

Submission: ARG 1

**Reporting committee: MANAGEMENT COMMITTEE
 OFFSHORE CLASSES AND EVENTS COMMITTEE**

ADDITIONAL ORC SPORTBOAT CLASS DIVISION

PROPOSAL

Create an additional ORC Sportboats Class Division for larger boats (35 to 45 feet) - ORC Sportboats division X, DLR<4.5 and spinnaker asymmetric on CL.

RATIONALE

Light 35 to 45 feet boats have difficulties to compete with heavier boats. This is reflected in the decreasing number of light fast 35/45 feet boats in ORC championships. ORC Sportboats is a great solution but is limited to 9,15 m length boats. A new division would be a solution for many existing boats and could also be an incentive for new designs.

Submission: DEN 1

Reporting committee: RATING OFFICERS COMMITTEE

DATA SOURCE ON THE CERTIFICATE

PROPOSAL

Under "Certificate Types" it should be described which data/information can be extracted from different certificate types. Data from an ORC Club certificate is NOT approved for use with an ORCi certificate. Additionally, there should be a description provided for the other certificate types. Alternatively, data from ORC Club certificates must be clearly marked as valid or not, indicating its approval for other uses.

RATIONALE

The text from the ORC website lacks a clear description of the data/information that can be used for different certificate types. The ORC Club certificate uses the same data as ORC International but can be accepted as declared by the owner or obtained from various sources, including photos, drawings, designs, or data from identical or similar boats. It is easy for an owner with an ORC Club certificate to upgrade to ORCi - just contact your local measurer or rating authority.

Submission: DEN 2

Reporting committee: RATING OFFICERS COMMITTEE

VISIBILITY OF MORE THAN ONE ACTIVE CERTIFICATE

PROPOSAL

Some form of marking should be implemented in the active database where all certificates are available. This will prevent errors when downloading the awarding certificate for an event. It can be accomplished by marking boats with multiple certificates on all their certificates, on the various tabs where the certificate is located. This will help owners and event managers identify multiple certificates.

RATIONALE

Currently, there is no indication that multiple certificates are issued under the ORC system in the database. Several federations automatically issue both an FC and DH certificate, which means that the owner and event manager may not always be aware of the dual ownership.

Submission: DEN 3

Reporting committee: RATING OFFICERS COMMITTEE

USE OF ORC INTERNATIONAL DATA FOR ORC CLUB CERTIFICATE

PROPOSAL

Create a function that allows the generation of an ORC Club certificate based on the data found in an ORC International certificate. This function should be accessible to the rating officer, enabling the creation of an ORC Club certificate with partial use of ORCi data via a button click. Data that is unnecessary should not be included in the calculation of ORC Club certificates.

RATIONALE

There is a significant difference in races where participants with an ORC International certificate sail under ORC Club calculated races, giving them an advantage. This results in unequal conditions for sailing. By enabling the issuance of an ORC Club certificate with a single button press and specifying in the event's Notice of Race that only ORC Club values are permitted in measurement certificates, equal scoring among ORC Club participants can be achieved.

Submission: ESP 1

**Reporting committee: ITC
MANAGEMENT COMMITTEE**

WOVEN POLYESTER RATING CREDIT

PROPOSAL

Delete woven polyester rating credit in (IMS Rule G1.5) as it is difficult to differentiate the type of material.

RATIONALE

Dacron or polyester with horizontal or radial fabrics as we know them are no longer low-cost materials or less adaptable to racing than other fabrics such as Kevlar, carbon, etc. Therefore, sail designers use composite constructions with other fabrics to achieve durability without losing shape and improving performance.

Submission: ESP 2

**Reporting committee: ITC
MANAGEMENT COMMITTEE**

MAST JACK PUMP

PROPOSAL

Remove the rule ORC 205.2 or add a penalty, like the one in place for forestay adjustment, to certificates for boats with the mast jack carried onboard.

RATIONALE

The mast jack is installed in most of the boats that are racing under ORC and it is becoming increasingly more difficult to check if this is in use while racing or not since in some boat types the jack is built into the mast and cannot be removed and stored.

Submission: ESP 3

**Reporting committee: ITC
MEASUREMENT COMMITTEE**

BOOM DIAMETER

PROPOSAL

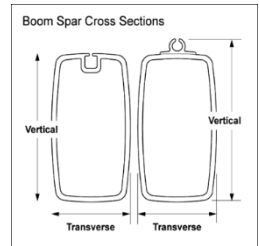
Clarify the way to measure the Boom Diameter (BD) on so-called "Park Avenue" boom types.

RATIONALE

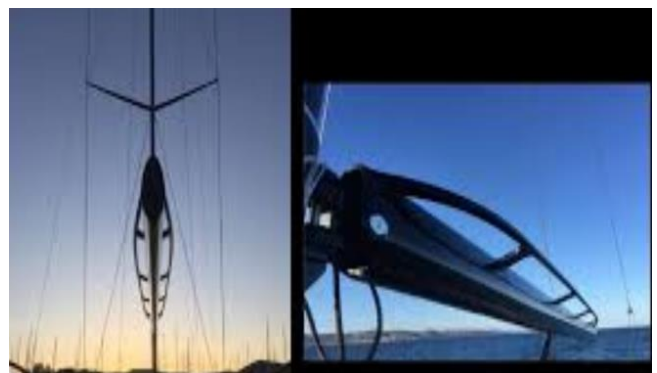
The way we normally measure “BD” is quite clear on “conventional booms”:

- IMS F5.2 BD shall be the maximum vertical boom spar cross section.
- ERS F3.3(d) BOOM SPAR CROSS SECTION

(i) VERTICAL: The vertical dimension, including any sail track, at a specified distance from the outer point.



In the past, only big boats and super yachts had so-called “Park Avenue” booms, which have (solid) extensions with the aim to store the mainsail when it is lowered (see photos below), but nowadays we are finding them on smaller boats as well.



The BD value influences the rating certificate, as ORC 108.3 reads:

ORC 108.3 Boom diameter by default shall be $0.06 \times E$. If BD exceeds this default, the mainsail rated area shall be increased as defined in 109.2.

ORC 109.2 If BD exceeds the limit determined in 108.3, the mainsail rated area shall be increased by $2 \times E \cdot (BD - 0.06 \times E)$.

So, the way we measure the BD on this type of boom may have a non-desired effect on the final rating of a boat if we measure the total height of the boom, by doubling the increment stated in ORC 109.2.

Besides the problem with the BD, this measurement also has an effect on the BAS value / position.

IMS F3.4 reads: BAS shall be the highest vertical distance between the mast datum point and the lower point; and ERS B.1.2 defines Mast Lower Limit Mark as:

When a sail is set on a main boom, foremast boom or mizzen boom, the extension of the upper edge of the spar shall intersect the mast spar above the mast lower limit mark, with the boom spar on the mast spar centerplane and at 90° to the mast spar.

Submission: EST 1

Reporting committee: **ITC**
OFFSHORE CLASSES AND EVENTS
RACE MANAGEMENT COMMITTEE

OFFSHORE RACE SCORING

PROPOSAL

Review the scoring method PCS with an All-Purpose pre-selected course or use PCS with a constructed course for the next ORC World and European championships.

RATIONALE

The Current scoring method PCS with All-Purpose pre-selected course does not work equally or favours heavier and relatively longer waterline boats. The lighter or more overpowered boats (Farr 30, Melges 32) are in unfair positions due to incorrect scoring wind.

ORC has been described All-Purpose as a hypothetical course type in which the boat circumnavigates a circular island that includes equal distribution of all wind directions, with the true wind velocity held constant. So any unequally distributed wind directions or “doldrums” which are on the race will lead to the wrong scoring wind.

In the 2022 Porto Cervo Worlds the long offshore race the B class winning boat “IRONY” ROU-409 had an average boat speed of 638,8 sec/mile, which is approximately equal to 8 knots of scoring wind. In this race the measured TWS (22 m above sea level) during the first part of this race from the start at 11:00 of 25/6/22 to 00.00 of 25/6/22 was 8.8 kt. The average TWS from 00.00 of the 26/6/22 to the finish of the race at 13.46 of the 26/6/22 was 17.04 kt. The average TWS was approximately 12.9 kt.

Adjusted to 10m above sea level, the measured wind was 11,55 knots in the Malta long offshore on the winning boat “WINDWHISPER 44” POL-1044, with an average boat speed of 550,38 sec/mile, equal to 8,2 knots of scoring wind. The average TWS during the first part of this race from the start at 10.00 of 26/4/23 to 00.00 of 27/4/23 was 13.2 kt. The average TWS from 00.00 of 27/4/23 to the finish of the race at 11.12 of 27/4/23 was 9.98 kt. Yet the average TWS of this long race was approximately 11.59 kt and adjusted to 10m above sea level the measured wind was 10,39 kts.

There are other examples if we compare the Italia 11.98 SCUGNIZZA (winner of the long offshore race in Malta 2023 Europeans, 2022 Porto Cervo Worlds, and Capri 2021 Europeans) with Farr 30 OD entries.

This 2 knots gap in scoring wind has a huge impact on the results. In 8 knots of wind using the All-Purpose pre-selected course the Farr 30 has to beat the Italia 11.98 by 12,8 sec/mile, but in 10 knots this reverses where the Italia 11.98 has to beat the Farr 30 by 3,9 seconds per mile. If we assume the typical long offshore race at an ORC championship is approximately 140 nm for class C, the Farr 30 will have to pay approximately 40 minutes extra time allowance due to the scoring wind being lower than real wind speed.

Submission: EST 2

**Reporting committee: ITC
RACE MANAGEMENT COMMITTEE**

PERCENTAGE LIMIT OF LOWER SCORING WIND

PROPOSAL

Setting percentage limit of lower scoring wind for the race-winning boat.

RATIONALE

Race 9 in Class B at the World Championship 2023 was held in really unstable wind conditions and below fair sailing conditions, where all boats achieved a scoring wind of 6 knots, but even the winning boat lost to her time allowances by approximately 34%.

To avoid brutally slow windward/leeward races, where the wind drops significantly during the last leg (which favors the fastest boats) or is at a super low wind speed, it would be wise to set a percentage limit for lower-scoring wind, after which the results are not valid.

For example, in Race 9 in Class B the winning boat EST475 had an estimated average speed in the scratch sheet was 888,5 sec/mile, when she actually she sailed at 1191 sec/mile.

According to the proposal, there should be X percentage that will be added to the scratch sheet (time limit) until the results are valid. This helps provide more equal sailing in a short-distance race and to avoid extremely low wind conditions.

Submission: EST 3

Reporting committee: ITC

DEPOWERING AND HIGHER WIND VELOCITY

PROPOSAL

Depowering the aerodynamic forces of asymmetric spinnakers with SHW/SFL of 0.75 – 0.85 or adding to the time allowances table a higher wind velocity than 20 knots (similar submissions were made in 2015, 2018, and 2022).

RATIONALE

In the 2023 World Championship, the first 3 coastal races were held in more than 20 knots of wind, whereas for scoring the race used the PCS - Constructed course model, which lead to a weak point in the VPP and scoring system. In the first coastal race, in legs one and two the true wind angle was measured at 107° and 100° at a strength 22-26 knots. The wind gusts were up to 30 knots and the entire fleet was sailing with J3 or J4 headsails, with no one hoisting a spinnaker due to the strong wind. As a result boats having asymmetric spinnakers with SHW/SFL of 0.75 – 0.85 in their inventory received an undeserved rating penalty.

For example, EST949 has a 78% A0 in its inventory, but during the first 8 miles she got penalized for approximately 2 minutes for a sail that she could not hoist due to wind outside the sail's usable range and/or wind angle. Considering the 2022 submission USA 2, proposing using a wind speed and direction derived from a high-fidelity weather model could lead the current ORC VPP to penalize boats in long offshore races in 40 knots of wind using asymmetric spinnakers with SHW/SFL of 0.75 – 0.85. But in reality, these boats would only be using a storm jib and trysail in those extreme conditions.

Submission: EST 4

Reporting committee: ITC

HEADSAIL FLATTENING AND REEF

PROPOSAL

Review the headsail flattening multipliers.

RATIONALE

It seems that genoa headsails will be abandoned throughout the fleet due to the lack of depowering in the VPP.

For example, the First 36.7 (EST 379), if comparing the use of a 41,8m² genoa vs a 33,5m² jib, with the genoa sail the boat will be penalized in 20 knots upwind by 9 sec/mile compared to jib. In reality this boat changes from its genoa to the jib in 14-15 knots TWS.

It seems the flattening multiplier is still too high or the reef function should be applied.

Submission: FIN 1

Reporting committee: ITC

SAILING DISPLACEMENT CALCULATION

PROPOSAL

Review calculation of gear and sail weights in sailing displacement

RATIONALE

The sailing displacement is achieved by adding crew, gear and sail weights to the measured displacement.

Sail and gear weights are estimated, not measured, and gear weight is directly proportional to crew weight (=16%). Using default crew the gear weight is somewhat realistic. When sailing DH, the gear weight becomes very small compared to what is actually needed. The real sailing gear weight taken out of the boat when measured is identical with full crew and DH.

The safety gear is identical except the number of life vests and tethers. On a typical boat the Category 3 safety gear alone weighs around 70 kg without the raft. With 180kg DH crew weight the calculated total gear is only 28.8 kg which is far too small.

In general the gear weight is not really related to the crew weight and is a proportionally larger amount of total displacement on smaller/lighter boats.

As the rating is quite sensitive to sailing displacement on small light displacement boats, we suggest that the gear weight calculation should be based on default crew weight instead of the declared crew weight. This should apply to DH certificates if not also for standard full crew certificates.

Submission: FIN 2

**Reporting committee: ITC
MANAGEMENT COMMITTEE**

HEADSAIL SET FLYING

PROPOSAL

Review headsail set flying treatment in the VPP.

RATIONALE

While there were some changes made last year, the HFS sails are still not rated correctly, the shape or purpose of the sail is not taken into full account.

For example, on a Landmark 43 a Jib Zero, which can be used only in very light winds (4-8 kts) at upwind angles or for moderate winds (8-12 kts) at reaching angles, has a rating impact of ~20 s/NM. In 6 – 8 kts of wind the impact is 16 sec/mile at upwind angles but does not impact the reaching angles in moderate winds.

Almost a similar impact is reached with a 30% smaller Jib Top if it is an HSF. In this case the sail is purely a reaching sail for 14 - 20+ kt winds and should have zero impact to upwind speeds.

Given the increased amount of coastal races and the scoring weight of offshore races, the VPP should be improved on how to assess this effect. Given that the purpose and benefit of flying Headsails is predominantly for offshore and coastal races, a simple correction could be restricting the use of these sails to only Coastal and Offshore races and thus impacting only the Offshore / Coastal ratings, but this only improves the situation and does not fix the problem fully.

Submission: FIN 3

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE

LOWER CDL LIMIT FOR CLASS C

PROPOSAL

Set a lower CDL class limit to allow First 31.7's to enter ORC Championship events.

RATIONALE

Attached is letter from the Finnish First 31.7 Class Association explaining the rationale.

Submission: GER 1

**Reporting committee: ITC
RACE MANAGEMENT COMMITTEE**

CONSTRUCTED COURSE SCORING ABOVE 20 KTS OF WIND

PROPOSAL

Review the scoring method "Constructed Course" in stronger wind conditions.

RATIONALE

The current scoring method PCS with constructed course (or All-Purpose pre-selected course) does not work well with wind outside the current implemented wind velocity range, especially if the wind is above 25 knots TWS.

For one of the leading boats in the last Worlds the implied scoring wind was 15,3 knots for the first coastal race during the ORC Worlds 2023 (7th August 2023). During the race we had 34 knots up to 38 knots TWS on Kiel Lighthouse (31 m above sea level). Even if we adjust the wind to 10 m above sea level (approx. 30 knots up to approx. 33 knots) the delta is high (approx. 1/2 of the TWS is the implied scoring wind) and took the reduced boat speed in connection with waves etc. into consideration.

We observed this behaviour (with lower TWS) on other days, too. The scoring does not seem to be aligned with the true conditions when the wind is clearly above 20 knots.

Submission: GER 2

**Reporting committee: ITC
RACE MANAGEMENT COMMITTEE
OFFSHORE CLASSES AND EVENTS COMMITTEE**

PCS WITH ALL-PURPOSE PRE-SELECTED COURSE

PROPOSAL

Review the scoring method for ORC Green Book Events. Use PCS with the All-Purpose pre-selected course or use ToT for the offshore races only.

RATIONALE

The current scoring method of PCS with All-Purpose pre-selected course does not work due to the incorrect scoring wind.

During Kieler Woche 2023 we scored a coastal race with PCS with All-Purpose pre-selected course. On this day the lowest true windspeed was 21 knots, with an average of 24 knots. The implied wind of the system for the fastest boat was 13.7 knots. The scoring seems not to be aligned with the true conditions.

Submission: GER 3

**Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE
RACE MANAGEMENT COMMITTEE**

NUMBER OF CREW MEMBERS

PROPOSAL

The number of crew members (people on board) must be the same during all races of a series. All names of the crew members (people on board) are listed on the official crew lists publicly visible.

RATIONALE

Number of people on board must be clear to all crews to have a fair competition.

Submission: GER 4

Reporting committee: ITC

ATYPICAL AND EXTREME WIND CONDITIONS

PROPOSAL

Either review the wind range of the VPP or the scoring models outside the existing wind range.

RATIONALE

The global climate is changing and as a result we're faced with atypical and sometimes extreme wind conditions. We have the strong feeling that these challenging conditions are not properly addressed within ORC today. Either the VPP should be modified to a wider wind range (e.g. 4-25 knots) or scoring should be reviewed outside the existent wind range avoiding wind limit rules and to keep fair sailing and the equal chance to win in extreme conditions.

In ORC rule 402.2 the wind conditions are in the range of 6 – 20 knots of true wind speed - this states "ORC International certificates provide a range of ratings (time allowances expressed in s/NM) for different wind conditions in the range of 6 – 20 knots of true wind speed from optimum beat, over 52, 60, 75, 90, 110, 120, 135, 150 degrees of true wind angle to the optimum run."

The current World Sailing Race Management Policies for World Sailing Events (Fleet Racing, issued April 2023) define some weather conditions in which races should be started. World Sailing recommends race conditions start with 5 knots of wind established as an average over the entire course area (see 4.6) and end with 25 knots of wind as the maximum limit for racing.

During the last two years we observed some very light wind days during the May, June, July and August as the primary event months in the Baltic Sea, particularly in Kiel Bay. Since Offshore racing has the Special Regulations in place that provide safety guidelines for the boats and participants, the ORC system should not be bound solely to the World Sailing limits for sailing or not sailing, but instead have the wind conditions be aligned to the World Sailing Race Management Policies.

Submission: GER 5

Reporting committee: ITC

BOATS WITHOUT LIFELINE ELEMENTS

PROPOSAL

Boats without lifeline elements should get a gyradius adjustment within the VPP.

RATIONALE

IMS Rule B7.5 only covers boats with light lifeline elements. Boats without lifeline elements should be rated properly compared to boats with light lifeline elements.

Submission: GER 6

Reporting committee: RATING OFFICERS COMMITTEE

MEASURER DOUBLE CHECK

PROPOSAL

ORC Manager should have an E-mail field for the measurer's E-mail address, so that an E-mail can be sent to the measurer for double checking when the certificate is issued.

RATIONALE

During events several boats were found with errors in their certificates which could have been detected by the measurer checking their measurements once the certificate is processed. Establishing an automated way for measurers to get access to final certificates to double check will create a four-eyes principle to the certificate issuing process.

Submission: GER 7

Reporting committee: RATING OFFICERS COMMITTEE

UPLOAD OF MEASUREMENT FILES

PROPOSAL

ORC Manager should have the possibility to upload files together with an ORCi certificate (at least pictures during floatation measurement, interior, heavy items, ballast ...).

RATIONALE

This will avoid the uncertainty how the boat was presented during its last measurement while checking the boat at an event for compliance.

Submission: GER 8

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE

OFFSHORE READINESS

PROPOSAL

Boats must comply with all safety rules before leaving for the race course from its dock or mooring.

RATIONALE

Boats should leave the harbour for the offshore race being OSR conform, e.g. recovery sling, lifebuoy, jackstays installed. To avoid argumentation from boats that OSR compliance was made after leaving the harbour and right before racing, boats should be fully OSR equipped after leaving the dock or mooring like sail selection for the day. This will boost good seamanship as well.

Submission: ITA 1

**Reporting committee: OFFSHORE CLASS AND EVENTS COMMITTEE
MANAGEMENT COMMITTEE**

CLASS C LOWER CDL LIMIT

PROPOSAL

Allow the possibility to change the lower limit of ORC Class C for international events that takes place in nations that have a fleet that justifies this change.

RATIONALE

The Italian ORC fleet includes a significant number of boats with a CDL lower than the limit currently set by ORC. This results in many "small" boats being cut off from participating in relevant international events set up in Italy.

Submission: ITA 2

**Reporting committee: MEASUREMENT COMMITTEE
RATING OFFICERS COMMITTEE
MANAGEMENT COMMITTEE**

USE OF DESIGNER OFFSET FILES

PROPOSAL

Prohibit the possible use of an offset file obtained from project drawings in issuing an ORCi Certificate (ORC Rule 301.1)

RATIONALE

In the daily practice of issuing certificates we have often found ourselves faced with problems inherent in the issue of ORCi certificates based on drawing offsets which subsequently proved to be non-compliant with reality, giving the boat incorrect ratings.

In the current year, for example, we have found ourselves changing the offsets of Sun Fast 3600's several times and the owners have found variations in displacement and therefore unacceptable changes in ratings.

Submission: ITA 3

Reporting committee: MEASUREMENT COMMITTEE

USE OF RECTACTABLE BOWSPRIT

PROPOSAL

This submission proposes that boats equipped with a retractable bowsprit be obliged to limit it being deployed to when required by the sail in use.

RATIONALE

The rule would avoid problems and safety concerns when the bowsprit remains out after the lowering of the gennaker at mark rounding. The rule is already adopted by one design classes like the Este 24 class (rule 3.4.6 states that it is not allowed to extend the bowsprit on a close-hauled course after having passed the mark) and the Melges 24 class (rule C11.1 states that the bowsprit shall be fully retracted at all times except when the boat shall be in the process of a continuous hoist, flying or dropping the spinnaker).

Submission: ITA 4

**Reporting committee: ITC
MEASUREMENT COMMITTEE
RATING OFFICERS COMMITTEE**

REVISION OF CRUISER/RACER REGULATIONS

PROPOSAL

This submission proposes a clearer separation between cruising and racing boats.

RATIONALE

In the introduction of Appendix 1 in the IMS rules it is underlined that the purpose of these is to guarantee cost control, promote the safety and comfort of the crew. But in the body of the rules the requirements remain too generic to guarantee that the boat has cruising as its main purpose as reported in the first paragraph: "The purpose of the yacht shall be in the first instance cruising". This translates into the fact that truly cruising boats cannot compete with boats "disguised as cruising" and opt to not race, resulting in a loss for both the ORC and the national authorities.

In Italy for a long time there has been an attempt to counteract this negative trend by creating local rules through the Normativa della Vela d'Altura Italiana, but this provision has always created problems for boats that participate in both national and international events.

Therefore it is suggested that the Cruiser/Racer Regulations be more detailed in terms of the presence on board of all the furnishings envisaged by the standard construction (doors, cushions, lockers, galley with oven, table, etc.) and that these are more detailed in their characteristics.

Moreover, any modifications that can be made to the hull, appendages and the presence of internal ballast should be limited.

Submission: ITA 5

Reporting committee: RATING OFFICERS COMMITTEE

TERRITORY IN ISSUING CERTIFICATES

PROPOSAL

This submission proposes to strictly limit the ability to issue certificates by a Rating Office different from that where the boat is "assigned," especially for events abroad.

RATIONALE

A problem occurred recently at the Copa del Rey, and in the past year, where Italian boats were issued certificates by the Spanish Rating Office. This, in addition to breaking specific rules (ORC Rating System 303.2 and 303.5), creates a certificate management problem since the renewal of these certificates in Italy loses the changes.

With this submission, we therefore request to underline the need to request the issue of certificates from the relevant Rating Office and, only in cases of extreme necessity, proceed with the issue of a certificate and promptly communicate this issue to the relevant Rating Office accompanied by the modifications (eg, a report from the measurer).

Submission: MANCOM 1

**Reporting committee: MANAGEMENT COMMITTEE
OFFSHORE CLASSES AND EVENTS COMMITTEE
PROMOTION AND DEVELOPMENT COMMITTEE**

STANDARDIZING ORC CHAMPIONSHIP BRAND

PROPOSAL

Set a standard for consistent ORC brand at its Championships. This includes having class flags for boats and Race Committee vessels, medals for gold, silver and bronze podium crew, event sail stickers and sail measurement stickers. Additional elements may be added. These costs shall be covered by the organizer, ORC will manage logistics to ensure the best prices for all events throughout the year. The organizer shall then cover only costs without any profit margin for ORC.

RATIONALE

A more consistent and prominent presence of ORC at its championships is necessary to help in promotion. Currently, five ORC Championships are being organised every year, and it is equally important to standardize the visual presentation as it is to standardize the technical aspects of event organisation, which have made significant progress in recent years.

Submission: NED 1

Reporting committee: RATING OFFICERS COMMITTEE

SINGLE FURLING HEADSAIL CREDIT

PROPOSAL

Change wording of HEADSAIL FURLER on page 3 of the certificate into SINGLE FURLING HEADSAIL (HLP>110%) and adapt wording in IMS Rule F 9.8 accordingly.

RATIONALE

The current wording on the certificate causes confusion among sailors and organizers. Having a furler does not automatically qualify for a furler credit, which is a credit mend for boats using a single roller furling headsail greater than 110% of J . Actually, the relation between having a furler and the credit is rather weak these days.

Therefore, it is proposed to change the item name into SINGLE FURLING HEASAIL (HLP>110%) so that its relation with the furler credit is more direct.

Submission: NED 2

**Reporting committee: MANAGEMENT COMMITTEE
RATING OFFICERS COMMITTEE
ITC**

PROFILE OF THE BOAT BELOW THE WATERLINE

PROPOSAL

Show the 2D profile below the waterline in such a way that an owner or other interested party at least can verify that the boat is in accordance with the offset file used for the certificate.

RATIONALE

It often happens that (especially with older boats) adjustments have been made to appendages below the waterline. An owner has no way of knowing what his boat looks like according to the certificate. Adding a simple 2d profile below the waterline on the certificate will help and result in fair competition.

The concern that this would infringe property rights seem strange in this day and age where you can find any picture online anyway. Furthermore IRC has now also included this in their certificates.

Submission: NED 3

Reporting committee: ITC

INTERNAL BALLAST

PROPOSAL

To add a pitch gyration adjustment factor for internal ballast.

RATIONALE

We have observed that a lot of top-scoring boats use substantial amounts of internal ballast. As this ballast can be placed in an optimum location regarding pitch gyration this gives those boats usually an advantage in waves compared to boats that have this weight in accommodation or construction.

Similar adjustments factors are already in place for items such as a carbon fiber mast or carbon fiber rudder, so to add one for internal ballast seems logical. As the weight of internal ballast is recorded anyway, this change would not affect time or effort needed for measurement.

Submission: NED 4

Reporting committee: RATING OFFICERS COMMITTEE

MEASUREMENT PICTURES IN THE CERTIFICATE FILE

PROPOSAL

Add the possibility in ORC manager to add photos and other relevant items of the measurement conditions including the interior of the boat when measured with the purpose of creating a central database with all relevant information that can be used at a later date by rating offices and/or measurers.

RATIONALE

This feature will allow for better history when it comes to boats and their measurements. Also for other countries if a boat transfers from country. This data may be closed and only available for the appropriate Rating Office or measurer.

Some countries have extensive histories of their boats, while other countries do not. In this day and age ORC should seek to build a centralized database with this information.

Submission: NED 5

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE

CLASS A (2024) CDL LIMIT

PROPOSAL

Adjust the band for Class A (2024) to be 11.000 to 13.000.

RATIONALE

During the 2022 AGM the class bandwidth for Class A was decided as being $13.000 \geq \text{CDL} > 11.450$ based on the 2022 numbers. For 2023 this would be $13.000 \geq \text{CDL} > 11.400$.

When looking at the new class division numbers as revised for the 2023 numbers, it is clear that certain boats would be staying in Class B whereas they should be in Class A.

The proposed band will make for better class divisions.

Submission: NED 6

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE

LOWER NUMBER OF RACES FOR DISCARD AT ORC CHAMPIONSHIPS

PROPOSAL

Have a discard after 6 W/L and/or coastal races.

RATIONALE

Having a discard after 6 races is the right number. 8 is too high.

At the ORC Worlds in Kiel the possibility to hold more coastal races was introduced and was a great success in our opinion as it allowed for racing even if the winds would not have been suitable otherwise. However the number of coastal and W/L races to be sailed before a discard was rather high (set for 8 races).

This forced the race committee to push ahead and squeeze some extra races where one can debate if this was still fair sailing. Lowering the number of races eligible for discard would probably have resulted in at least one race less and more fair results.

Submission: NED 7

**Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE
RACE MANAGEMENT COMMITTEE**

WIND RANGE FOR W/L AND COASTAL RACE AT CHAMPIONSHIPS

PROPOSAL

Setting a minimum wind range for W/L racing to ensure fair racing. The wind should be at least 6 knots, stable and sustained.

RATIONALE

During the ORC Worlds in Kiel (but also in Porto Cervo, Šibenik and Copenhagen) races were held where it is debatable whether these races were below a (sustainable) wind range where fair racing can be conducted. Especially the last race in Kiel had a big effect for certain boats, and it is questionable whether these were fair racing conditions. It was at best a patchy 4 to 7 kts. In many competitions, such as in the Melges 24 and Club Swan 42 classes, both a lower and upper wind range is specified:

For the Melges 24

“As a general guideline, sustained wind speeds for racing in the course area shall be between 6 and 30 knots. • Surface conditions will affect the safety of the event, the Race Officer shall use his/her best judgement.”

For the Club Swan 42

CS42 CLASS RACING RULES (a) TWS limit Rule Races of any CS42 Class events shall not start with less than 5 and more than 28 knots of true wind speed measured by the Race Committee during a 3-5 minute period on deck level.

The decision to conduct a race lies solely with the Race Committee, and it is a skipper's sole responsibility to decide to participate in the race.

Submission: NED 8

**Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE
RACE MANAGEMENT COMMITTEE**

MAXIMUM WIND FORECAST WHEN STARTING AN OFFSHORE RACE

PROPOSAL

The ORC Green Book should have an upper wind limit or other guidance when one can start an offshore race.

RATIONALE

This submission is intended to start a discussion, realising there are a lot of valid points of view. The discussion centers on whether an offshore race can be started (and finished) when a weather forecast is extreme.

This year we saw the Fastnet sending out a fleet in wind forecasts of over 50 knots leading to 1 boat sinking, 4 dismasted, many injured and an overworked coastguard that had to go out on rescue calls at least 28 times. While similar forecasts were predicted for the Offshore race at the Worlds in Kiel., the PRO changed the schedule in a very professional way and we would like to compliment the organisation on their revised schedule and getting all their predictions right. One can argue that sending out the fleet in these conditions or captains starting in these conditions is not a test of good seamanship. Boats should be equipped to deal with these conditions if they get caught in a bad weather situation, not if they knowingly go into it.

It can even be argued that the mandatory insurance policies will not even cover you if you do go out and one risks not only material damages but also risk of life of crew and rescue operations.

On the other hand having upper limits may also invite owners and or designers to make their boats less suitable for offshore conditions. This is an undesirable effect.

This may also present a risk of liability for PRO's/organising committees if they start a race when there is an upper limit. By the same account, in some countries the same can be said for sending out a fleet in extreme conditions when it results in loss of life. (Especially in France?).

Submission: NED 9

Reporting committee: ITC

VPP ABOVE 20 KTS OF WIND

PROPOSAL

Add 25 kts or 25 kts and higher as additional wind steps in the VPP.

RATIONALE

Currently the VPP goes up to 20 kts. For all races held above 20 kts the VPP may give unrealistic results as the configuration may be entirely different. In many cases boats will need to depower around 25 kts and above. The VPP should reflect this.

Submission: NOR 1

Reporting committee: **RATING OFFICERS COMMITTEE**

ToT ON CERTIFICATE FRONT PAGE

PROPOSAL

Add ToT in addition to ToD for APH on the ORC certificate front page.

RATIONALE

ORC supports on equal terms two methods for scoring: ToD, which assumes time differences, and ToT, which assumes time ratios as independent of wind strength in a race. A majority of nations have chosen to provide rating numbers in both formats in their “national tables”, presumably because both methods are in use in the country. 7 nations provide ToT numbers only.

Submission: NOR 2

Reporting committee: **ITC**

ELECTRIC POWER ASSISTANCE

PROPOSAL

Add ORC rule 103.4 for electric-assisted power:

<i>Category according to the IMS Appendix 1</i>	<i>Performance</i>	<i>Cruiser/Racer</i>
Adjusting sheets to trim clew of a sail, or a boom	0.125 %	0.375 %
Adjusting backstay, vang or outhaul	0.125 %	0.125 %

RATIONALE

There is new type of electric power-assisted winch system to ease in sail trim handling. Since the user is still contributing to adjustments it should not be treated as NMP (Non-Manual Power) with push buttons. The user’s input power to the handle will be matched from an electric motor with a rotational speed of approx. 3 rad/s. Max power input from the electric motor is 500 W.

With electric-assisted power winches the onboard crew positions normally requiring high physical strength will, with electric assistance, also benefit participation by providing greater accessibility to a wider range of sailors (eg, youth, female, senior, and disabled sailors).

Submission: SWE 1

**Reporting committee: ITC
MEASUREMENT COMMITTEE**

BATTERIES IN PLACE OF FUEL TANKS FOR CRUISER/RACERS

PROPOSAL

To acknowledge that boats equipped with hybrid or electrical propulsion can have Cruiser/Racer status even when they do not fulfil the minimum tank volume criteria outlined in the Cruiser/Racer regulations 212.

RATIONALE

More and more boats - particularly Cruiser/Racer-oriented boats - are equipped with electric propulsion and the rule should acknowledge and reflect that.

Submission: SWE 2

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE

CHAMPIONSHIP FORMAT

PROPOSAL

Change the ORC Green book and Championship Rules to specify that a valid championship shall consist of 6 W/L and 3 distance races as well as an offshore race. The inshore races and the W/L races shall carry the same weight. The Offshore race is mandatory.

RATIONALE

The format tested on the ORC Worlds in Kiel 2023 was very successful and both proved to save the championships during a very windy week and also made the playing field more fair between the larger and smaller boats in the classes. Therefore it should be made a permanent policy for future championships.

Submission: SWE 3

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE

QUALITY PARAMETERS FOR DIFFERENT RACE TYPES

PROPOSAL

Set general guidelines to improve overall quality of the races and help Racing Officers and participants to decide and expect more fair racing:

1. When setting courses for coastal and offshore races these should carry all wind angles in similar amounts. Starts should be upwind starts.
2. When setting courses for coastal and offshore races these should be held in open water allowing for an open playing field.

3. Coastal and offshore as well as W/L races should be sailed in mean winds above 6 kts to uphold the fairness and the equal chance to win.
4. Course lengths for W/L races should be that all classes have a sailed time of 1-1.5 hrs for the slowest boat in the class. This will mean course lengths of between 5-8 miles.

RATIONALE

Coastal and offshore courses set with all wind angles of similar amounts calculates more correctly under the APH single or triple numbers should the constructed course not be feasible to set. In addition they will also complement the W/L races which are mainly VMG sailing.

If a coastal or offshore race is sailed in a confined and narrow course area the significance of being a larger versus a smaller boat is exaggerated in terms of free wind and ability to make a good race despite the size of the boat. When scoring a fleet where no boat reaches the lower wind limit of the ORC PCS matrix the advantage in terms of relative corrected times lies increasingly at lower wind speeds with the faster boats. Thus races where no boat reaches the 6 knots polar wind speed should be avoided.

Course that are too short in distance and time emphasizes the starting advantage that often lies with the bigger boats in a fleet. The course lengths should allow for fair and uncrowded roundings and a balance in time between the starting session, manoeuvring and straight line sailing.

Submission: SWE 4

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE

RATING CHANGES REQUIRING CLASS CHANGE

PROPOSAL

Rating changes should not be allowed if boats end up outside of their class band. This applies to changes during pre-race check-in, late changes and TC protest such as ORC rule 305.2. Violations of compliance should carry a significant penalty like DSQ, or possibly let the boat sail in the correct class for the remaining races.

RATIONALE

If ORC rule 305.2 allows boats to stay in the same class despite having received a new CDL exceeding the class band due to a change in rating handled under 305.2, we will have boats being larger and/or faster than the competition and what is intended in the NoR. When boats are caught with a measurement protest or are re-rated for other reasons they shall never be allowed to sail or continue to sail in the wrong class.

Submission: USA 1

Reporting committee: RATING OFFICERS COMMITTEE

RE-WORDING OF ORC RULE 304.2

PROPOSAL

Add to ORC Rating Rule 304.2 the following: "The rating office may, at its discretion, require a re-measurement of the boat before issuing a new certificate."

RATIONALE

The addition of this to the rule reinforces the control the rating office has to require re-measurement when there is doubt about the accuracy of the certificate to be renewed.

Submission: USA 2

Reporting committee: ITC

HULL CONSTRUCTION IN IMS RULE B7.1(b)

PROPOSAL

Change IMS B7.1b to read: Hull skin of Glass-reinforced Plastic (GRP) or wood but incorporating a core material of less density than the skin.

RATIONALE

Current wording precludes the possibility of laminates made with S-glass.

Submission: USA 3

Reporting committee: RATING OFFICERS COMMITTEE

DEFAULT CREW WEIGHT

PROPOSAL

Label default crew weights as “Default” on ORC certificates, in addition to any declared crew weight.

RATIONALE

This helps to illustrate to certificate holders what the calculated default crew weight is in comparison to any declared crew weight.

Submission: USA 4

**Reporting committee: ITC
MANAGEMENT COMMITTEE**

MINIMUM CREW WEIGHT

PROPOSAL

Reduce range of minimum crew weight from 75% to 85% of default or declared weight, or fix the allowed deviation to 85 kg, whichever is greater. The wording of ORC Rating rule 102.3 would there be proposed to be:

“Minimum crew weight may be applied by the Notice of Race and Sailing Instructions and shall be calculated as follows:

Minimum CW = Maximum CW – (the greater of: 15% of Maximum CW or 85 kg)”

RATIONALE

Reduces pressure on teams to leave crew on the dock in light winds and with 85 kg as the minimum value this still allows smaller boats to have one less crew member.

Submission: USA 5

**Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE
MANAGEMENT COMMITTEE**

ORC MAXI CLASS

PROPOSAL

Develop and define a new ORC Maxi Class for yachts to compete in ORC-scored events that have CDL ratings larger than the upper limit currently defined for Class Zero. This would be offered as an exhibition class at the 2024 ORC World Championship in Newport.

RATIONALE

There is strong interest for large fast Racer and Cruiser/Racer yachts to compete using ORC rules and scoring, most notably at the 2024 ORC World Championship at New York Yacht Club. Entries in this Exhibition class would not be eligible for World Championship titles, and therefore not bound by Green Book standards, but this may develop in time.

The proposed CDL limits for this class would be 17.401 to 27.720 based on the yachts currently interested to compete, but this may be adjustable to another defined upper limit depending on committed entry interest.

Submission: USA 6

Reporting committee: ITC

NON-CIRCULAR RIGGING

PROPOSAL

Reduce the penalty assessed for use of non-circular rigging (IMS F9.7b) to 10% of its current value in APH (from 1.7 sec/mile on GP 42's to 1.9 sec/mi on Maxi 72's).

RATIONALE

This will reduce the costs and time pressures on owners to change rigging between ORC and events where non-circular rigging is penalized less or not at all, and for boats already equipped with this rigging type to feel pressure to change at great expense to a non-penalized circular variety.

Submission: USA 7

Reporting committee: **ITC
MANAGEMENT COMMITTEE**

AGE ALLOWANCE REFORMULATION

PROPOSAL

This proposal is aimed at requesting the ORC consider revising the current Age Allowance Formula in ORC rule 103.1 for ORCi and ORC Club Certificates. The present ORC Age Allowance Formula maxes out after 15 years at 0.4875%.

One option studied, Option 1, would be to extend the application of the present formula for more years of age. If extended to 60 years the Age Allowance would max out at 1.95% and if extended to 100 years the Age Allowance would max out at 3.25%.

Another more recommended option studied, Option 2, is to replace the linear Age Allowance with a polynomial Age Allowance formula. This formula would yield less age allowance in the early years of a yacht and then increase at a faster rate in the later years based on the assumption that the difference in performance potential between younger boats is less than between older boats. For example, the performance difference between a 5-10 year old boat is less than that between a 25-30 year old boat.

Supporting documents will be presented in discussion that illustrate the effects of adopting Options 1 and 2. It is suggested that the ORC either extends the present Age Allowance from 15 years to 60 or even 90 years or adopt the proposed Option 2 Age Allowance formula.

RATIONALE

This submission is based on the trend for boats that are much older than 15 years in the USA and other areas that are actively raced both in the USA and in the great racing events around the World. In many cases much older boats are restored and repeating the same races they sailed when new or owned by next-generation owners.

In the past several weeks the Owners of several prominent older racing yachts have asked "Why is the Age Allowance of their Classic/Vintage boat the same as a 15-year old modern IMS or IRC design?" These examples are summarized in supporting documents.

Each of these Owner's appreciates older boats, and like many other owners, want to keep racing their boats for many more than 15 years and it seems logical that these boats should receive more ORC Age Allowance than the much younger boats they race against.

Moreover, this change would help extend the competitive life span of older yachts that a significant portion of the racing community enjoys and motivate them to race using ORC rules and scoring.