



## IRC Rating 2022

Thank you for applying for an IRC certificate, the following notes will help you get the most from your IRC rating:



### IRC members\* continue to benefit from a number of superb offers:

- Free access to Seahorse Digital editions and special IRC editions through the year
- Trial subscription offer for Seahorse print editions.
- 15% off Tuff Luff foils from Sea Sure
- Discount on RORC membership (make sure we have your membership number)

See [www.ircrating.org](http://www.ircrating.org) for Offer details. For most offers you will need to supply your IRC certificate number and the 'Seahorse' passcode printed at the bottom of your certificate.

\* if you have a Single Event Rating only, you will benefit from these offers if you upgrade to a full IRC certificate.

**The 2022 Rules and Definitions are at <https://ircrating.org>. Changes are clearly marked with a sidebar.** You can also find the detailed documents regarding rule changes for 2022 online. The change most relevant for most of you is that a whisker pole used to pole out a headsail need only be declared if used to leeward. If you did not hold a 2021 certificate please also look at those rule changes online.

### IRC certificate format

If you did not hold an IRC certificate in 2021 you will notice the new format which includes the additional flying headsail data and whisker pole information. For **2022** we have added bow thrusters and in-mast furling, where applicable.

**Please look through your certificate to familiarise yourself with the layout.**

### Please check the data and details on the certificate.

If there is anything you think is incorrect please contact us; however for production designs remember some standard data may have been used which differs from that submitted (usually hull data).

**Ratings may go up, down or stay the same from year to year,** depending on changes and developments in the maths behind the rating calculation. This is developed on an annual basis and is generic for certain design characteristics. Please see the additional page at the end of this document for more information about changes for this year.

**Endorsement:** Your certificate clearly states whether it is an ENDORSED or STANDARD certificate. If you need Endorsement for an event you are entering, please contact the Rating Office for advice.  
<https://ircrating.org/irc-certificate/irc-endorsement/>

### Frequently asked questions:

**Age Allowance** is automatically applied to boats over 3 years old, but it is a small part of the calculation. (It cannot be assumed that the rating will reduce each year because of age allowance).

**Rig Factor:** As well as the rig configuration, varying rig and sail measurements can also have an impact on the RF calculation and may be the reason RF differs between two boats with the same rig controls listed on the certificate. Mast material is rated separately and is not part of the RF calculation.

**Crew limitations** IRC Crew Number is not variable by a boat and has no effect on TCC. However, note that the default limit is the crew weight (shown next to the crew number on the cert), so you are limited to that as a maximum weight unless the Notice of Race for the event modifies IRC Rule 22.4.

**Validity dates** are shown on the certificate. When your certificate expires you will receive an email invitation to renew it. Please note that if you unsubscribe from any newsletter we send out, we will not be able to send you important technical updates and revalidation reminders.

### Keep your contact details up to date

We will contact you by email or telephone – please make sure you let us know any change to your details by emailing us at [info@rorcrating.com](mailto:info@rorcrating.com) or calling 01590 677030.

Please apply for all your IRC ratings, copy certificates and sail numbers at <https://myirc.rorcrating.com>

We cannot accept data by telephone.

**Amended certificates** (n/a SER)

For amended certificates, make sure you complete the 'Source of Information' to avoid any delays, thank you. If you have an Endorsed certificate, remember that any amendments to rated data will require official measurement, please refer to our website especially regarding sail data and talk to the Rating Office for advice if necessary.

We reserve the right to refuse to amend a certificate if we believe its purpose is to take advantage of a forecast eg. reducing sail for a windy forecast.

**Short-handed certificate** (n/a SER)

If you do short-handed (1 or 2 people) racing, and your boat is in a different configuration for this, you can apply for a separate Short-Handed certificate, see IRC Rule 8.2.1. You can apply for this through MyIRC. There is no rating adjustment just for the reduced number of crew.

*n/a SER = Not Available or Not Applicable for Single Event Ratings*

**Trial certificates** (n/a SER)

When you apply for a trial certificate through MyIRC, the Rating Office needs to approve the trial before you pay for it. Once approved, you will receive an email asking you to login and pay. If it not approved, we will email you to explain why. Note that there are limits to the number of trial certificates that are allowed, you can find details on the IRC website in the 'Policies & Information' section here: <https://ircrating.org/irc-rule/>

**Change of Ownership (Re-registration)** (n/a SER)

If you sell your boat and the new owner wishes to race it (or if you buy a boat with a current full IRC certificate), the new owner needs to apply for Re-registration in MyIRC. Make sure that suitable arrangements are made regarding your sail number if you wish to transfer it to another boat.

**STIX and AVS Stability data**

If you are planning to enter an event that is OSR Cat 3 or over you may need to have STIX & AVS (stability) data on your IRC certificate. Please check the specific events you are entering to see if it is required. Information about STIX & AVS can be found on the IRC website under Safety and Stability: <https://ircrating.org/irc-racing/race-management/>. Once obtained, the information will be added to your certificate free of charge as long as there are no other changes. STIX & AVS can be calculated by the Rating Authority from an ORC Stability and Hydrostatics Datasheet (for the boat in its current condition).

**Copy certificates**

A copy of the last valid IRC certificate for any boat may be purchased. For limitations on copy certificates see <https://ircrating.org/irc-rule/copy-certificate-policy/>

**PLEASE SEE MORE INFORMATION ABOUT THIS YEAR'S RATING FORMULATION BELOW**

**Certificate issued by the GBR IRC Rule Authority:**

RORC Rating Office  
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UK

Seahorse Rating Ltd is registered in England,  
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IRC Online [www.ircrating.org](http://www.ircrating.org)

**Social Media**

IRC Rating: @ircrating  
RORC Rating Office: @rorcrating



## 2022 IRC RATING FORMULATION CHANGES

This is not an exhaustive list of every development in the IRC rating formulation but covers the main changes and has been produced to help owners understand changes to IRC ratings. These are applied automatically in the rating software which is applied across the whole IRC fleet.

See <https://ircrating.org/irc-rule/> for the full IRC Rule text and Appendix A Definitions, and details of Rule changes.

### HEADSAILS

The rating formulation of headsails has been updated to address the rating imbalance of short luff/large roach headsails compared to equivalent area regular headsails.

### FLYING HEADSAILS

The rating formulation for flying headsails has been updated such that flying headsail rating effect will be lower with specific consideration if there is a spinnaker declared for the boat.

### LIGHT & POWERFUL (MODERN TYPE) BOATS

The rating formulation for relatively large, light and powerful boats such as TP 52s, Volvo 70s, Maxi 72s etc. has been updated with a rating increase. This also affects general light powerful boats to a lesser degree. For lighter powerful boats in the 30 to 40ft approximate range there is a small rating decrease.

### BOW THRUSTERS

A tunnel bow thruster previously received a rating reduction by means of an adjustment to Hull Factor (HF). From 2022 this will be calculated within the software so HF will be the same with or without a bow thruster. Boats renewing an expired certificate with a tunnel bow thruster will see an increase in HF; however, there will be no change in the rating reduction due to the bowthruster. A retractable bow thruster previously received no HF adjustment. From 2022 there will be a small rating reduction and this will be calculated within the software. In both cases the bow thruster will be noted on the certificate.

### WHISKER POLES

Rule 21.3.6 has been amended and IRC now only rates a whisker pole set to leeward:

*21.3.6 A **boat** shall declare using any **spar** as a **whisker pole** set to leeward to set a headsail or a flying headsail.*

The rating effect is unchanged from 2021. Note: all boats have been reset to No Whisker Pole, so owner's using a leeward whisker pole must declare it for their 2022 IRC rating, even if it was declared for the 2021 certificate.

Published by the **IRC Rating Authority**

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[www.ircrating.org](http://www.ircrating.org)

**December 2021**