



IRC Rating 2021

Thank you for applying for an IRC certificate, we hope you have a good 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 2021 Rules and Definitions are at <https://www.ircrating.org/> Changes are clearly marked with a sidebar. Appendix F regarding foils is published online separately.

Major changes that will be of most interest to the majority of the fleet are the **spinnaker pole SPL**, the separate declaration of a **whisker pole**, and the addition of the **Flying Headsail** to the IRC sail inventory.

New IRC certificate format

From 1/1/2021 you will notice a new certificate format which includes the additional flying headsail data and whisker pole information. Although the certificate looks very different and sections have moved, the content of the rest of the certificate is the same as before. **Please look through your certificate to familiarise yourself with the new 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 us 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 invitation to renew it.

Please note that if you unsubscribe from any newsletter the Rating Office sends out, they will not be able to send you important technical updates.

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 or calling us – our contact details are shown on page 2.

How to keep your IRC certificate current and up to date

Please note that we cannot accept data by telephone – please contact us for the appropriate application form.

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 talk to us for advice if necessary. The IRC Rating Authority reserves the right to refuse to amend a certificate if they believe its purpose is to take advantage of a forecast eg. reducing sail for a race that is forecast to be windy.	Trial certificates 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.	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 re-register it in their name. 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).	

PLEASE SEE MORE INFORMATION RE 2021 BELOW

Certificate issued by your IRC Rule Authority:



2021 SOFTWARE CHANGES

Spinnaker pole length (SPL) - whisker pole - flying headsails

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. These changes are applied automatically in the software, which is applied across the whole IRC fleet.

See <https://ircrating.org/irc-rule/> for the full IRC 2021 Rule text and Appendix A Definitions.

SPINNAKER POLE LENGTH (SPL)

The 2021 IRC software includes changes to the rating of spinnaker and whisker poles, with the intention of rating poles more equitably. The IRC Rules now read:

21.3.5 Boats will be rated according to whether they use a **spinnaker 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)** either with or without a **bowsprit**.

A new definition of Spinnaker Pole Length (**SPL**) has been added to enable IRC to better rate boats with bowsprit AND spinnaker poles where previously the maximum STL was used for rating purposes. The spinnaker pole has been removed from the STL definition and IRC Appendix A4 now includes:

SPL The greatest horizontal distance from the forward face of the **mast spar**, ignoring any **fittings** and **tracks**, measured on or near the centreline of the **boat**, to the extremity of the **spinnaker pole**.

To fully benefit from the changes owners are asked to confirm the pole configuration of their boat, and SPL as well as STL if applicable when applying for a certificate. For revalidation SPL should be supplied if it is different from the previous rated STL. If SPL is not supplied then STL will automatically be used for spinnaker pole length if applicable, which may result in a higher TCC. Boats may see a change in their TCC for 2021 and the rating effect will depend on the specific configuration of the boat.

WHISKER POLES

In 2020 IRC introduced whisker poles into the rating scope for spinnaker poles; this resulted in some boats having a substantial increase in TCC and was reviewed for 2021. Now there is a definition of whisker pole in the 2021-2024 Equipment Rules of Sailing (ERS) the 2021 IRC software includes changes to the rating of whisker poles with the intention of rating them more equitably.

IRC Rules now read:

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

To fully benefit from the changes owners are asked to confirm the configuration of their boat, and if no declaration is made then default inputs will be used based on previous declarations which may result in a higher TCC. Boats previously rated with a spinnaker and/or whisker pole may see a change in their TCC for 2021 and the rating effect will depend on the specific configuration of the boat.

FLYING HEADSAILS

Recognising the evolution of sail types, IRC has introduced a new IRC definition of “Flying Headsail” with several rules in regards to the half width ratio to the foot length (greater than or equal to 62.5%), a maximum tack point position (STLFHmax), battens or stiffening of the sail are not permitted and several other rule requirements. The Flying Headsail definition encompasses some ‘Code0’ sails that do not satisfy the Racing Rules of Sailing, Equipment Rules of Sailing or IRC definition of a spinnaker where the half width (SHW) shall be greater than or equal to 75% of the foot length (SFL). Previously these sails rated as large headsails. Note that Code0s that are defined as a spinnaker are not impacted by this change.

See <https://ircrating.org/irc-rule/> for the full rules and definitions relating to Flying Headsails.

Owners declaring a Flying Headsail within the IRC definition will see a change in rating for 2021. Some representative examples are shown below; these are for guidance only as the rating effect will depend upon the rig configuration and many other boat factors.

Boat Design	Flying Headsail Area (m ²)	Number of Flying Headsails		
		1	2	3
		increase	increase	increase
Farr 30	45	0.008	0.014	0.023
A31	45	0.006	0.013	0.023
J 109	60	0.008	0.014	0.024
JPK 10.80	65	0.007	0.015	0.025
Volvo Open 70	330	0.014	0.021	0.038

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