

IRC Rating 2023

NOTE: Your IRC certificate now consists of TWO pages



IRC members* continue to benefit from the following 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 you supply your current membership number)

See 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 (SER) only, you will benefit from these offers if you upgrade to a full IRC certificate.

The current Rules and Definitions are published on <https://ircrating.org>. Changes are clearly marked with a sidebar. You can also find the detailed documents regarding rule changes on the IRC website.

A major change for 2023 is the new **Secondary certificate** which incorporates the short-handed certificate and offers more options for different configurations. Please see rule **8.2.1** and paragraph below for details.

Please check the data and details on the certificate.

If you think something may be incorrect please contact the Rating Office; however for production designs remember some standard data may have been used which differs from that submitted (usually hull and appendage data).

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

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 your Rule Authority for advice.
<https://ircrating.org/irc-certificate/irc-endorsement/>

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 newsletters from us, we will not be able to send you important technical updates and revalidation reminders.

IRC certificate now includes page 2 drawing

As a major development for 2023 the IRC certificate now includes Page 2 which shows an approximate image of your boat, rig and sails created from the rated data. This will help you visualise the data for your boat, and those of competitors' boats if you purchase a copy certificate.

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

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.

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 or calling 01590 677030.

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

When submitting new data for a valid certificate make sure you complete the **Source of Information**, and send extra information or photographs if applicable, to avoid delays. If your certificate is **Endorsed** any amendments to rated data will require official measurement; please refer to our website especially regarding sail data and talk to the Rating Office team for advice if necessary. We cannot accept data or applications by telephone.

Amended certificate (n/a SER)

IRC rules state that physical changes which might affect the performance of the boat shall be declared and may invalidate the rating certificate; in this case you must apply for a certificate amendment with the new data. If you are in any doubt please contact the Rating Office for advice.

If you buy new sails, even if designed as the same sizes as before, these need to be declared with the new data (officially measured if your certificate is Endorsed).

Secondary certificate (n/a SER) *NEW*

If you change configuration between e.g. crewed/short-handed or inshore/offshore racing you may apply for a separate Secondary certificate, see IRC Rule **8.2.1**.

Apply in MyIRC after you have applied for your primary certificate and await approval before you pay.

Note: for a short-handed configuration there is no rating adjustment for the reduced number of crew.

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

Trial certificate (n/a SER) - not valid for racing

When you apply for a trial certificate the Rating Office needs to approve it before you pay. Once approved, you will receive an email asking you to login and pay; if it is not approved, we will email you to explain why.

Trial certificates are only available once you hold a current valid IRC certificate. 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.

If selling your boat, 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 0, 1, 2 or 3 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 so long as there are no other changes. STIX & AVS may be calculated by the Rating Authority from an ORCi Stability and Hydrostatics Datasheet (for the boat in its current condition). Modifications to a boat may invalidate the stability data.

Copy certificates A copy of the most recent valid IRC certificate for any boat may be purchased in MyIRC. 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:

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IRC website <https://ircrating.org>

Social Media

IRC Rating: @ircrating
RORC Rating Office: @rorcrating



2023 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.

AGE ALLOWANCE

Age allowance has been extended beyond 20 years, giving a small amount of additional credit to boats built pre-2000.

FLYING HEADSAILS

The rating formulation for flying headsails has been updated such that flying headsail rating effect will be lower for both with and without a spinnaker.

SPINNAKER POLES WITH NO SPINNAKER

Following the rule change allowing a headsail to be poled out to windward with no rating effect, an inconsistency was found in the calculation of non-spinnaker TCC for boats rated with a spinnaker pole (whisker pole to windward). The formulation has now been updated so that the spinnaker pole is ignored for the non-spinnaker rating.

Published by the **IRC Rating Authority**

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www.ircrating.org

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