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# OFFSHORE RACING CONGRESS



**ORC Sportboat Class Rules**  
*2021*

# ORC Sportboat Class Rules

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## 1 Administration

### 1.1 Class Authority

The authority for the ORC Sportboat Class shall be the Offshore Racing Congress, with guidance from various national and regional owners' associations through their representation in the ORC Offshore Classes and Events Committee.

### 1.2 Language of the Rules

The official language of the ORC Sportboat Class Rules shall be English.

### 1.3 Rule Interpretation

The ORC Chief Measurer shall be responsible for the interpretation of the ORC Sportboat Class Rules and his decision shall be final until ratified or overruled by the Congress.

## 2 Class limits and divisions

### 2.1 An ORC Sportboat shall have a valid ORC International or ORC Club certificate, comply with the Appendix B of the World Sailing Offshore Special Regulations (OSR) and shall be within class limits defined as follows:

Length overall LOA (m)	6.00 – 9.15
Displacement in measurement trim DSPM (kg)	< 2000
Displacement / Length Ratio DSPM / LSM0 <sup>3</sup>	< 6.00

ORC certificates of boats that may be in compliance with the ORC Sportboat Class rules are defined as "Sportboat" for the IMS Division.

### 2.2 The possibility of extending the crew's position outside the sheerline shall be recorded through the Crew Arm Extension factor (CEXT) as follows:

$$CEXT = \frac{(0.5 + yr) \cdot (CW - No.Trapezes \cdot 85) + (1.2 + yr) \cdot (No.Trapezes \cdot 85)}{CW}$$

Where:

- CW - Crew weight recorded as declared or default according with the ORC rule 102 that shall not be taken less than 170 kg.
- No.Trapezes - Number of used trapeze devices
- yr - Transverse extension of racks or other structures outside the sheerline that are not included in the offset file

For boats complying with the OSR requirements for the lifelines, CEXT shall be recorded as follows

- a) Double lifelines: CEXT = 0
- b) Single lifeline: CEXT = -0.2

For boats that do not comply with OSR 3.14 and have no trapezes or hiking devices, CEXT shall be recorded as 0.5.

2.3 ORC Sportboats divisions are defined as follows:

	<b>Division A</b>	<b>Division B</b>	<b>Division C</b>
Displacement / Length Ratio DSPM / LSM0 <sup>3</sup>	< 3.70	< 6.00	< 6.00
Spinnaker	Asymmetric on CL	Symmetric or Asymmetric	Symmetric or Asymmetric
Crew Arm Extension CEXT	<= 0.5	<= 0.5	> 0.5

Use of ORC Sportboat divisions is mandatory for the ORC Sportboat-sanctioned championships provided that the minimum number of boats plus the number of countries in each division is 14. If this cannot be met the organizer may with the agreement with ORC modify the limits and division splits with intention to keep boats of similar characteristics in the same division.

Other events using ORC Sportboat Class rules may apply different criteria for division splits using the same parameters with different limits or additional parameters such as CDL or GPH.

2.4 At the ORC Sportboat sanctioned championships compliance with Appendix B of the OSR is required, while at other events using ORC Sportboat Class rules there may be requirements for a higher OSR Category, in which case only boats complying with that category are eligible.

### **3 Other requirements for the ORC Sportboat sanctioned championship**

3.1 An ORC International certificate is strongly recommended for any boat entering an ORC Sportboat sanctioned championship. ORC Club certificates are accepted provided that:

- a) the hull offset file made was measured according to the IMS Part B and C or from verified designer provided files
- b) rig and sails are measured in accordance with the IMS Parts F and G
- c) displacement and stability figures are reviewed by the ORC Technical Committee before the start of the championship. The ORC Technical Committee may require correction or update of an ORC Club certificate.

3.2 Pre-race measurement inspections shall include a weight check with a calibrated load cell for all boats. Any discrepancies shall be resolved prior the start of the first race with certificates updated accordingly.

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