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.

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