



IRC 2020

Thank you for applying for an IRC certificate, we hope you have a great racing season! The following notes will help you get the most from your IRC rating.



- IRC members continue to benefit from a number of superb offers:
- 25% off all Spinlock products (online only)
 - 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 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.

The 2020 Rules and Definitions are at <https://www.ircrating.org/> Changes are marked with a sidebar.

We will contact you by email or telephone – please make sure you let us know any change to your contact details.

Validity dates are shown at the bottom of the certificate. When your certificate expires you will receive an email invitation to renew it.

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.**

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.

Endorsement: Endorsed certificates show a 'Rating Authority ENDORSED' stamp at the bottom right of the certificate. Other certificates show a 'Standard' stamp. **If you need Endorsement for an event you are entering, please contact your Rule Authority for advice.** <https://ircrating.org/irc-certificate/irc-endorsement/>

Amended certificates

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 your Rule Authority 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. increasing sail for a race that is forecast to be light winds.

Trial certificates

Once you have a valid current certificate you can apply for trials to test the rating effect of potential changes. 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/>.

Short-handed certificates

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. There is no rating adjustment just for the reduced number of crew.

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).

Change of Ownership (Re-registration)

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

Certificate issued by your Rule Authority:

Address:

Telephone

E-mail

Online

IRC Online

www.ircrating.org

Social Media

IRC Rating:

ircrating



2020 SOFTWARE CHANGES

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

WHISKER POLES

The use of poles set to leeward to act as struts for the sheeting of headsails is becoming more common, both with boats rated for headsail only and boats rated with spinnakers, who can use a whisker pole provided a spinnaker is not set. Due to current lack of clarity provided by the current Racing Rules & ERS the IRC Rules and definitions to clarify that the current configurations are permitted with an impact to TCC.

IRC Rules now read:

*21.3.5 Boats will be rated according to whether they use a **spinnaker pole**, whisker pole and/or a **bowsprit** according to the following configurations:*

- (a) No **spinnaker pole** (spinnaker tacked on deck) or a centre line **bowsprit** only.*
- (b) An articulating **bowsprit** only.*
- (c) **Spinnaker pole(s)** and/or whisker pole(s) either with or without a **bowsprit**.*

*Whisker Pole A **spar** attached to the mast **spar** to set a headsail. ERS F.1.4(d)(ii) does not apply.*

Those boats previously rated with a spinnaker and either 'no spinnaker pole or bowsprit' or 'bowsprit only' who have declared that they use a whisker pole will see an increase in their TCC for 2020. The rating effect will depend on the specific configuration of the boat.

VARIABLE BALLAST

IRC has recognised single- and double-handed sailing for many years with the option to have an additional, short-handed certificate in a different configuration. With the increased growth of short-handed sailing in recent years, the idea of adding low-volume water ballast (equivalent to 3 or 4 crew members) is developing in the minds of designers and sailors. Water ballast boats do not represent a large number in the overall worldwide IRC fleet but we wish to ensure that this development is rated appropriately. The IRC technical committee have therefore updated the variable (eg. water) ballast formulation and also the rules around variable and moveable ballast configurations. Variable ballast volume must be declared and, if available, the maximum list angle. See IRC 2020 Rule 22.3.

The rating effect will depend on the specific configuration of the boat.

IRC KEEL TYPES

The IRC technical committee have identified an improvement to help transition the rating between different keel types, and the rating formula for certain keel types has been updated and now uses a keel aspect ratio. This update may not increase the rating for your boat but will help to separate between keel types in the IRC rating framework.

The rating effect will depend on the specific configuration of the boat.

SAIL AREA

The rating of mainsail area has been reviewed; boats with small mainsail widths relative to E may see an increase in rating.

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www.ircrating.org

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