



2017 SOFTWARE CHANGES

This is not an exhaustive list of every development in the 2017 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.

SPINNAKER AREA

Some ratings have either increased or reduced due to a change in the method used to rate spinnaker area, this is change that has been applied across the complete IRC Fleet and is being phased in over 4 years. The final year of this change will be 2018.

Much of this is due to the change in approach to setting the expected spinnaker area, base SPA, within IRC. This was originally based on parameters such as fore triangle area and LWP. However, this is historic and dates from the importance of these dimensions in the Metre rules, RORC rule, IOR etc when CHS was developed. We have recognised this and over the last few years have moved towards a more rational and appropriate method.

The aim is to try and ensure all can continue to compete with old and new boats of all types. Relying on methods not directly relevant for over 25 years stifles development and evolution of new designs and improvement in old boats alike. It is hoped that owners and sail designers can see a way of this allowing them to improve their boat and enjoyment of it without the old constraints of IOR and its influences, looking more to the simple question of what works best for them.

LARGE HEADSAILS

Boats with extremely large headsails will see an increase in rating; this is correction of a previous anomaly in the program.

SPORTBOATS

Sportsboats around 28-30 feet again see a reduction in TCC. The Technical Committee was initially cautious in its approach and felt that this adjustment could go further.

LIFTING/SWING KEELS

The rating of keels that may be lifted while racing has been reviewed.

AFT RIGGING

Runners and checkstays have been removed from the input and we now ask for the total number of aft stays (or pairs of stays) including the backstay(s). It is intended that the rating effect will be very

similar to before. This change was implemented to simplify the definitions as on some boats the classification of whether they had 'backstays' or 'running backstays' was confusing.

LEAD IN KEEL FINS

New Rule 19.6 was introduced to address the recent trend of moving material (usually lead) from the Bulb into the keel fin, owners must now declare this and it will be rated. The intention is that the effect of lead (or other materials over SG 8.0) in fins will initially be neutral. In other words, the speed advantage will be compensated as far as possible with an equivalent TCC increase. ie, no penalty. By adopting that approach, existing boats and projects committed to build are not immediately disadvantaged and do not need to spend money. Only once sufficient time has passed to allow mature considerations by teams and designers will a penalty be applied.

DSS

The rating of boats with DSS (Dynamic Stability System) has to date been a simple addition to Hull Factor. With an increase in this style of appendage in IRC racing boats, research by the IRC Technical Committee during 2017 has resulted in an improved method of rating DSS.

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