World Leader In Rating Technology

Summary of the changes to the ORC Rules and Regulations as approved at the **ORC Annual General Meeting** held in Palma de Mallorca, Spain on 5 November 2014

VPP – Velocity Prediction Program

- ***Hydrodynamics***
  - Some correlation work on dynamic wetted area versus static wetted area at different values of BTR and LVR is implemented in the VPP

- ***Aerodynamics***
  - Blending of jib and genoa coefficients for the LPG range of 110 – 130%
  - New set of coefficients for tight-luffed flying headsails
  - New formulation of minimum area for headsails set flying

- ***Class Division Length (CDL)*** is introduced as the average of the effective sailing length (IMS L) and the rated length (RL) that is calculated from the upwind speed of the boat in a True Wind Speed of 12 knots
- ***Three bladed folding propeller*** is added with a separate method of drag calculation.
- A new option of rating ***multiple water ballast tank**s.*
- A new formulation of the ***Rated righting moment*** is now 2/3 * RM measured + 1/3 * RM default
- There is now a new Implied wind calculation method where the implied wind speed of the winning boat in the race is used as the wind speed to calculate results for the rest of the fleet.

IMS – International Measurement System

- A change of ***Rule B1.2*** clarifies the use of 3d scanners in hull measurement.
- The position of a DSS system, if any, is added to the measurement trim definition in ***Rule B4.1(r)***.
- ***Rule B7.4*** is clarified on requiring mattresses to be on board to comply with the Forward accommodation requirements.
- An additional method of inclining the boat with weights on the boom is defined in ***Rule E2.2*** and WD and PD1 … PD4 measurements are updated for this method in ***Rules E2.7*** and ***E2.9***.
- The treatment of Water ballast has been updated in ***Rule E3.2*** to now also allow multiple water ballast tanks, eliminating a double inclining test with full water ballast. It is now enough to record for each water ballast tank on one side the following measurements: volume of the tank and its position longitudinally from the stem, vertically from the waterline and transversally from the centerline.

- The TPS measurement is clarified and made more consistent with the ERS definition of bowsprit outer point in ***Rule F7.2***.

- Items included on the mast for mast weight are clarified in ***Rule F8.1***.

- A modification to ERS G4.2(b) is added in ***Rule G1.6*** to make IMS more consistent with the ERS.

- If there is any excess on the leech from the straight line joining two adjacent leech points, widths at these points shall be increased for the half of the maximum excess as defined in the amendment of ***Rule G2.1***.

- A diagram for HB measurements when there is batten over the MGT point is added in ***Rule G2.2***.

ORC Rating Systems

- A new formulation of the rated righting moment as being 2/3 * RM measured + 1/3 * RM default is defined in the change of ***Rule 107.5***.

- ***Rule 107.6*** is clarified following the change of the water ballast treatment in the IMS.

- JH default is changed in ***Rule 111.2***.

- Minimum area of a headsail set flying is changed in ***Rule 111.3***.

- A misprint on the reference to RRS 51 is corrected in ***Rule 201.1***.

- ***Rule 201.2*** is updated to allow emergency water as required by the Offshore Special Regulations.

- Number of sails allowed on board while racing in ***Rule 206*** is modified by grouping all headsails (set on the forestay or set flying) in one group. Mizzen staysail is also added to the table.

- ***Rules 207*** and ***208*** are completely re-written to clarify use of headsails and spinnakers. It is now defining how headsails set flying can be tacked in front of the forestay or between the forestay (included) and the mast. Furthermore, it is not allowed to shorten the headsail luff with a "cunningham" device. When more headsails are used at the same time, if they are trimmed flat along the centerline of the boat the clew of the foremost-tacked headsail shall be aft of the clew of any other headsail trimmed in the same way. Spinnakers shall always be set flying.

- The definition of GPH is updated in ***Rule 401.3*** to take into account the new CDL factor.

- CDL (Class Division Length) is defined in ***Rule 401.4*** as the average of the effective sailing length (IMS L) and the rated length (RL) that is calculated from the upwind speed of the boat in a True Wind Speed of 12 knots. It is used for class divisions as a combination of the boat's upwind speed and length.

- A new method of calculating Implied wind is defined in ***Rules 402.9*** and ***402.10***. The Implied Wind speed of the winner of the race is now used as the wind speed to score the rest of the fleet. This new approach will give results which are more fair for light boats that are rated fast in light wind conditions.

Green Book

- ORC Championship Rules are updated to include ***ORC A, B and C Class definitions*** using the new Class Division Length (CDL) scheme.

- The ORC championship format is updated by having all races with the same scoring coefficient of 1.0 applying only the Low point scoring system of the RRS. One discard is still allowed, but if there are two offshore races scheduled and only one is completed, the offshore race shall not be discarded.

ORC International and ORC Club Certificates

- Class Division Length (CDL) is added in a separate box in the column on the right while Rated Length (RL) is added to the „Hull“ box

- Doublehanded ratings are now optional and will be presented on the certificate as an option for the Rating Office to select for each particular boat