



Summary of the changes to the ORC Rules and Regulations as approved at the **ORC Annual General Meeting** held in Sarasota, USA on 31 October 2018

VPP – Velocity Prediction Program

- **Hydrodynamics**
 - Added resistance in waves upgraded (base gyradius and mast gyradius adjustment at 50% of current value)
 - F_{unsteady} function revised with D/L term removed
 - Crew transverse position optimization with default crew weight used for crew windage calculation
- **Aerodynamics**
 - Added the possibility of declaring an asymmetric spinnaker to be used on centerline only, even when there is symmetric spinnaker with the pole aboard

IMS – International Measurement System

- New **Rule B4.2(b)** clarifies that any ballast not included in **B4.1** shall be excluded from the measurement trim (for example: adding the ballast in the mast affecting righting moment). The exception is only on the corrector weights when required by the relevant One Design class rules for boat that complies with such Class Rules.
- Wording in **Rule B7.1** is updated to clarify that the deck is considered as a deck shell that together with the hull shell are the envelope surfaces of the hull and deck that impart shape, excluding attached structural frames, floors, bulkheads, girders and stringers, and localized reinforcements such as chain plate attachments.
- The PSA measurement in **Rule B4.5** is updated for the measurement of a propeller shaft that is not installed on centerline.
- **Rule E2.1(b)** is modified to require spinnaker poles to always be placed longitudinally at the Longitudinal Center of Flotation (LCF).
- **Rule E2.2(b)** is modified to require weight at the boom inclining to always be placed longitudinally at the Longitudinal Center of Flotation (LCF). However, if this is not achievable then a new measurement LCFD is introduced as the longitudinal distance from the stem to the actual position of the weight.
- **Rule G2.2** is modified to clarify that in case of more battens above the seven-eighth leech point, the lowest one is used to define the line that increases the MHB measurement.
- The second sentence of **Rule G5** is deleted leaving the leech, luff and foot of the mizzen staysail defined as in the ERS.

ORC Rating Systems

- Wording in **Rule 101.2** is updated to clarify that the deck is considered as a deck shell that together with the hull shell are the envelope surfaces of the hull and deck that impart shape, excluding attached structural frames, floors, bulkheads, girders and stringers, and localized reinforcements such as chain plate attachments.
- Ballast Leeward Recovery (BLRI) Index is updated in **Rule 106.2** to be closer to the ISO-calculated FKR (taking into account that ORC cannot include in the calculation of the stability curve the cockpit and coachroof shapes not existing in the hull offset file). Therefore, the BLR Index is only calculated by the ORC VPP while its application to limit the entries based on the category of the race is prescribed by the WS Offshore Special Regulation or the Notice of Race.
- Maximum fore and aft mast cross section is added in **Rule 108.6** with appropriate rating penalty in **Rule 109.3**. Both were already existing in the VPP calculations, but were not documented in the rules.
- Update on VPP calculation in the case of an Asymmetric spinnaker declared to be used with TPS measurement only is added in **Rule 114.4**.
- It is clarified in **Rule 201.1** that water ballast shall be moved only transversally.
- **Rule 204** is modified by adding DSS to the systems for which non-manual power may be used.
- CDL limits defining sail limitations are updated with the CDL changes in the Green Book for 2019 in **Rule 206.1**
- A change in **Rule 209.3(b)** gives the possibility of declaring an asymmetric spinnaker to be tacked on centerline only even when there is a symmetric spinnaker with the pole aboard.
- **Rule 304.1(iii)** is modified to clarify that any owner-declared values for crew weight and an asymmetric spinnaker tacked only on the centerline shall not be considered as an issue of compliance with the certificate, but they are applied while racing in accordance with **Rules 200** and **209.3**.

Green Book

- ORC Scoring software is made mandatory for ORC Championship events and minimum standards are defined for the web race management system.
- New CDL limits for Class definition in ORC Championships based on the 2019 VPP are as follows:
 - Class A: 16.50 >= CDL > 11.62
 - Class B: 11.62 >= CDL > 9.80
 - Class C: 9.80 >= CDL > 8.60
- Standard Notice of Race and Standard Sailing Instructions are updated as part of regular housekeeping based on experience from events held in 2018.

ORC International and ORC Club Certificates

- Added a note when an asymmetric spinnaker is declared to be used tacked on the centerline only.
- An optional page with the ratings based on specific course models is added.