



IRC RATING QUERIES

DO YOU HAVE A QUESTION ABOUT YOUR RATING?

Please read this first...

IRC Rule 2.6 states: **Calculation of IRC ratings is unpublished and based on measurement and data input only.**

The IRC Rating is not a negotiation or a subjective number, it has been carefully calculated using distinct inputs in our software. This includes calculation of Hull Factor. The data is carefully verified with many validation checks by the rating team and the software. The IRC rating formula then uses that data to run a calculation to produce a single time correction factor (TCC). There are no means to subsequently adjust that rating without changing the initial inputs.

WHY HAS MY RATING CHANGED?

Remember, it is not personal. We are constantly reviewing the ratings of designs or groups of designs as we receive feedback or research information. The rating of your boat design may have changed due to the following:

- Amendments - Measurement data or information has changed that subsequently affects the IRC rating.
- Annual Rating Changes – every year we update the IRC formulation that may change the rating, and this applies to all relevant boats. This could be rating a new measurement or feature or changing the way we rate an existing measurement. In addition, there is age related changes on an annual basis for some boats. More information on annual rating changes can be seen here: <https://ircrating.org/irc-rule/>
- Hull Factor and standard data reviews – We regularly review hull factor on boats, designs or boat types, and also review and update standard data for production designs. See pages 3-4 for more detailed information.
- Rig Factor calculation – this is a calculated figure and may have changed due to changes in rig configuration, rig or sail data; or due to an annual formulation update.

If the rating of your boat design has changed because of a review then please remember that you would expect us to review the rating inputs of your competitors, so if your rating changes then please understand this part of the sport and we act in the best interests of providing the best and fair IRC racing we can within the resources we have.

WHAT CAN YOU DO?

IRC Rule 2.5 states: **The spirit of IRC requires that owners and designers shall not seek means of artificially reducing the rating of a boat, e.g. increasing performance without a corresponding increase in rating.**

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The first step is for you is to check your certificate carefully to ensure the data is correct, this is very important. If you notice an error, then please notify the rating team. If your boat has not been measured in a while, then it may be beneficial to get your boat weighed and measured to ensure the data on the certificate accurately reflects the actual boat configuration.

We receive a large number of emails and calls and we are a small technical team, so when you contact us with a query on your rating it may take time. It also takes away time from issuing certificates, development of the system and making IRC better for you year on year. Please think carefully before contacting us and often your time is better spent out on the water having fun and perfecting your sailing skills.

A rating review may be requested but is discouraged as it is time consuming and often does not result in a rating change and may even result in an increase if further information is discovered. A review will likely be charged at the same rate as an IRC amendment for the boat under review (even if your rating increases). If the rating review is found to be an error or omission by an IRC Rule Authority there may not be a charge.

RESPECT STATEMENT

We understand you are passionate about your sport. Our aim is to be as polite and helpful as possible to all owners. We aim to provide a respectful environment for owners and the rating team. We expect you to respect the rights of the rating team. We will stop communicating and may withdraw a certificate (in accordance with IRC Rule 8.11) of any person who is aggressive, abusive or harassing the staff.

RESOURCES

The IRC Rule and information concerning the rule can be seen here: <https://ircrating.org/irc-rule/>

The IRC Measurement Manual and other measurement information can be seen here: <https://ircrating.org/irc-certificate/measurement/>

IRC FAQs can be seen here: <https://ircrating.org/irc-certificate/faqs/>

For information about the ongoing IRC database review programme, see below.

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IRC Database Review Programme

The IRC Rating Authority (RORC Rating Office and the YCF Centre de Calcul) continue to improve their methods and accuracy and therefore have an ongoing programme of IRC database reviews. These reviews mainly relate to standard hull data and inputs, and hull factor inputs and calculation both for production designs and custom boats.

For over four decades, IRC and its predecessor, CHS, have been rating boats. Many designs have legacy inputs that were last reviewed years ago. Over time boat design progresses and as such rating policies and working practices have evolved and been updated. Given the scale of this process and available resources, it is not feasible to review all boats and designs simultaneously. Instead, this remains an ongoing and systematic programme.

It is important to emphasise that IRC is a rating system based on a boat's physical characteristics and attributes, rather than a handicap system that considers past performance. While the IRC Technical Committee monitors trends to inform research and development, any changes to the IRC formulation and policies are generic and applied universally, not only to individual boats. IRC does not account for design weaknesses unless they are reflected in the rating inputs, as it assumes boats are built to achieve the potential indicated by their data.

Standard hull data

Reviews of standard hull data are typically prompted by the physical weighing and measurement of boats within a design or the availability of more accurate and reliable data. In some cases, they may involve correcting past inaccuracies in declared data.

Standard Hull Data is determined by the IRC Rating Authority based on the most accurate data available. Note also IRC Rule 9.5:

“For series produced **boats**, the rated data may have been standardised by the Rating Authority. Standard data shall not be subject to third party review or protest. A rating review may be requested by the manufacturer or the class association of a series produced **boat**. Modifications to standard data shall be declared by the owner.”

Hull Factor

Hull Factor (HF) is calculated using a set of objective rules established by the IRC Rating Authority and applied across all IRC-rated boats. HF inputs are derived from the most accurate sources available, and the final HF is determined through an objective calculation within the IRC software based on these inputs.

Each year, the IRC Rating Authority reviews HF inputs for various designs and may be combined with a review of standard hull data if applicable. These reviews are typically prompted by potential anomalies identified during the previous season or by the availability of new measured data for recent designs. In addition, over time the HF calculation method has been refined and rating policies continue to evolve. A review may result in an increase, a reduction, or no change at all.

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HF input reviews relate to:

- Displacement/length ratio
- Hull form and materials
- Appendage design
- Accommodation and materials

Any of these may need to be updated to reflect boat data and current policies and methodology. Changes to the HF inputs during a review do not suggest that the boat itself has changed, but that the previous inputs were historical and no longer appropriate.

Where a review results in a change it will be included in the next certificate issued and is not backdated.

In some cases the results of a review may be applied in stages over more than one year.

[IRC Hull Factor Seahorse Magazine Article](#)

French version : <https://ycf-club.fr/hull-factor-cet-inconnu/>

Owners are reminded of their responsibility to declare any modification from standard or previously declared features or fitout (IRC rule 22.2):

22.2 Hull Factor

22.2.1 Hull factor (HF) is calculated by the Rating Authority and is an evaluation of features of the **boat** and their character and efficiency.

22.2.2 Stripped out interiors, the use of light and hi-tech structures and/or materials, removal of furniture or other fitted equipment, etc. may lead to the application of higher than standard hull factor to compensate for potential increase in performance. Such features shall be declared to the Rating Authority.

22.2.3 The rated Hull Factor assumes that the **boat** is fitted out at least to the production specification and materials and/or to the condition when last measured/inspected. This does not negate owners' responsibilities under Rules 8.9, 22.2.2 and RRS 78.1.

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