



Royal Ocean Racing Club Rating Office

IRC

Rolex Commodores' Cup 2008 - Advice To Competitors

A number of issues have arisen in relation to the use of IRC at the 2008 Rolex Commodores' Cup. Some of these are specific to the Notice of Race for the event, others to IRC generally. While it is of course impossible to cover every issue, in the interests of clarity for all competitors, the following should be noted.

1. Certificate Cut-Off Date

Attention is drawn to Notice of Race paragraph 9:

MEASUREMENT STATUS

Valid IRC (Endorsed) certificates shall be lodged with the RORC by noon on Monday 16 June 2008. After this date changes will only be permitted with the express permission of the Technical Director.

To avoid Expedited Processing Fees (EPF), measurement inputs must be received by 17.00 on Monday 9 June 2008. Inputs received after this will be subject to EPF. For practical reasons the RORC Rating Office will need any measurement input by at the latest noon on Friday 13 June.

Boats rated through the UNCL Centre de Calcul should contact UNCL for similar cut-off dates.

2. Endorsement

Endorsement of a boat's certificate is in effect an audit by the Rating Office of a boat's rated data. It may or may not require some measurement. British owned boats will be generally familiar with the system.

Owners unfamiliar with or unsure of the process are advised to read the relevant pages in the IRC 2008 Yearbook. Information may also be found on the RORC Rating office website at www.rorcrating.com.

Owners of all boats holding unendorsed IRC certificates **MUST** contact either the RORC Rating Office or the UNCL Centre de Calcul as appropriate. Owners should note that in cases when some measurement is required, the process can take a little time. They are therefore advised to contact the RORC Rating Office or the UNCL Centre de Calcul at an early stage.

3. Displacement Length ratio (DLR)

Notice of Race paragraph 10. notes

Class 1	1.120 – 1.230	DLR not exceeding 200
Class 2	1.075 – 1.119	DLR not exceeding 200
Class 3	1.025 – 1.074	DLR not exceeding 215

Boats failing to satisfy this requirement are advised firstly to ensure by check measurement by a qualified measurer that the relevant data (Empty Weight, LOA, SO, BO, x, h) is correct. In the event

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that any amendment to rated data still does not satisfy this DLR requirement, it will then be necessary to modify the boat.

The RORC Rating Office does not offer consultancy on suitable modification; that is the sole prerogative of the owner and his/her advisers. To assist generally however, owners are advised that DLR, as printed on a boat's IRC certificate is calculated by:

$$\text{DLR} = (27.87 * \text{IRC Displacement}) / \text{LWP}^3$$

- Where:
- a) LWP = LOA – BO – SO
 - b) IRC Displacement is directly related to Empty Weight. Any addition to Empty Weight will be reflected by an identical increase in IRC Displacement.
 - c) The calculated value of DLR is rounded to the nearest integer value for printing on each boat's certificate with 0.5 rounding upwards.

4. Equipment and Fit-Out

Owners attention is drawn to IRC Rules 27.1 and 27.2:

27.0 EQUIPMENT AND LOADING

27.1 *The rated parameters assume that the boat is fitted out at least to the production specification and/or to the condition when last measured/inspected. Detachable items (such as but not limited to bunk cushions) permitted by Rule 22 to be aboard for measurement shall be carried in their normal positions while racing. If another rating certificate is being used as the basis for data then any changes since the issue of that certificate shall be notified to the Rating Authority.*

27.2 Hull Factor

27.2.1 *Hull factor (HF) is an assessment by the Rating Authority of the features of the boat and their character and efficiency when compared to a basic cruising configuration.*

27.2.2 *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.*

Specifically, removal of such items as cabin tables, cookers, or any other fitted item shall be declared to the RORC Rating Office. This element of IRC Rules will be on inspectors' check lists before and during the event.

5. Sails

Notice of Race paragraph 4 notes that:

For the purposes of IRC Rule 26.1.5 d & e the Rolex Commodores' Cup is a regatta run on consecutive days.

IRC Rules 26.1.5 d & e state:

26.1.5 *There is no limitation on the number or type of sails carried while racing under IRC except:*

- (d) *except in the case of significant damage, during a regatta run on consecutive days, including any lay days, the sails carried shall remain the same.*



- (e) *a spare mainsail may be carried but may not be used as a racing replacement, either during a race or during a regatta run on consecutive days, including any lay days.*

6. Inspections

As per Notice of Race paragraph 16, random inspections of rated data and IRC Rule compliance generally will be carried out during the regatta.

RORC Rating Office
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