1 BACKGROUND

In 2014 the Offshore Racing Congress, (ORC), in collaboration with the Super Yacht Racing Association (SYRA), developed a handicap rule and secretariat to manage the measurement, the rating and the scoring of superyacht regattas. As of 1st May 2015, the following Regatta Organizers had selected the ORC Super Yacht (ORCsy) Rule for their 2015 events:

1. The Loro Piana Caribbean Superyacht Regatta & Rendezvous
2. The St Barths Bucket Regatta
3. The Dubois Cup (Porto Cervo)
4. The Loro Piana Superyacht Regatta (Porto Cervo)
5. The Palma Superyacht Cup (Palma de Mallorca)
6. The Perini Navi Cup (Porto Cervo)
7. The Newport Bucket Regatta
   Possible additional 2015 regattas include:
   8) Maxi Yacht Rolex Cup (Porto Cervo - Super Maxi class only)
   9) Queen’s Cup (Barcelona)

The ORC, based on both International Measurement System as well as ORC rating system, developed the ORCsy rule to capture the effects on performance of the characteristics of superyachts, which were not previously part of the ORCi VPP (used to handicap conventional or smaller offshore boats). In developing the rule and measurement system, the ORC studied the characteristics and the data available for the extant superyacht fleet and observed their performance and speed potential in short course racing during the 2014 season through on site observation and GPS race tracking.

The ORC, through its tailored superyacht handicap application (latest revision 2.2a and 2.2b), has requested from the yachts entering in superyacht regattas all the information required to prepare an ORCsy Certificate. The ORC has created a section of its web site where the background and description of the rule, the application process, the certificate cost, the Sailor Service (including polars and target speed tables) and the handicap application are presented (http://www.orc.org/index.asp?id=201).
Furthermore another section in the ORC website has been opened where designers can buy the program and conduct tests with the ORC VPP to produce trial certificates.

2 CERTIFICATES

One of the fundamental characteristics of the ORC system is its transparency. Certificates will be available through the ORC web portal, as printed copies, and, only for consultation, at race offices during each regatta.

Certificates are issued by the ORCsy rating authority on the basis of the information received from the yachts’ representatives, designers, builders and sailmakers, as well as from independent measurements taken. The ORC is the sole rating authority responsible for issuing, withdrawing and amending a superyacht’s certificate.

In case of a discrepancy with the information supplied to ORC, the latest ORCsy application form received will prevail.

On the basis of the information received and in consideration of its veracity, the ORC will issue two types of certificates, an ORCsy Provisional Certificate or an ORCsy Certificate:

**ORCsy Provisional Certificate**: Issued when a yacht has not previously raced in a superyacht regatta with the ORCsy rule, and/or the ORC is not confident that the yacht’s sailing condition matches that described on the measurement certificate.

Yachts may compete in superyacht regattas without prejudice with a Provisional Certificate, while the information and measurement data required to validate the certificate are gathered.

**ORCsy Certificate**: Issued to yachts which have previously raced in superyacht regattas with the ORCsy rule and when the ORC is confident that the data presented on the measurement certificate accurately represents the yacht’s sailing condition as well as her different possible configurations. An ORCsy Certificate may be modified to reflect a change to the yacht’s sailing condition as described in more detail below.

2.1 HANDICAP TABLES

Handicaps provided by the ORCsy rule will be 8 individual rating allowances expressed in sec/mi for light, light-medium, medium-heavy, and strong wind speeds in both flat water and rough water conditions. These rating allowances are converted into TMF’s for Time on Time scoring (TMF = 500/rating allowance) and printed on the certificate as well.

- **Wind Ranges**: Given the disparity of the superyacht fleet and the major impact wind speed has on performance, the ORCsy features ratings for 4 different wind ranges:
  - Light: 10kts or less
  - Light-Moderate: 10-14kts
  - Moderate-Heavy: 14-17kts
  - Heavy: 18kts or more

For consistency purposes the reference height for wind speed will be 10 meters. The race committee will use all resources at its disposal (forecasts, pre-race readings from RC boats, trends etc.) before designating the wind speed range for scoring purposes. The wind range choice is not grounds for redress.
b) **Sea State:** The sea state on the upwind portions of the race course also has a major impact on superyacht performance and thus the ORCsy features 4 ratings for “flat” sea conditions and 4 ratings for “rough” sea conditions. The race committee will use all resources at its disposal to determine whether the sea state for the upwind portions of the designated racecourse will be flat or rough. For scoring purposes, rough sea state would be with waves approximately 4 feet or higher (trough to crest). The sea state choice is not grounds for redress.

ORC is capable of providing both Time on Time and Time on Distance handicapping, according to the Organizing Authority’s request (for staggered or fleet starts).

3 **SCORING**

The scoring system decision is taken by each Event Organizing Authority (OA) in collaboration with the ORCsy and will be provided in the regatta’s Sailing Instructions.

3.1 **STARTING OPTIONS AND SYSTEMS**

For safety reasons it has been mandated by the SYRA and OA’s that the minimum gap between starts for superyacht racing is 30 seconds. An ORCsy technical representative will provide the OA with the starting sequences for both staggered or pursuit starts.

**Staggered Starts:** Routinely the slowest rated yacht starts first. The OA will determine the stagger between starts (usually, 1, 2 or 3 minute gaps) depending on fleet size, safety issues and other considerations, and whether Time-on-Time (ToT) or Time on Distance (ToD) scoring will be used. ORC scoring will use the appropriate ToT or ToD rating allowances from the yacht’s handicap certificate, incorporating the individual yacht’s starting time to determine the corrected finish times and places for each yacht.

**Pursuit Starts:** Routinely the slowest rated yacht starts first. ORC scoring will use the appropriate Time-on-Distance (ToD) rating allowance from the yacht’s handicap certificate to determine the ORCsy starting time for each yacht. For pursuit racing starts only, the ORCsy may need to adjust the ORCsy starting time slightly, rounding to the nearest 5-second increment (05, 10, 15, etc.) and in some instances a further adjustment will be required to maintain the mandated 30 second safety gap between starters. ORC will make best efforts to minimize the differential between the ORCsy start time and actual start time of each yacht, adjusting the class finish times (usually 10 minutes between class finishes) if necessary to do so. Assigned starting times are not grounds for redress.

3.2 **RE-SCORING**

In the event that re-scoring a race is necessary (inaccurate measurement information, etc.), the ORCsy technical representative on site will apply the appropriate software as follows:

a) **Staggered Start:** Yachts will be re-scored and provided with a new corrected time (and possibly adjusted finish place) using a calculation that takes into account the revised ToT or ToD rating allowance for the yacht (for ToD scoring CORRECTED TIME = ELAPSED TIME – (ToD x DISTANCE); for ToT scoring CORRECTED TIME = ELAPSED TIME * TMF

b) **Pursuit Start:** Yachts will be re-scored and provided with a new adjusted finish time (and possibly adjusted finish place) using a revised hypothetical starting time based on a calculation that takes into account the revised ToD rating allowance for the yacht and the
course distance.
The same procedure used for rounding and maintaining the mandated 30-second start
gap for the actual starting sequence will be applied again for the rescored starting
sequence.
The methods used by ORC for re-scoring races for both staggered starts and pursuit
starts are not grounds for redress.

3.3 Observed Performance Factor

The ORCsy certificate includes an **Observed Performance Factor (OPF)**, which can be
applied or adjusted if the yacht's published table of handicaps is determined to be at
significant variance with the yachts observed performance in certain conditions and/or on
certain points of sail.

The ORC may apply the OPF to the calculated handicap tables when there is evidence
from the race tracking data or from observed performances and timings that the yachts
elapsed time is grossly different from that predicted based on the rating allowances
published on the certificate.

The inclusion of the OPF is an acknowledgement that the superyacht fleet is more varied
than any other in handicap sailboat racing, with the larger, cruising-oriented yachts having
features that compromise racing performance.

Thus a yacht’s rating certificate and the VPP methodology may not have captured all the
hydrodynamic and aerodynamic features that affect performance, particularly the ability of
the yacht to match her predicted performance in particular conditions and in closed-course
racing that requires a significant amount of manoeuvring and need for acceleration. It is
also an acknowledgement of the challenge associated with acquiring accurate hull, rig
and sail measurement information from suyperyachts, which were not designed for racing.

OPF will not be applied in those cases where a yacht’s performances are clearly affected
by tactical mistakes or poor boat handling, as determined by GPS tracking and/or visual
observations.

3.4 Sail Inventory Factor

The ORCsy VPP has an internal “Sail Inventory Factor” that may modify a yacht’s rating
allowance, depending on the number of sails in its inventory for a regatta (even if the sails
are not used or are left on the dock). The default inventory is 2 upwind headsails and 2
spinnakers (reaching headsails, staysails and mizzen staysails are not accounted for).

This factor may be applied to upwind and downwind performances as a speed multiplier.

Therefore, declaring a bigger or smaller sail inventory will provide faster or slower
handicaps respectively.

3.5 Non-Spinaker Handicaps

ORCsy takes non-spinaker configuration into account in the VPP. If a yacht’s handicap
application declares no spinnaker, the rating allowances will reflect that. Handicap
certificates will NOT be changed for sails damaged and no longer in use during regattas.

3.6 Deadlines for Measurement

To be scored in a superyacht regatta using the ORCsy rule, yachts must complete and
submit their handicap application to the ORC no later than 2 weeks prior to the first day of
registration of the event. The OA, after consulting with the ORC, may extend this deadline at their sole discretion.

4 CERTIFICATE CHANGES & AMENDMENTS

The ORC can amend handicap certificates between regattas.

Reasons for amending a certificate include, but are not limited to:

- New or different measurement data brought to the attention of the ORC;
- Changes to the ORCsy VPP;
- Errors in the ORCsy certificate;
- Evidence from the tracking data as well as from direct observation that a yacht’s published table of handicaps is determined to be at significant variance with the yachts observed speed in certain conditions and/or on certain points of sail.

While it is not the intent of the ORC to amend certificates during a regatta, and they will be averse to doing so, a certificate may be amended during a regatta for the reasons listed above (less “changes to the ORCsy VPP”). It is anticipated that over time as the VPP is further developed by ORC engineers and measurement information submitted by yacht representatives become more accurate, the need for such adjustments will occur less frequently. After the first year of the rule (2015), the ORCsy will be formally reviewed each year and will respond to submissions from yacht representatives and the SYRA.

4.1 HANDICAP ALLOWANCE REVIEW

After any regatta, a yacht owner who believes there is a discrepancy between their published handicap allowances and the yachts’ speed on the race course, is invited to have the yacht’s representative submit a written request to review their ORCsy certificate (forms are available on the ORCsy web page).

ORCsy representatives will analyse the submission and respond in writing following analysis of the race tracking data as well as any other sources available.

4.2 MEASUREMENT DISCREPANCIES

When it is determined that a yacht does not comply with her certificate the following steps may be taken:

A) Where a yacht’s sailing condition does not reflect the values published on her certificate, the yacht may be brought into compliance with her certificate, or a new certificate may be issued based on amended measurement data. The ORC Measurer shall inform the Race Committee of such a correction. The Race Committee will determine if races previously sailed are to be re-scored in accordance with section 3.2 above.

B) If a yacht's certificate has to be recalculated during a regatta as a result of an error or an omission in the production of the certificate, where the yacht owner or captain could not have been reasonably aware, all races of the series may be rescored using the new certificate. Re-scoring will be at the sole discretion of the Race Committee and will be performed in accordance with the section 3.2 above.

C) Nothing in this paragraph shall preclude action under the Racing Rules of Sailing regarding a yacht’s representative deliberately altering the sailing condition of the yacht or declaring incorrect information or measurement data, nor shall it limit in any way the actions of Race Committee or Protest Committee.
5 SAILING CONDITION OF THE YACHT

ORCsy Certificates are based on the loading condition (tanks and consumables), which are declared in the Application Form and reported on the Certificate.

If the yacht is deemed to be competing in a condition sufficiently different to that published such that it may cause a discernible performance difference, the certificate may be re-issued at the yacht’s expense.

5.1 ANCHORS/CHAINS/TANKAGE

The position and weight of the anchors and chains carried whilst racing will be recorded on the ORCsy Certificate.

Every yacht must comply with the safety regulations specified in the Notice of Race and the yachts certificate shall reflect the sailing condition of the yacht. If the anchor and chain will differ from the yachts current handicap certificate, the yacht must inform the ORCsy rating authority in writing not later than 2 weeks before the first racing day of the event.

Similar consideration is given to tankage and the declared amount of liquids on board, as indicated in the Application Form.

5.2 YACHT COMPLIANCE WHILE RACING

Should a yacht not comply with the values declared in the Application Form and/or the Handicap Certificate, the ORCsy Measurer or the Race Committee should report to the Protest Committee for immediate action.

18th May 2015