

IRC Rating 2026

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 through the year
- Trial subscription offer for Seahorse print editions.
- 15% off Tuff Luff foils from Sea Sure

See 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.

Please note the [changes to the World Sailing Offshore Regulations regarding storm jibs](#), which must now not have battens, and not be set at the same time as any other sail forward of the forestay. This is relevant to IRC as IRC Rule 21.7.1 (number of headsails carried) references OSR compliance for storm and heavy weather jibs.

The IRC certificate now includes some additional information where applicable, including variable ballast list angle if measured, and additional appendages.

IRC certificate 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. In addition you may still purchase full copy certificates in line with [IRC policy](#).

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.

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.

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.

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 always complete the **Source of Information**, and send extra information or photographs if applicable, to avoid delays. If your certificate is **Endorsed** any new data will require official measurement; please talk to the Rating Office team for advice if necessary.

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 (SEC) 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.

If you hold a SEC certificate please add it to your MyIRC account as a separate boat for the purpose of applying for certificates.

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.

Stability data If you are entering 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. Information about STIX & AVS can be found on the IRC website under [Safety and Stability](#). WS Plan Review approval may also be required. 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 and/or WS Plan Review.**

Copy certificates A copy of the most recent valid IRC certificate for any boat may be purchased in MyIRC within [published limitations](#). The valid data for currently rated boats is available for free download at 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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Seahorse Rating Ltd is registered in England,
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E-mail info@rorcrating.com
Website <https://rorcrating.com>
IRC website <https://ircrating.org>

Social Media

IRC Rating: @ircrating
RORC Rating Office: @rorcrating



2026 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.

BULB WEIGHT

In 2020 the IRC bulb weight definition changed to include all weight inside the bulb outline (including the fin foot). For older designs / bulbs it is not straightforward to obtain this weight. A small adjustment will be made to the bulb weight in the TCC calculation where the declared bulb weight does not include the fin foot, bolts, spacers etc. The bulb weight shown on the certificate will not change.

WATER BALLAST

An adjustment to the formulation has been made to the rating of variable (e.g. water) ballast. A small number of boats with a large volume of variable ballast relative to boat weight will see an increase in rating.

SCOW BOW FEATURES

An adjustment to the formulation has been made to the rating of waterline features of scow bows. A small number of designs will see an increase in rating.

INTERCEPTORS

Following the changes to the IRC definition of Hull Shell for 2026, retrofitting an interceptor no longer impacts Age Date so older boats to which this is relevant will see a reduction. However, there is an increase in Hull Factor for having an interceptor fitted. Adjustable interceptors incur a substantially higher increase to Hull Factor.

KEEL TRIM TABS ON MODERN DESIGNS

There will be a further increase in rating for some modern type keels with trim tabs for 2026. This will be seen through an increase in IRC Hull Factor which will have a subsequent impact on rating.

DATABASE REVIEWS

The IRC Rating Authority has an ongoing programme of IRC database reviews to reflect the evolution of rating policies and working practices relating to standard hull data, and hull factor calculation inputs. This remains an ongoing and systematic programme.

Published by the **IRC Rating Authority**:

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January 2026