be located at the greatest horizontal distance from the forward face of the **mast spar**, ignoring any **fittings** and tracks, on or near the centreline of the **boat**, to the flying headsail tack point, calculated as follows : $STLFH_{max} = FSFL - 0.25 * J$.
 - If this calculated distance is greater than declared STL, the Flying Headsail shall be tacked at the extremity of STL. If this calculated distance is less than J, the sail is a headsail (a classical genoa) and rated as such.

If several Flying Headsails are aboard and used while *racing* , all the flying headsails shall comply with the above characteristics.