

# IRC Rating 2025

Please read these notes as they will answer many questions you may have.

**NOTE: Your IRC certificate 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

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 (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.

**There are no significant changes for 2025.** Not rated in 2024? A major addition last year was rating the number of headsails carried aboard, see IRC rule **21.7** for full details. At the same time the rules around single furling headsails were simplified and the requirements slightly modified. If this applies to your boat, please see IRC rule **21.8** to ensure your configuration complies.

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

If you think something may be wrong please contact your Rule Authority; for production designs 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 formulation or rule changes. The IRC rating is calculated from the rated data and configuration as shown on the certificate, so is not negotiable. IRC is developed on an annual basis and changes are generic for certain design characteristics. Please see page 3 of this document for more information.

**Endorsement:** Your certificate states either ENDORSED or STANDARD. If you need [Endorsement](#) for an event please contact your Rule Authority for advice.

**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.

**Your 2025 certificate**

The layout of the certificate is the same as 2024.

**IRC certificate page 2**

Page 2 shows an approximate image of your boat, rig and sails created from the rated data.

**Valid Boat Data online**

The data for currently rated boats may be downloaded at [ircrating.org](http://ircrating.org). In addition you may still purchase full copy certificates in line with [IRC policy](#).

**Frequently asked questions:**

**Crew limitations** IRC Crew Number cannot be changed and has no effect on your IRC rating. 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.

**Age Allowance** is automatically applied to boats over 3 years old, up to 40 years. However, it is a small part of the calculation and 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; this may be the reason RF differs between two boats with the same rig controls listed on the certificate.

**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 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)

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.

*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](#). 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 other available stability data (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 within [published limitations](#). The basic data for currently rated boats is available for free download at [ircrating.org](http://ircrating.org).

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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Website <https://rorcrating.com>  
IRC website <https://ircrating.org>

**Social Media**

IRC Rating: @ircrating  
RORC Rating Office: @rorcrating



## 2025 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.

### IRC CERTIFICATE PAGE 2 AND VALID BOAT DATA PAGE FORMAT

The public Boat Data page (available here: [ircrating.org/boat-data-for-valid-irc-certificates/](https://ircrating.org/boat-data-for-valid-irc-certificates/)) and Certificate Page 2 format includes many details of the rated data for the yacht, represented graphically and in text. For certificates issued from 2025 the text has been updated to include more boat and rig information that could be useful to equipment inspectors and event organisers, this includes the following:

- Whether boat weight is with or without batteries and cushions
- If the boat is rated for stored power or manual power
- The permitted mast foot and forestay adjustment while racing
- In mast reefing and single furling headsail

### NON-SPINNAKER RATING (TCN) AND SPINNAKER POLES

There has been a discrepancy with the non-spinnaker rating (TCN) such that for boats rated with spinnaker pole only, this altered the TCN. This was counter to the idea that a whisker pole is not rated in IRC unless it is used to leeward, in which case it is declared separately. The calculation has now been updated and the non-spinnaker rating (TCN) for boats rated with spinnaker pole only will reduce slightly.

### KEEL TRIM TABS ON MODERN DESIGNS

Following increased interest in keel trim tabs in the International Maxi Association (IMA) fleet and other modern designs, the IRC Technical Committee triggered a research project to investigate the rating effect of this feature. The original rating consideration for trim tabs was largely to cater for metre boats and older designs with traditional long keels etc. It was found that on modern designs the rating impact was too low, so there will be an increase in rating for some modern type keels with trim tabs for 2025. This will be seen through an increase in IRC Hull/Boat Factor which will have a subsequent impact on rating.

Published by the **IRC Rating Authority**  
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