ORC

World Leader in Rating Technology

OFFSHORE RACING CONGRESS

ORC Grand Prix 26

Class Rules 2023

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Part 1 - GENERAL

100 Rule Philosophy

It is the intention that the rules and specifications for the ORC Grand Prix Classes provide close racing without time allowance in grand prix competition and that the yachts designed to this rule be fast, sound and seaworthy, retaining thereby, with a minimum of modification, good value beyond their competitive life as grand prix racers.

101 Authorities

The sole authority for the GP 26 Class is the Offshore Racing Congress and it shall be maintained and administered at the ORC's discretion.

102 Administrative

102.1 The official language of the ORC GP Class Rules is English and in case of dispute over translations the English text shall prevail.

102.2 The word "shall" is mandatory and the word "may" is permissive.

102.3 Except where used in headings, when a term is printed in "**bold**" the definition in the ERS applies and when a term is printed in "*italics"* the definition in the RRS applies.

102.4 When printed in "***bold italics***" the term is used as measurement taken or recorded by the measurer.

103 Abbreviations and Definitions

ERS	Equipment Rules of Sailing
GP	Grand Prix
IMS	International Measurement System
ISAF	International Sailing Federation
ORC	Offshore Racing Congress
OSR	Offshore Special Regulations
RRS	Racing Rules of Sailing

104 ISAF and ORC Rules

104.1 RRS, IMS and ERS shall apply except when changed by these **class rules**.

104.2 ISAF Advertising Code shall apply.

104.3 ISAF OSR Category 4 shall apply.

105 Rules Amendments

Amendments to the GP 26 Class Rules are subject to the submission by the ORC Nominating bodies or GP 26 Class Association and approval of the ORC in accordance with the Articles of Association of ORC Ltd. GP 26 Class Association shall give its opinion about any submission concerning GP 26 Class Rules and ORC will be bounded by that opinion before making final decision.

106 Rules Interpretations

The Class Technical Committee with approval of the ORC Chief Measurer may at any time issue interpretations or correction of the GP class rules. Any such interpretation or correction shall be published and then deemed final unless and until overruled by the ORC Management Committee and Congress.

Part 2 – ELIGIBILITY

201 Hull, Deck, Interior Structures/Panels, Keel Support Structures & Rudder

201.1 Permitted materials. Except as specifically noted, construction of the hull, deck structures and interior structures/panels, only the following materials are permitted:

- E-glass
- Epoxy, Vinylester or Polyester resin
- Foam Core with minimum density of 75kg/m3
- Balsa Core
- Wood and Plywood
- Normal and commercially available resin additives for fairing or adhesive bonding, fairing compounds, and gel-coat
- Normal and commercially available adhesive materials

a) Additional to the permitted materials listed above, the keel support structures inside the hull shell may also use the following materials; steel (including stainless steels), aluminum, and carbon fiber with a tensile modulus not to exceed 250 GPa. The keel support structure is limited to the structures specifically associated with support of the keel transverse broaching loads, and longitudinal grounding loads. A keel support structure constructed with carbon fiber is limited to a maximum of 3 transverse frames and 2 longitudinal frames. The longitudinal extent of the structure shall be within 2600mm and 4600mm aft of the stem, and shall not extend above the local sheer height. Mast step and shroud attachment reinforcements may be included as part of the keel support structure.

b) Additional to the permitted materials listed above the rudder may also use the following materials; stainless steel, aluminum, and carbon fiber with a tensile modulus not to exceed 250 GPa.

c) Additional to the materials listed above, the keel fin may also use the following materials; steel (including stainless steels), bronze, iron, and carbon fiber with a tensile modulus not to exceed 250 GPa.

d) The keel bulb material density shall not exceed 11350 kg/m³ (at 25˚ C)

e) Titanium is not permitted in any purpose for the hull, deck, interior structures/panels, keel support structures, rudder, spars, standing rigging, deck equipment and fittings.

f) Carbon is permitted in winches or winch systems only in standard, unmodified production winches.

201.2 **Construction Scantlings**. The boats shall have been designed and built either in accordance with the ABS Guide for Building and Classing Offshore Yachts or, when ultimately published, in accordance with ISO Standard 12215. The designer and the builder, respectively, shall confirm by signed written declarations that the design and build comply. The Owner shall sign the declaration printed on the **measurement certificate**.

201.3 **Hollows in Hull**. Aft of 30% LOA the hull there shall be no hollows in the hull surface below the sheerline. The sheerline shall be a fair, concave curve in profile view and a fair, convex curve in plan view with no double inflections in either view. Hollows generated by any protrusion outside the outer skin of the hull are not allowed. A recess, of a maximum of 20 litres of volume, is permitted in the hull, only in the area of the keel attachment and for this purpose only. The keel (when in position) shall totally fill this recess. Any part of the keel contained in this recess, as well as outside the hull outer skin, is considered keel and will be weighed as keel.

201.4 **Working Deck**. The working deck shall have a positive camber (i.e., convex) and be continuously fair. Except for the coach roof an the cockpit, at any transverse section the deck camber, as measured from a horizontal datum passing through the sheer points, shall be not less than 2%. Trunks and troughs are not permitted. Fittings may be recessed, provided the recess dimensions are not larger than 120% of the fitting dimension.

202 Appendages

202.1 Except for a single rudder located aft of the keel, no other appendages moveable while racing are permitted.

202.2 The keel fin shall be sealed to prevent any voids within the fin from filling with water. The fin may not be declared or used as a tank.

202.3 Hollows between the sections at ***KTHU*** and ***KTHL*** are not permitted.

203 Propulsion Engine and Strut Drive

A propulsion engine complying with Offshore Special Regulations monohull Category 3 is required.

204 Rig

204.1 Throughout its length, the mast shall be of continuous section shape with a dimensional tolerance of +/- 3mm from the butt fitting to the upper measurement point of ***IG***. There shall be no hollows in the surface except for localized hollows caused by reinforcements within 200mm of fittings and spreader attachments, and hollows resulting from the attachment of an externally mounted sail track.

204.2 Where carbon fiber is incorporated in the construction of any spars on the yacht, this shall be limited to 250 GPa and the walls of the spar shall not be of cored construction.

204.3 If the mast is aluminum it shall have no more than two spreader sets. Masts containing any carbon fibre shall have one spreader set. The sweep-back angle of spreaders shall be not less than 15 degrees. The forward edge of the spreader shall not be aft of a straight line extending from the forward edge of the spreader at the mast side (extended if necessary) and the center of the shroud at the outboard end of the spreader.

204.4 Jumper struts and stays, outriggers and halyard locks are not permitted.

204.5 Spinnaker pole is not permitted and any headsail flown shall at all times be tacked at the centerline of the yacht. The bowsprit shall be capable of being retracted so that its forward end is not longer than 200 mm forward of the stem. When bowsprit is extended the boat shall be in the process of a continuous hoist, or flaying or dropping the spinnaker. The bowsprit shall also be retracted at the first reasonable opportunity after rounding the leeward mark. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark.

204.6 **Standing Rigging**. The standing rigging is subject to the limitations set forth below

a) **Materials**: The forestay shall be of stainless steel rod or twisted stainless steel wire. The shrouds and backstay may be made of any material except titanium or carbon fiber.

b) **Backstay:** Backstays are limited to a single, permanent backstay, which may be of stainless steel or composite fiber construction. The backstay may be adjustable. From the upper attachment point of the backstay there shall be a single part only, of length not less than ***P***, the intention being to prohibit any configuration which might simulate double backstays. Below the lower end of this single part, the backstay configuration is unrestricted except that the fixed anchor point of the backstay configuration shall be not higher than 200 mm above the working deck.

A “fixed anchor point” is any point where a block or the end of any rope used to tune the backstay is attached. When in tension, the backstay shall form a straight line between the top (mast crane) and bottom fixed anchor attachment points. The centre of any bottom fixed anchor point shall not be above a horizontal plane which is established 0.6 m from the waterline in measurement trim.

Pre bent backstays and/or any system to artificially increase the distance between the straight backstay line and the mainsail roach is not allowed, except for soft battens “flippers”.

c) **Forestay:** Except for backstay adjustment, means for adjusting forestay tension while racing is not permitted. Any luff-groove device shall not incorporate carbon fibers in construction.

205 Sails

205.1 Maximum of five battens are permitted in the mainsail, and no battens are permitted above ***MGT*** point.

205.2 Asymmetric spinnaker luff shall be calculated as: ASL = 0.5 * ***SLU*** + 0.5 * ***SLE***

205.3 Exclusive of storm sails required by the Offshore Special Regulations, sails allowed on board while *racing* are limited to:

1 Mainsail
2 Headsails
2 Asymmetric spinnakers

205.4 In addition to the standard ORC stamp, all sails shall be stamped by official GP class measurement stamp where sail number, date of measurement, name of measurer and type of sail with appropriate identification per year will be recorded. First set of sails shall be measured in the same year when boat is launched. Maximum number of sails measured in one calendar year (January 1st – December 31st) for boat when participating to the official GP 26 Circuit is defined as follows:

2 Mainsail
4 Headsails
4 Asymmetric spinnakers

Damaged sails can be repaired, but than shall be re-measured and re-stamped with both ORC and GP measurement stamp where same sail identification will be used.

206 Crew weight

The weight of all crew members on board while racing in light street clothes shall not be greater than 340 kg.

Part 3 - MEASUREMENT

301 Measurement

301.1 All measurement shall be under the metric system.

301.2 All measurements shall be within the limits defined in these **class rules** without any rounding of measured or calculated values (e.g. where a limit is given as maximum 12.5, a measured value of 12.501 would not comply.)

301.3 Measurement shall be carried out by an **official measurer** who shall complete the **measurement form** and send it to the ORC.

302 Hull and appendages

Freeboard stations shall be defined as follows:

SFFP shall be taken as 0.200 m.
SAFP shall be normally taken as defined in IMS B2.2(c), but not forward of 12% ***LOA*** of the aftermost point of the hull

Following measurements shall be taken following appropriate IMS rules:

LOA	Length overall	B6.2
MB	Maximum Beam	B6.3
DSPW	Displacement as Weighed	B6.11
FFM	Freeboard Forward Measured	B5.3
FDM	Freeboard at Maximum Draft	B6.7
FAM	Freeboard Aft Meausred	B5.4
SDM	Station of Maximum Draft	B6.5
DMT	Deepest Point of Keel to Sheerline	B6.6

Additional keel measurements shall be taken as follows:

KW shall be the weight of complete keel, including any bulb, excluding fasteners.

KWC shall be the weight of complete keel with a fin containing carbon fiber, including any bulb, excluding fasteners.

KTHU shall be the maximum thickness found at a horizontal section located 100 mm below the intersection of the keel root and the hull surface.

KTHM shall be the maximum thickness found at a horizontal section located midway the sections at ***KTHU*** and ***KTHL***

KTHL shall be the maximum thickness found at a horizontal section located 100 mm above the intersection of the keel blade and keel bulb.

KBW shall be the maximum transverse width of the keel bulb.

KBWT shall be the weight of the keel bulb.

303 Rig

Following measurements shall be taken following appropriate IMS rules:

P	Mainsail Hoist	F2.1
IG	Height of Headsail Hoist	F3.1
ISP	Height of Spinnaker Hoist	F3.2
BAS	Boom Above Sheerline	F3.4
MWT	Mast Weight	F8.1
MCG	Mast Vertical Center of Gravity	F8.2
MDT1	Max. Transverse Mast	F4.1
MDL1	Max. Fore-and-Aft Mast	F4.2
MDT2	Min. Transverse Mast	F4.3
MDL2	Min. Fore-and-Aft Mast	F4.4
TL	Taper Length	F4.5
GOA	Backstay Gantry Overhang	F4.8
CPW	Chainplate Width	F6.3
E	Mainsail Foot	F5.1
BD	Boom Diameter	F5.2
J	Foretriangle Base	F6.1
TPS	Tacking Point of Spinnaker	F7.2
FSP	Forestay Perpendicular	F6.5

304 Sails

Following measurements shall be taken following appropriate IMS rules:

MHB	Mainsail Top Width	G2.1
MUW	Mainsail 7/8 Width	G2.1
MTW	Mainsail 3/4 Width	G2.1
MHW	Mainsail 1/2 Width	G2.1
MQW	Mainsail 1/4 Width	G2.1
HTW	Headsail 3/4 Width	G4.1
HHW	Headsail 1/2 Width	G4.1
HLP	Headsail Perpendicular	G4.1

SHW	Asymmetric Spinnaker Mid Width	G6.5
SLU	Asymmetric Spinnaker Luff	G6.5
SLE	Asymmetric Spinnaker Leech	G6.5

305 Internal ballast and batteries

Internal ballast, if any, shall not weight more than 9% of Max ***DSPW***. Batteries shall not weight more than 2% of Max ***DSPW***. The weight and location of internal ballast and batteries shall be recorded on the Measurement Inventory.

306 Maximum draft

The Maximum Draft of the yacht shall be calculated as DHKM = ***DMT*** – ***FMD***.

307 Measurement Inspection

Following tolerances will be acceptable on the measurement inspection during an event:

DSPW	+/- 10 kg
KW	+/- 5 kg
FFM, FMD, FAM	+/- 2 mm

308 Certificate

308.1 Upon receipt of a satisfactory completed **measurement form** and **certification fee**, the ORC will issue a **measurement certificate**.

308.2 A boat shall have only one valid **certificate** at any one time. The valid **certificate** shall be only the last issued. The **certificate** shall be valid until 31st December of the current year.

308.3 A **certificate** shall be changed upon the change of any measurement recorded in the **certificate** or change of ownership.

308.4 A boat shall have no more than two valid **certificates** issued as a result of a change of recorded measurement values in period from January 1st to December 31st each year.

308.5 ORC in agreement with the Class Technical Committee can withdraw any **certificate** in any time when it finds that boat may not comply with intention of these **class rules**. In such a case it will inform the owner about further actions and if needed, appoint the measurer to re-measure the boat.

Part 4 - TABLE OF LIMITS

401 Limits

All measurements shall be within the limits defined in the following table:

	Min.	*Max.*	*Rule*	*Descirption*
Hull				
LOA	---	7.900	IMS B6.2	Length Overall
MB	2.200	2.550	IMS B6.3	Maximum Beam
DSPW	1000	1100	IMS B6.11	Displacement as Weighed
DHKM	---	1.900	GP 306	Maximum Draft
FFM	0.920	1.000	IMS B5.3	Freeboard Forward
FDM	0.810	0.890	IMS B6.7	Freeboard at Maximum Draft
FAM	0.730	0.810	IMS B5.4	Freeboard Aft
Keel				
KW	450	500	GP 302	Keel Weight
KWC	430	480	GP 302	Keel Weight with carbon fin
KTHU	0.065	---	GP 302	Keel Thickness – Upper
KTHM	0.060	---	GP 302	Keel Thickness – Mid
KTHL	0.055	---	GP 302	Keel Thickness – Lower
KBW	---	0.395	GP 302	Keel Bulb Transverse Width
KBWT	375	445	GP 302	Keel Bulb Weight
Rig				
P	---	9.900	IMS F2.1	Mainsail Hoist
IG	---	9.250	IMS F3.1	Height of Headsail Hoist
ISP	---	11.150	IMS F3.2	Height of Spinnaker Hoist
BAS	1.150	1.250	IMS F3.4	Boom Above Sheerline
MWT	45.0	---	IMS F8.1	Mast Weight
MCG	3.00	---	IMS F8.2	Mast Centre of Gravity
MDT1	0.072	---	IMS F4.1	Max. Transverse Mast
MDL1	0.125	0.150	IMS F4.2	Max. Fore-and-Aft Mast
MDT2	0.7*MDT1	---	IMS F4.3	Min. Transverse Mast
MDL2	0.7*MDL1		IMS F4.4	Min. Fore-and-Aft Mast
TL	---	1.900	IMS F4.5	Taper Length
GOA	---	0.400	IMS F4.8	Backstay Gantry Overhang
CPW	1.800	---	IMS F6.3	Chainplate Width
E	---	3.850	IMS F5.1	Mainsail Foot
BD	---	0.192	IMS F5.2	Boom Diameter
J	---	2.900	IMS F6.1	Foretriangle Base
TPS	---	4.800	IMS F7.2	Tacking Point of Spinnaker
FSP	---	0.054	IMS F6.5	Forestay Perpendicular
Sails				
MHB	---	0.20	IMS G2.1	Mainsail Top Width
MUW	---	1.00	IMS G2.1	Mainsail 7/8 Width
MTW	---	1.70	IMS G2.1	Mainsail 3/4 Width
MHW	---	2.65	IMS G2.1	Mainsail 1/2 Width
MQW	---	3.35	IMS G2.1	Mainsail 1/4 Width
HLP	---	3.10	IMS G4.1	Headsail Perpendicular
HTW	---	0.85	IMS G4.1	Headsail 3/4 Width
HHW	---	1.60	IMS G4.1	Headsail 1/2 Width
SHW	---	7.10	IMS G6.5	Asymmetric Spinnaker Mid Girth
ASL	---	12.50	GP 205.2	Asymmetric Spinnaker Luff/Leech

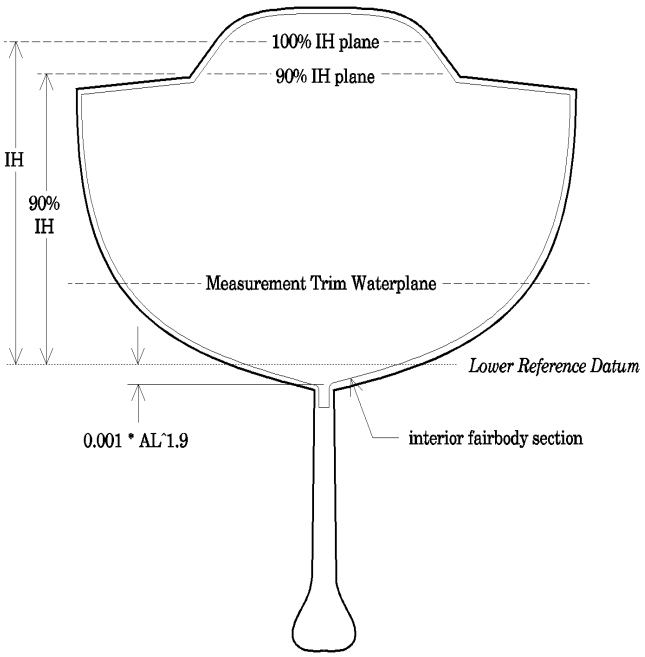
Appendix 1 - ACCOMMODATION REGULATIONS

A1 Introduction

The purpose of these regulations is to ensure that boats meet the minimum standards of accommodation in order to provide for comfort of crews and stowage of gear, maintain long term value and to prevent unrated performance advantage from stripping hulls for racing.

A2 **Interior Volume** shall comply with following requirements:

1. **Lower Reference Datum.** A level datum, parallel to the waterplane in measurement trim, shall be established at a height of 0.050 m above the inside of the hull surface, projected if necessary, at the deepest interior fairbody section which, for this purpose, shall not be found outside the 90% IH overhead area (see A2.3 below). This level is independent of the actual height of the cabin sole.
2. **Overhead Area at Full Interior Height:** At a height 1.22 m above the level established in A2.1 there shall exist under the overhead a plane of length not less than 1.11 m and area not less than 0.374 m^2, ignoring deck beams and deck stringers. The aft extent of this area at the centerline shall lie not forward of a point located 4.345 m aft of the stem.
3. **Overhead Area at 90% Interior Height:** At a height 1.10 m above the level established in A2.1 there shall exist under the overhead a plane of length not less than 1.50 m and minimum area 1.186 m^2. At this defined plane there shall exist a rectangular area for length of 1.185 m and width not less than 0.79 m. Deck beams and deck stringers may be ignored.



All types of cut-outs and fitting recesses penetrating into the volume defined by 2 and 3 are forbidden. Only control lines may pass into the coach-roof volume.

A3 **A Cabin Sole** shall extend fore and aft over a length which provides convenient access to lockers, berths, galley, head, navigation area and other components making up the yacht's interior.

A4 **Berths**. Minimum number of berths is 2. Each single berth of should be at least 1.83 m in length and at some point at least 0.55 m in width. A double berth shall be at least twice the width of a single berth. The ends of berths may taper as required by the hull shape. Mattresses are to be fitted to all such berths.