

Equipment Rules of Sailing

G.4.2(a) and (b) Mainsail and Headsail Head Point

A submission from IRC

Purpose or Objective

To amend the definition of Mainsail and Headsail Head Point to reflect current sail design practice on offshore boats without affecting smaller boats.

Proposal

Amend: ERS G.4.2 (a) and (b):

- (a) MAINSAIL: The intersection of the **luff**, extended as necessary, **ignoring any cut-out or flare**, and the line through the highest point of the **sail** at 90° to the **luff**.
- (b) HEADSAIL: The intersection of the **luff**, extended as necessary **ignoring any cut-out or flare**, and the line through the highest point of the **sail**, excluding **attachments**, at 90° to the **luff**.

Current Position

As above.

Reasons

For offshore boats with headsails set in a luff groove and mainsails generally, it is very common for sailmakers to locally flare the luff tape at the head to relieve peeling load and minimise the risk of the head of the sail being pulled from the luff groove under sailing loads. This is a sensible and seamanlike practice which confers no racing advantage.

Currently however, the relevant part of ERS G.4.2 simply says *the intersection of the luff extended as necessary*. In finding head point, inspectors therefore ignore any local flare, thus discouraging this practice. It is desirable that sailmakers are not discouraged from adopting seamanlike designs.
