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Summary of the changes to the ORC Rules and Regulations as approved at the **ORC Annual General Meeting** held in San Juan, Puerto Rico on 08 November 2011

## VPP – Velocity Prediction Program

### ▪ *Hydrodynamics*

- A new transom formulation fine tuning will help limit the effects of longitudinal crew weight position on drag, especially in smaller boats.
- The appended L calculation for manual single rudders is now more accurate.
- Light ship displacement now in LPP output
- New “pessimization” routine for ORC Club boats with declared displacement

### ▪ *Aerodynamics*

- Simplified rig treatment remains unchanged, but will be completely reviewed in 2012
- IG instead of ISP will be used in the reference area calculation for the shape function, in order to evaluate identical area spinnakers with different ISP heights
- A new formulation of the TWIST function was prepared that takes into account the depowering of jibs when their area is reduced, thus lowering the Center of Effort Height (CEH) of the sailplan by a further 5% when the jib is reefed.

- *Revised DA formulation* reduces its effect for non-cruising boats.

- *New formulation of the offshore time-on-distance and time-on-time scoring coefficients* to more accurately reflect the wind angles and speeds found in offshore races. GPH will still be used as a reference only. Offshore time-on-distance is calculated as a weighted average of the following polar speeds:

<i>TWS</i>	<i>8</i>	<i>12</i>	<i>16</i>
<i>Beat VMG</i>	40%	25%	10%
<i>60</i>	5%	10%	20%
<i>90</i>	5%	15%	20%
<i>120</i>	5%	15%	20%
<i>150</i>	5%	10%	20%
<i>Run VMG</i>	40%	25%	10%

The resulting speed at 8 kts TWS will be accounted at 25%, the one at 12 kts TWS at 50% and that at 16 kts at 25%. Offshore Time-on-time is then calculated as 600 / Offshore Time-on-distance.

- *Anchor and chain weight* gyradius credit has been removed
- *Pre-defined Windward/Leeward course* is calculated without wind averaging



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## IMS – International Measurement System

- Additional documentation of the hull description, such as photos of freeboard points or diagrams describing the complete hull, appendages or other details, is added to the offset file definition in **rule B4.1**.
- **Rule B5.4** is clarified by making reference to the Cruiser/Racer regulations
- Addition the **rule E2.2** is allowing boats with LOA > 24.0 m to be measured with items required in the IMS but impractical to be removed from the boat for measurement. In such cases, freeboards and stability measurements shall be adjusted after verification and approval of the ORC Chief Measurer.
- Height from the waterline is added to the measurement inventory for each item recorded in **rule E2.2**.
- **Rule E4.1(b)** is changed by moving the positions of the two poles used in the inclining test to the LCF (longitudinal centre of flotation), when known. If not known, the position will be at SMB (station of maximum beam) or no further aft than 65% LOA.
- For boats with LOA > 24.0 m, a lower angle of about 1 degree is allowed for the inclining test by the change of **rule E4.7**.
- A **new rule E4.9** allows use of inclining data obtained from other measurements required by classification companies or other maritime authorities for boats with LOA > 24.0 m, with verification and approval by the ORC Chief measurer.
- The definition of Inner forestay is clarified in a change of **rule F9.2**.
- The definition of Fibre rigging is clarified in a change of **rule F9.8(b)**.
- The definition of Mainsail furler is clarified in a change of **rule F9.8(c)**.
- The definition of Genoa furler is clarified in a change of **rule F9.9**.
- New **rules F9.11** and **F9.12** clarify needs to have backstay and non-manual presence checked.
- A new addition to **rule G2.1** prevents the mainsail to be made “upside-down,” i.e., with its top girths longer than its lower girths.
- A new addition to **rule G4.1** prevents headsails to be made “upside-down,” i.e., with their top girths longer than their lower girths.
- A clarification that the Inner jib cannot have any means of attachment to the forestay is added to **rule G4.4**.



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## ORC Rating Systems

- The Dynamic Allowance (DA) definition is updated in **rule 103.2** according to the change of DA formulation in the VPP.
- The lower limit on Capsize Increment (CI) of -5 is removed in **rule 106.2**, correcting an undesired credit on Stability Index given to wide and light boats.
- An additional clarification of mainsail rated area is added to **rule 109.1**.
- An error on jib girth defaults calculations is corrected in rule
- The use of spinnakers and jibs on poles is clarified in a change of **rule 206.4**.
- New **rule 208.5** prevents any spinnaker, including Code 0's, to be attached to the forestay.
- The definition of GPH is now moved to **new rule 401.3**, as the new offshore time-on-distance coefficient will be used as a scoring option and GPH use will be now for reference purposes only..

## Green Book

- **Championship Rules 3 and 4** are updated with more precisely defined requirements for applications to host an ORC Championship and the obligations of the host organizing club.
- An **ORC Championship Checklist** is added as an Appendix in the Green Book.
- In addition to those for Corinthian Trophies, guidelines are now also offered for Owner/Driver Trophies in **Championship Rule 8** and in the Standard Notice of Race and Sailing Instructions.
- The **Standard Notice of Race** and the **Standard Sailing Instructions** are updated with the following changes:
  - OSR Category should be 2 or 3 (except for Sportboats) and the use of life rafts should be defined by the Organizing Authority depending the location of the offshore race area.
  - There are two options for offshore races:
    - i) One offshore race of approximately 30-36 hours, for the slowest boat, scored as two races. The first score will be from the Start to a control point approximately mid-course, with a scoring coefficient of 1.0. The second score will be from the Start to the Finish line, with a scoring coefficient of 1.5.
    - ii) Two separate offshore races of approximately 12-14 hours duration for the slowest boat. The scoring coefficient shall be 1.0 for each race.
  - Inshore races shall be of 1.5 – 2 hours duration.



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- One discard will be allowed if 7 races are completed. The discard may be any inshore race, or a short offshore race, if two offshore races are completed. The long offshore race may not be discarded.
- Measurement and rules compliance inspections will be carried out throughout the championship before or after each race with emphasis on boats well-placed in the scoring. The inspection will also include freeboards whenever possible.
- Scoring coefficients for all races will be 1.0, except for the long [30-36 hour] offshore race, which shall be 1.5.
- Boats failing to finish the offshore race within the time limit after the first boat sails the course and finishes, shall be scored with the number of points equal to the number of boats that have started and finished within the time limit, plus 1.