



ORCs --- Rule Policy

1st February 2015

www.orc.org

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 1 February, 2015 the following Regatta Organizers had selected the ORCs Rule for their 2015 events:

- a) The Loro Piana Caribbean Superyacht Regatta & Rendezvous
- b) The St Barths Bucket Regatta
- c) The Dubois Cup (Porto Cervo)
- d) The Loro Piana Superyacht Regatta (Porto Cervo)
- e) The Palma Superyacht Cup (Palma de Mallorca)
- f) The Perini Navi Cup (Porto Cervo)

The ORC developed the ORCs 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 offshore racing boats). In developing the rule and measurement system, the ORC studied the characteristics of 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 their tailored superyacht handicap application, has requested from the yachts entered in superyacht regattas, all the information required to prepare an ORCs Certificate. The ORC has created a section of its web site where the background and description of the rule, the application process, and the handicap application are presented (<http://www.orc.org/index.asp?id=201>).

2 CERTIFICATES

One of the fundamental characteristics of the ORC system is its transparency.

Certificates will be available through a web portal, as printed copies, and at the race office during each regatta.

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

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

ORCs Certificate: Issued to yachts which have previously raced in a superyacht regatta conducted under the ORCs rule and when the ORC are confident that the data presented on the measurement certificate accurately represents the yacht's sailing condition. An ORCs Certificate may be modified to reflect a change to the yacht's sailing condition as described in more detail below.

ORCs Provisional Certificate: Issued when a yacht has not previously raced in a superyacht regatta raced under ORCs, 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 under a Provisional Certificate, while the information and measurement data required to validate the certificate are gathered.

2.1 HANDICAP TABLES.

Handicaps provided by the ORCsy rule will be 3 Time Correction Factors (TCF) for low, medium and strong wind speeds in both flat water and rough water conditions (i.e. there will be 6 TCF's for time on distance (sec/nm) scoring necessary for pursuit racing format).

The above triple number TCF's may be converted into time allowances for time on time scoring.

ORC is capable of providing any kind of handicapping, both time on time and time on distance, according to the Organizing Authority's request (for pursuit, staggered or fleet starts).

2.2 OBSERVED PERFORMANCE FACTOR

An ORCsy certificate includes an **Observed Performance Factor (OPF)**, which can be 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 where there is evidence from the race tracking data that the yachts elapsed time is grossly different from that 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 or on certain race courses that require a significant amount of maneuvering and need for acceleration. It is also an acknowledgement of the challenge associated with acquiring accurate hull, rig and sail measurement information from superyachts, which were not designed for racing.

2.3 SAIL INVENTORY FACTOR

The ORCsy rule has a "Sail Inventory Factor" that may modify a yacht's TCF, depending on the number of sails carried by a yacht. This is set in 2 steps that may modify the yacht's calculated TCF if the sail wardrobe carried is less or more extensive than that assumed in the handicap calculation. This factor may be applied to upwind and downwind inventories and reflected as a modified TCF.

2.4 NON-SPINNAKER HANDICAPS

ORCsy will take the non-spinnaker configuration into account for a yacht's handicap if the yacht declares this prior to registration. Additionally, handicap certificates will be changed for sails damaged and no longer in use after the first race of a regatta.

2.5 DEADLINES FOR MEASUREMENT

To be scored in a superyacht regatta using the ORCsy rule, yachts must complete their handicap application and submit it to the ORC no later than 3 weeks prior to the first day of registration of the event. The Organizer, in conjunction with the ORC, may extend this deadline at their discretion.

3 CERTIFICATE CHANGES & AMENDMENTS

Certificates can be amended between regattas by the ORC.

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 race tracking data that the yacht's elapsed time is grossly different from that published on the certificate

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). Because the ORCsy is supported by a team of professional engineers, it is anticipated that over time as the VPP is further developed the need for such adjustments will occur less frequently. The ORCsy is formally reviewed each year and will respond to submissions from the yacht representatives and the SYRA.

3.1 PERFORMANCE REVIEW.

After any regatta, a yacht owner who believes there is a discrepancy between their published handicap and the yachts performance on the racecourse, 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).

An ORCsy representative will analyse the submission and respond in writing following analysis of the race tracking data.

3.2 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 Measurer shall inform the Race Committee of such a correction. The Race Committee will determine if races previously sailed are to be rescored.
- 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. Rescoring will be at the sole discretion of the Race Committee.
- 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 the Race Committee or Protest Committees.

4 SAILING CONDITION OF THE YACHT

ORCsy Certificates are based on a declared loading condition (tanks and consumables), which are shown 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.

4.1 ANCHORS/CHAINS.

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 will be adjusted to reflect the sailing condition. 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 5 days before the first racing day of the event.