Reporting committee ITC

SPINNAKER RETRIEVERS

PROPOSAL

The VPP should take spinnaker retrievers into account by having their use declared.

RATIONALE

The boats that have spinnaker retrieval systems have specific characteristics, such as being almost always full Racer designs, and it's truly a huge advantage, especially on short-distance races such as those held on Windward/Leeward courses. Their possible advantages of more than 6 to 8 boat lengths is due to the speed they can maintain for longer periods of time, in addition to the added efficiency of their manoeuvres.

DEN 1

Reporting committee: ITC

CUNNINGHAM WITH POWERED ASSISTANCE

PROPOSAL

Amend the ORC rule to explicitly allow Cunningham systems operated by electric or hydraulic power, with an appropriate rating adjustment applied.

RATIONALE

The Cunningham system adjusts mainsail and jib luff tension. On modern high-performance yachts, loads are high and precise trimming is required. The introduction of structured luff sails has significantly increased the luff loads seen on modern boats.

Powered assistance provides safe and accurate adjustments with reduced physical stress. Safety and fairness can be maintained with appropriate rating adjustments. This was raised at the 2025 ORCi World Championship in Tallinn, where the need for modernization became evident.

DEN 2

Reporting committee: ITC

TACK LINES WITH POWERED ASSISTANCE

PROPOSAL

Amend the ORC rule to permit tack-line systems driven by electric or hydraulic power, with a rating adjustment applied.

RATIONALE

Tack-lines control off-wind sails and often carry high loads. Manual handling increases risks, particularly during sail changes. Powered tack-lines improve safety, efficiency, and reduce crew strain. Performance gains can be rated fairly. Modern practice in other classes supports this update, and discussions at the 2025 ORCi World Championship highlighted this issue.

DEN 3

Reporting committee: ITC

SPINNAKER RETRIEVAL SYSTEM

PROPOSAL

Permit powered spinnaker retrieval systems (tube or other systems) with an appropriate rating adjustment.

RATIONALE

Non-manual powered spinnaker retrieval systems improve safety by reducing the need for multiple crew on the foredeck during douses. Retrieval systems are widely used in offshore racing and reduce accidents in heavy weather. Performance impacts can be captured by ORC ratings. Allowing powered retrieval systems would allow an increase of performance on less purpose-made race boats, like the TP52s, without the addition of grinder pedestals and hence support higher level racing on dual-purpose yachts.

This subject was discussed extensively at the 2025 ORCi World Championship, underlining its importance.

DEN 4

Reporting committee: ITC

FURLING SYSTEM WITH POWERED ASSISTANCE

PROPOSAL

Permit the use of powered furling systems (electric or hydraulic) in the ORC rule, with an appropriate rating adjustment.

RATIONALE

Powered furling is already an industry standard in offshore sailing. It allows safe, reliable sail reduction in heavy weather, reducing crew risk and making the sport more accessible. Manual furling under load is unsafe and impractical for many teams on many boat designs. Many larger yachts have power-integrated furling systems that allow for manually operation only in emergency circumstances – manual use when racing is nearly impossible.

By integrating this into the rule with rating adjustments, ORC modernizes its approach and reflects best practice.

ESP 1

Reporting committee: **MEASUREMENT COMMITTEE**
MANAGEMENT COMMITTEE

FLOTATION DATE LIMITATION

PROPOSAL

To rewrite the IMS rules to limit the validity of a flotation measurement to 10 years.

A2.4 Flotation Date shall be the date when the most recent measurement afloat was completed. No ORC certificate will be issued to a boat with a flotation date of more than 10 years since the last valid one.

RATIONALE

It is well-recognized that boats often undergo modifications and changes—sometimes significant ones—without notifying the rating authority. This is especially true with older boats and with those not attending big events.

To ensure that boat data remains accurate and in line with the principles of the wording in the ORC Championship rules (Green Book) 4.2 that limits flotation data in ORC championship events to five years, it is proposed that the validity of flotation measurements for all ORC certificates be limited to ten years. This measure would help maintain the accuracy of ORC certificates and ensure that even the oldest boats in the fleet remain up to date.

ESP 2

Reporting committee: ITC
MEASUREMENT COMMITTEE
RATING OFFICERS COMMITTEE
MANAGEMENT COMMITTEE

MAST JACK ON BOARD

PROPOSAL

To penalize the boats with the mast jack on board (either internal or external).

RATIONALE

IMS rule F9.12 creates significant confusion among sailors as currently written. They struggle to understand how a boat can carry such a system while enforcement relies solely on the owner's declaration. There is no practical way for an owner to prove that the mast base has not been adjusted during racing.

However, this adjustment is nearly impossible to monitor during a race, since it usually takes place inside the boat and cannot be verified by a measurer while the boat is competing.

This lack of oversight provides teams with the opportunity to use the system in violation of both their declaration and the rule. To prevent this situation, it should be clearly stated that carrying a mast jack on board results in an appropriate rating penalty.

ESP 3

Reporting committee: **MEASUREMENT COMMITTEE**

MEASUREMENT CONDITIONS

PROPOSAL

To replace “flotation trim” references in the ORC rules with “measurement conditions.”

RATIONALE

The term “flotation trim” in IMS rule B4 was changed last year to “measurement conditions,” yet with this change there are still some rules that refer to the old term, and this should be updated because it can create confusion.

ESP 4

Reporting committee: ITC
RACE MANAGEMENT COMMITTEE
MANAGEMENT COMMITTEE

SCORING WIND

PROPOSAL

Delete rule 402.9 of the ORC Rating Systems.

RATIONALE

It is incorrect to use the “highest Scoring Wind of the best boat in the race” as a fixed wind speed for corrected time calculations because doing so introduces errors in the competitors’ polars. The concept of “Scoring Wind” (also called “Implied Wind”) is central to the ORC handicap system, especially under Performance Curve Scoring. It does not represent the actual wind measured on the race course, but rather a performance index calculated individually for each boat.

Each boat has its own set of polars. The ORC scoring system relies on a VPP (Velocity Prediction Program) which incorporates these polars to generate a graph showing the theoretical boat speed under different wind conditions (wind speed and direction).

Boat speed is derived from the elapsed time and course distance. From this, the program calculates a “Scoring Wind”: the theoretical wind that best represents the boat’s performance on that course. This may or may not correspond to the real wind speed. In essence, “Scoring Wind” is performance data, and it is the basis for scoring boats in a race, from fastest to slowest.

The following examples show that applying this system can alter race results, making some boats appear faster than they actually were on the race course.

			IW DE CADA BARCO					
Pos	N.Vela	Yate	Modelo	Hora Llegad	T.Invertido	T.Corregido	I.Aprovecham	Pol
1	ESP9861	BARBA FEITA	FIRST 40.7	12:41:29	0:41:29	0:00:00	12	622.3
2	ESP2797	ALPISPA 2	DEHLER 34	13:01:35	1:01:35	0:10:46	8	923.8
2	ESP7977	BUTXACA	DUFOUR 34	12:56:12	0:56:12	0:10:46	8	843.1

	TABLA COMPARATIVA								
N.Vela	Yate	Modelo	APH	6Kts	8Kts	10Kts	12Kts	14Kts	16Kts	20Kts
ESP9861	BARBA FEITA	FIRST 40.7	533.0	976.1	783.9	680.1	622.4	588.5	566.8	540.4
ESP7977	BUTXACA	DUFOUR 34	572.2	1049.1	843.1	731.0	667.9	632.6	611.0	586.5
ESP2797	ALPISPA 2	DEHLER 34	619.4	1155.0	923.8	799.2	723.8	679.9	654.9	630.7

			IW FIJO					
Pos	N.Vela	Yate	Modelo	Hora Llegad	T.Invertido	T.Corregido	I.Aprovecham	Pol
1	ESP9861	BARBA FEITA	FIRST 40.7	12:41:29	0:41:29	0:00:00	12	622.3
2	ESP7977	BUTXACA	DUFOUR 34	12:56:12	0:56:12	0:11:41	12	667.9
3	ESP2797	ALPISPA 2	DEHLER 34	13:01:35	1:01:35	0:13:20	12	723.8

It is therefore clear that using this method is incorrect.

ESP 5

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE
MEASUREMENT COMMITTEE

POST-RACE EQUIPMENT INSPECTION

PROPOSAL

To change the selection policy of boats to be checked after the race.

RATIONALE

Our goal with post-race inspections should be to find cheaters — not to make life difficult for sailors. By doing the inspections in the manner that the Green Book proposes there is a chance to inspect the same crew in consecutive days, which is an inconvenience not intended by the Technical Committee and for sure not the desire of the organizers.

It is the aim of the Technical Committee to check as many boats as possible. There are numerous different possible ways to do this, but the current method is the worst.

One possibility, for example, would be to check everything - crew weight, sails, flotation – for the leaders in every class every day and do random checks for the others.

EST 1

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

CHAMPIONSHIP FORMAT

PROPOSAL

Change the ORC championship format so the non-discardable race is the final race of the series.

RATIONALE

Over the years, we've observed numerous tactical manoeuvres and games in the final days of ORC Championships. Faster boats have exploited their speed advantage, employing match-race tactics against slower competitors and leveraging discard advantages with a clear overview of scoreboard.

While this match-race type sailing should and is part of the game in dinghy or One Design sailing this should be avoided in handicap racing where the format already heavily favors faster boats in class, especially in W/L races. In handicap sailing this has nothing to do with sailing skills or rule knowledge.

This type of tactical play was evident at the 2018 Hague Worlds, 2022 Hanko Europeans, 2024 Newport Worlds, and 2025 Palma Europeans. Having the last race of the series be non-discardable should reduce this behavior.

EST 2

Reporting committee: ITC

HULL CONSTRUCTION

PROPOSAL

Replace in IMS B7.1 SOLID, CORED, LIGHT, CARBON hull construction options with GLASS FIBER, CARBON and OTHER (including metal and wooden hulls).

RATIONALE

Currently the SOLID – CORED options lead to a lot of confusion because many series-produced boat types can be marked differently among different Rating Offices or even within the same Rating Office, and once incorrectly labelled it is difficult to clarify and correct.

This may be from previous times when cored construction on production boats was something novel, but cored construction is more prevalent now.

There is currently only a very minor effect on ratings, but it does cause a lot of questions. Furthermore, this can lead to arguments about the relative hull stiffness of Cored or Solid construction, or if it even makes any difference since hull stiffness can be a matter of manufacturing process and lamination method rather than just the materials choice.

EST 3

Reporting committee: MEASUREMENT COMMITTEE
RATING OFFICERS COMMITTEE

ORC MANAGER SOFTWARE ACCESS

PROPOSAL

Develop the ORC Manager to be more accessible, allowing other measurers to submit measurement data directly. This would significantly reduce the lead time for issuing certificates.

RATIONALE

The current ORC Manager has limited access, making the certificate issuing process entirely dependent on the local Rating Officer's availability. This creates a significant bottleneck, with some countries experiencing certificate lead times of 14 days or more. Even "fast-track" options, which may still take five days to process, will often require paying double the standard fee.

This system makes even small certificate amendments time-consuming and difficult for boat owners, leading to a loss of revenue for ORC if the amendment process is not user-friendly.

Our submission proposes that the ORC Manager program be developed into a more robust database with expanded functionality. For example, a Rating Officer could grant limited access to certified measurers, who could then prepare measurement data directly within the system. This would streamline the process by allowing measurers to enter data with notes for the Rating Officer, eliminating the need for the officer to manually re-enter or merge data sent via email.

For instance, if a measurer takes a new measurement of a boat's largest sail, they could input that data directly. This would ensure that small amendments don't take two weeks to process, especially when the Rating Officer has other daily responsibilities.

FIN 1

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

EVENTS FINANCIAL EXPENSES AND COST STRUCTURE

PROPOSAL

Introduce a clear, standardized cost structure in the Green Book, or define in the race bid terms under which circumstances the organizer covers officials' expenses, travel, accommodation, and catering. This will ensure fairness, transparency, and predictability across all international sailing events.

Key Areas to be Defined:

- Officials: Daily allowances/per diems; communication with organizers regarding travel.
- Travel: Guidelines for cost efficiency (public transport vs. taxi, dynamic pricing for flights/trains/ferries), timely booking, and inclusion/exclusion of food expenses.
- Accommodation: Standards for type, duration, and inclusions; clarity on organizer responsibilities.
- Catering: Meal entitlements by role, including quality and quantity expectations.

RATIONALE

International federations define the tasks, officials, and number of officials required for major events. Organizing committees must comply, but cost structures vary widely between countries and clubs, creating inequality and uncertainty in budgeting.

A standardized cost framework ensures equality for organizing volunteers and national sailing clubs. It improves budgeting reliability, strengthens bids for prestigious events, and supports volunteer recruitment and retention. Clear rules on expenses promote social sustainability in sailing by making expectations transparent for both organizers and officials.

FIN 2

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

SUSTAINABILITY CERTIFICATION FOR ORC CHAMPIONSHIPS

PROPOSAL

Amend the Green Book (ORC Championship Regulations, Sustainability) to require all official ORC title events (World and Continental Championships) to achieve at least Clean Regattas Bronze level certification by Sailors for the Sea, or a similar recognized national sustainability certification.

Organizers shall submit documentation of their certification achievements in line with Clean Regattas reporting standards.

RATIONALE

World Sailing already mandates Clean Regattas certification for its owned events, recognizing it as the global standard in sustainability for sailing. ORC, as an international authority recognized by World Sailing, should align its title events accordingly.

Environmental Leadership and Credibility Clean Regattas is the premier sustainability certification for sailing, with over 4,000 events certified across 53 countries, reaching 1.7 million sailors and attendees. Requiring certification demonstrates ORC's leadership and builds public trust in its environmental stewardship.

Alignment with Sailing Governance

ORC is committed to "help grow, improve and sustain the sport." Mandating certification is a direct, actionable step that strengthens this mission while fitting naturally into existing event protocols.

Practical, Achievable, and Repeatable

The Clean Regattas programme provides a proven, tiered framework (Bronze, Silver, Gold, Platinum) with best practices such as eliminating single-use plastics, providing refill stations, and instituting recycling. Bronze-level certification is realistic for all organizers and provides clear guidance and support.

By mandating Clean Regattas or equivalent certification, ORC elevates environmental responsibility, empowers organizers with tangible tools, and strengthens its reputation as a forward-looking leader in sailing governance.

FIN 3

Reporting committee: **MEASUREMENT COMMITTEE**

STORM SAILS MEASUREMENT AND AREA CALCULATION

PROPOSAL

In IMS Part G – Sails mention should be made of how Storm Sails are measured, with a graphic, how their areas are calculated, and an area calculator.

RATIONALE

All the other types of sails and how they are measured are already in the IMS rules. For Storm Sails reference is made only to OSR 4.27 and without a diagram. The formulas for Storm and Heavy Weather Jib area calculations could be simplified: for example, instead of 0.255 x luff length x (luff perpendicular + 2 x half width), this could be simplified to 2 x half width + luff perpendicular x luff length x 0.255

This makes the calculation with a simple calculator (such as on a mobile phone) much easier. It should be a simple task to add to the rule book or ORC's web page a calculator for all Storm sail areas.

Reporting committee: PROMOTION AND DEVELOPMENT COMMITTEE
MANAGEMENT COMMITTEE

SEARCH FUNCTIONALITY IN SAILOR SERVICES

PROPOSAL

Enhance the ORC Sailor Services search functionality to support flexible, multi-criteria queries across the ORC database, beyond the current limitations of country/year/specific boat/model. Provide advanced filtering, range search, sorting, and export capabilities.

RATIONALE

Current search limitations restrict sailors, analysts, designers, and event organizers from meaningful comparisons and fleet-wide analysis. Expanded functionality will:

- Allow sailors to identify comparable boats (e.g., similar rig or stability/length characteristics).
- Enable analysts and designers to study fleet evolution (LOA, CDL/APH, year built, class participation).
- Provide organizers with data-driven insights to inform rating policies and event planning.

Desired Capabilities:

- Attribute filters and ranges (with AND/OR logic).
- Similarity search within tolerances (e.g., ±x% on I, J, P, E; ±y on CDL/APH).
- Sorting by any selected column, with saved views and shareable links.
- Download/Export functionality (CSV/XLSX) with customizable columns.
- Optional data visualization (histograms, box plots, etc.).

Expected Benefits:

- Enhanced self-service for sailors, designers, and analysts.
- Data-driven decision-making for organizers and committees.
- Increased transparency regarding fleet composition and rating distribution.
- Reduced support workload by minimizing bespoke data extraction requests.

Implementation Notes:

- Begin with a faceted search interface and server-side query builder.
- Provide clear units/definitions via hover text or tooltips.
- Ensure compliance with privacy/licensing (expose only already-available data).
- Consider a documented read-only API for programmatic access.

FIN 5

Reporting committee: **ITC**
MEASUREMENT COMMITTEE

OUTRIGGERS

PROPOSAL

That the ORC rules be amended to explicitly allow the use of outriggers in rating certificates where such outriggers are part of the original yacht design and construction and not later modifications.

RATIONALE

Modern yacht designs incorporate outriggers as a fundamental part of their sail-handling systems. Prohibiting or failing to recognize them under current rules places these yachts at a disadvantage or prevents their inclusion in ORC racing.

Allowing outriggers where they are integral to the yacht's design will:

- Broaden participation by welcoming more contemporary yachts into the ORC framework.
- Support innovation in yacht design, while ensuring fair competition through appropriate rating treatment.

Align ORC practice with the principle of rating boats based on their actual, original configuration rather than penalizing or excluding certain design features. Allows same sails to be used in both one design classes and ORC.

Proposed Amendment:

"Outriggers are not permitted, except where specifically allowed for headsail sheets led to the main boom when sailing downwind. Outriggers are permitted if they are part of the yacht's original design and construction, not later modifications. They must be measured, declared in the inventory, and accounted for in the VPP. Their use is prohibited during inshore races and offshore start sequences."

Amendment to Rule 103 – Measurement Inventory:

Add: "Fixed outriggers, when part of the original yacht design."

FIN 6

Reporting committee: ITC
MEASUREMENT COMMITTEE

LIFERAFT IN MEASUREMENT TRIM

PROPOSAL

Amend the ORC rules to allow liferafts permanently mounted in a fixed position to be:

- Weighed during measurement (Rule 301 – Measurement Trim).
- Added to the official measurement inventory (Rule 103).
- Marked with an inspection sticker by the measurer (similar to sails).

Proposed Rule Change:

"Liferafts permanently mounted in a fixed position shall be included in the yacht's measurement inventory (Rule 103). Such liferafts must be weighed as part of measurement trim (Rule 301), recorded by the measurer, and marked with an official inspection sticker."

RATIONALE

Under current ORC rules, liferafts must be removed during the inclining test (Rule 301) and are not part of the measurement inventory (Rule 103). This creates two problems:

Safety: Crews are incentivized to leave liferafts ashore if not required by the Notice of Race, reducing safety margins.

Fairness: fixed position liferafts add weight, particularly penalizing lighter yachts, without consistent rating treatment.

Including liferafts in the measured inventory ensures consistent treatment across yachts, improves fairness, and aligns with the handling of other safety-critical equipment. It also encourages safer sailing practices by making it practical for crews to always carry liferafts.

GER 1

Reporting committee: ITC

NON-MANUAL POWER

PROPOSAL

Modify IMS F9.11 to:

F9.11 If non-manual power can be used this shall be recorded as follows:

a) SHEETS: when non-manual power is used for adjusting sheets.
b) SAILS: when non-manual power is used for adjusting halyards, cunningham, outhaul, reef system
c) SHEETING ANGLES: when non-manual power is used for adjusting vang, traveller, jib sheet lead fixtures and fitting.
d) RIG: when non-manual power is used for adjusting backstay, running backstays, checkstays, forestay.
e) NO: when there is no non-manual power used.

Non-manual power may be used for remotely operated hydraulic valves, shift mechanisms, switches, and other devices with a similar purpose to facilitate the operation of otherwise manually powered systems.

Modify ORC Rating Rule 204 to:

204 Manual Power

RRS 52 is modified. Non-manual power may be used for:

a) canting keel, water ballast and any hydrofoil
b) as specified in IMS Rule F9.11.
c) use of an auto pilot when prescribed by the Notice of Race and/or Sailing Instructions.

RATIONALE

Allowing cunningham, reef systems, traveller, jib lead fixtures and fittings, running backstays, checkstays, and forestay to be adjusted by non-manual power as these systems are getting more and more common on newer and larger boats.

Reporting committee: ITC

SELF ADJUSTING NON-MANUAL POWER

PROPOSAL

Adding a rule to ban self-adjusting control functions.

F9.13 When non-manual power is used, control is only allowed in form of manual push buttons. Automated control systems are not allowed.

RATIONALE

Ban ‘Push to optimum’ buttons for non-manual power.

Reporting committee: **MEASUREMENT COMMITTEE**

MEASUREMENT CONDITION DOCUMENTATION

PROPOSAL

Measurement condition and floatation measurement should be documented by pictures or video of interior and exterior as well as a pictures of freeboard points and weather conditions during floatation measurement. These files should be stored in the ORC database.

RATIONALE

Floatation measurements should be repeatable in the same measurement condition.

GER 4

Reporting committee: MEASUREMENT COMMITTEE
RATING OFFICERS COMMITTEE

SAIL NUMBERS

PROPOSAL

Each boat shall hold a sail number as prescribed by its Member National Authority. Sail numbers shall be displayed in accordance with RRS 77, Identification on Sails.

RATIONALE

Some rating offices issue ORC certificates with sail numbers not in line with MNA prescriptions.

GER 5

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

IN-HOUSE CERTIFICATION

PROPOSAL

Modify IMS G8.2 and G1.8 to read:

G1.8 ERS definition of In-House Certification Measurer is changed to: "A person appointed to carry out certification control in accordance with the WS In-House Certification Programme or equivalent MNA certification programs."

G8.2 A WS In-House Certification (IHC) Authorizing Authority may appoint one or more In-House Certification Measurers at a sailmaker to measure and certify sails produced by that manufacturer in accordance with the WS In-house Certification Program or may approve equivalent MNA certification programs.

RATIONALE

Allow established and proven MNA certification programs of in-house sail certification.

GER 6

Reporting committee: **ITC**
RACE MANAGEMENT COMMITTEE

USE OF TIME ALLOWANCES FOR TWS OF 4 KTS

PROPOSAL

Add the following clarification to Section 3.1 (ORC Rating) and/or 3.2 (Polar Curve Scoring) of the ORC Race Management Guide if the 4 kt wind band will stay as a test element:

Clarification: Use of Corresponding Time Allowances and 4 kt Wind Band in 202x For scoring calculations involving Time-on-Distance or Time-on-Time methods derived from wind band-based time allowances, Race Committees and scorers shall:

- *Use the time allowance values corresponding to the actual scoring wind, as defined in the scoring procedure (e.g. PCS or WRS).*
- *Disregard the 4 kt wind band values unless specifically instructed by the ORC, the release of the test state or if clearly stated in the event documentation.*

Important Note:

The 4 kt wind speed values included in the 2025 VPP were introduced for testing and evaluation purposes only. These values were not explicitly announced in the AGM 2024 minutes and may not be validated for competitive scoring use. Until the 4 kt values are officially confirmed for competitive scoring by the ORC, their use should be avoided unless justified and documented.

RATIONALE

In 2025, a new wind band at 4 knots of true wind speed was introduced in ORC certificates and rating outputs. However, this addition was not clearly disclosed in the minutes of the 2024 AGM, nor were guidelines provided for its application.

To ensure fairness, transparency, and consistency in scoring practices, this clarification will prevent the unintended use of unverified test data and reinforce the correct procedure for selecting corresponding wind-based time allowances. This also promotes confidence in the ORC system and its implementation at all levels of racing.

GER 7

Reporting committee: **ITC**
RACE MANAGEMENT COMMITTEE

CLARIFICATION ON USING WRS OR APH SCORING

PROPOSAL

Insert a new sub-section in Section 3 of the ORC Race Management Guide as follows:

Clarification of using Weather Routing or APH-Based Time-on-Time For long offshore or coastal races where boats are expected to experience varying weather conditions along the course, race organizers may elect to use a simplified single-number Time-on-Time (ToT) scoring method derived from one of the following:

1. *Weather Routing Scoring (WRS) as calculated by the ORC using polar performance data and forecast weather conditions prior to the start; or*
2. *If WRS is deemed unreliable or unavailable, a fallback to Single Number Time-on-Time scoring using the All-Purpose Handicap (APH) may be applied.*

Conditions and Limitations:

- *The choice of scoring method, as well as any related scoring parameters, shall be at the sole discretion of the Race Committee.*
- *The Race Committee must provide the information about the usage of the specific scoring system in advance before the race start (latest at one hour before the start; the skippers briefing would be the preferred time)*
- *Course length, course direction, wind direction, and wind speed shall not be grounds for a request for redress, in accordance with the current rules of World Sailing.*

RATIONALE

Long-distance offshore races often feature variable wind conditions that can disproportionately affect boats of different speeds. Traditional single-number scoring methods based on assumed average conditions may result in unfair or misleading results. This proposal formalizes the already-used method of allowing pre-race weather-based ToT coefficients, while providing a fallback to APH when routing data is not reliable.

By explicitly including this option in the Race Management Guide, organizers are empowered to apply fairer, more realistic scoring in a consistent and transparent manner, especially in complex offshore race environments

GRE 1

Reporting committee: ITC

HEADSAIL FURLER CREDIT

PROPOSAL

Review how the VPP applies the headsail furler credit.

RATIONALE

The aerodynamic effect of headsail furling influences the certificate at all wind speeds, sometimes more in light winds than in strong ones. In practice, however, it is only in stronger winds that a boat will switch to a smaller sail instead of rolling its genoa. Accordingly, the credit should apply primarily in stronger wind conditions.

GRE 2

Reporting committee: ITC

SPINNAKER POLE EFFECT ON NS CERTIFICATE

PROPOSAL

Amend ORC Rating rule 115 to define different credits for boats based on the presence of a spinnaker pole.

RATIONALE

The VPP distinguishes between non-spinnaker boats based on whether a spinnaker pole is carried. Although this distinction is explained in the VPP Documentation, it is not specified in the ORC Rating Rules. As a result, owners may be unaware of it, so including this clarification in the ORC Rating rules would improve transparency.

MANCOM 1

Reporting committee MANAGEMENT COMMITTEE
PROMOTION AND DEVELOPMENT COMMITTEE
RATING OFFICERS COMMITTEE

ORC LIGHT CERTIFICATE

PROPOSAL

To introduce ORC Light as a low-threshold entry product, designed to attract owners and crews not yet active in ORC racing. The certificate will be based on the ORC scientific database, be quick to obtain, affordable, and limited in scope to recreational/local competition.

RATIONALE

Participation in handicap racing worldwide is declining, while occasional coastal and club-level events are still thriving. Many of these events use local yardsticks that are simple but often inconsistent. ORC can provide a credible, science-based alternative that is equally accessible but more reliable.

ORC Light would:

- Provide an entry-level ORC certificate at a very low fee (e.g. €25–50).
- Be available through a simple online application (basic boat model, year, standard sails, propeller type, etc.).
- Be valid for local/national use only, not mixed with ORC Club or ORCi classes.
- Be time-limited (e.g. 2 years), with the possibility of renewal if ownership changes.
- Have clear restrictions to keep racing recreational, such as:
  - Crew limits depending on boat length,
  - Limited sail inventory (e.g. 1–2 headsails, 1 spinnaker),
  - Ban on high-tech sailcloth (carbon, aramid, etc.).
- Exclude windward/leeward racing, with focus instead on coastal and adventure-style courses.

Benefits:

- Provides a clear and accessible entry point into ORC.
- Replaces inconsistent local yardsticks with a simple, science-based system.
- Offers MNAs and event organizers a consistent framework and revenue-sharing opportunities.
- Builds a natural pathway for sailors and boats to progress toward ORC Club and ORC International.

NOR 1

Reporting committee: **MANAGEMENT COMMITTEE**
RATING OFFCIERS COMMITTEE

ORC RULE 306

PROPOSAL

ORC Rule 306 current wording:

"National Authorities may by their national prescriptions change rules of Part 3 for national events under their jurisdiction. National events shall be considered those where entries are only from the host country."

Should be changed to:

"National Authorities may by their national prescriptions change rules of Part 3 for national events under their jurisdiction. Boats from other countries may participate in such events at the discretion of the organizer."

RATIONALE

The organizer may wish to keep the national prescriptions for a local event which is open to participation from other countries.

SWE 1

Reporting committee: ITC
MEASUREMENT COMMITTEE
RATING OFFICERS COMMITTEE
MANAGEMENT COMMITTEE

ADJUSTING THE BASE OF THE MAST WHILE RACING

PROPOSAL

Reword IMS F9.12 to only read:

F9.12 If the base of the mast may be adjusted while racing, this shall be declared as "YES".

Wording to disallow a mast jack or similar device to be on board during racing unless the boat has its rating assessed with IMS rule F9.12. The only exception is if the device can be sealed with an inspector present so that it remains in only one position.

RATIONALE

Having a rule which is effectively impossible to police during a championship is bad for the organizers and the racers since it may produce uncertainty about the fairness and possibilities for having a rating advantage without actually having it properly assessed.

Reporting committee: **ITC**
MEASUREMENT COMMITTEE

SPREADER AND JUMPERS

PROPOSAL

Change IMS F9.4 to read:

F9.4 Number of spreaders shall be recorded. Spreaders shall not include jumper struts or spreaders purely connected to diamond stays which are defined as lateral and/or transverse support spreaders where the standing rigging is only connected to the mast spar.

RATIONALE

Today the ERS spreader definition is applicable to any jumpers or diamonds which after query with the Chief Measurer should not be counted as spreaders. Either jumpers should be counted and assessed like spreaders or they are to be exempt by some definition.

SWE 3

Reporting committee: **ITC**

FORESTAY ADJUSTMENT WITH TURNBUCKLES

PROPOSAL

Reword IMS F9.3(b) to allow a standard turnbuckle without mandating the boat to be rating assessed as “adjustable forward:”

b) If the forestay is adjustable with any device or mechanism other than a standard turnbuckle and the backstay is fixed, this shall be recorded as "ADJUSTABLE FORWARD".

RATIONALE

After discussing the rating assessment of adjustable forestay with the technical committee it was clear that a standard turnbuckle was not meant to induce the adjustable rating assessment.

SWE 4

Reporting committee: **PROMOTION AND DEVELOPMENT COMMITTEE**
MANAGEMENT COMMITTEE

ORCmh RULE PROMOTION

PROPOSAL

Task the ORC Promotion Committee to actively promote ORCmh rule actively in northern European countries, federations, sailors and organizers to give a good alternative to local and legacy ratings for multihulls.

RATIONALE

After having heard about the progress on the technical side we believe it is now time to actively propose an alternative to the local multihull rules and really be able to allow multihull sailors to race across borders against other countries' fleets using the same rating system.

USA 1

Reporting committee: ITC

OVERLAPPING HEADSAILS

PROPOSAL

Examine the effect of sheeting angles in the VPP for overlapping headsails.

RATIONALE

The current aero model in the ORC VPP does appear to be adequately modelling the upwind performance of boats that have overlapping headsails because observations indicate they are at a rated disadvantage compared to similar designs with non-overlapping headsails.

There is a greater versatility in adjusting sheeting angles with non-overlapping headsails, and overlapping headsails are limited by rig factors such as spreader lengths and chainplate width.

USA 2

Reporting committee: ITC

TWIN RUDDER DRAG

PROPOSAL

Re-examine the effect of windward rudder drag in the VPP for twin rudder monohulls.

RATIONALE

Some boats equipped with twin rudders can retract or lift their windward rudder while sailing, others cannot. VPP 4.3.2 states "The LPP also calculates any reduction of wetted surface area that occurs if any dagger board, twin rudder etc. comes above the flotation waterline VPP," yet we observe many designs with fixed twin rudders fall short of their rated performance. These boats therefore may have unrated drag from the immersed windward rudder that is not being accounted for in the VPP.

We ask for a re-examination of this drag effect for boats with fixed twin rudders.

USA 3

Reporting committee: ITC

MEASUREMENT INVENTORY ACCOUNTING

PROPOSAL

Revise estimated weight in unlisted measurement inventory items.

RATIONALE

For boats measured prior to 01/01/2013, when there are items listed in “other items” field on the Flotation page, the VPP currently only deducts the weight of the listed item(s). When the field is empty the VPP deducts an estimated measurement inventory.

This proposal is to use the larger of estimated measurement inventory or sum of listed “other items” whichever is greater for boats measured prior to 01/01/2013.

USA 4

Reporting committee: **RATING OFFICERS COMMITTEE**

STORM SAILS MAXIMUM AREAS

PROPOSAL

Clarify wording of sail areas as being maximums.

RATIONALE

In the Storm Sail Areas section of ORC certificates there are calculated sail area maximum limits listed for the Trysail, Storm Jib and Heavy Weather Jib, yet some confuse these as actual measured areas for these sails.

We propose that the wording be added that these are “Maximum allowed areas” to help clarify the rules.

USA 5

Reporting committee: **MEASUREMENT COMMITTEE**

MAST MEASUREMENT CONDITIONS

PROPOSAL

Clarify mast measurement condition in IMS F8.

RATIONALE

IMS F8 is unclear in a few areas of mast conditions and set-up:

(1) confirm that internally installed mast jacks should be included in the measurement of MWT and MCG because they are permanently installed in the spar.
(2) confirm that checkstays/deflectors are also included in MWT and MCG since they are often internal to the spar and difficult to remove for measurement.

USA 6

Reporting committee: **ITC**
MEASUREMENT COMMITTEE

OUTRIGGERS

PROPOSAL

Study the performance effect of outriggers for future inclusion in the VPP.

RATIONALE

Currently the ERS and RRS outlaw use of outriggers, yet they are proven to be effective at improving the efficiency of Headsails, Flying Headsails, and Spinnakers for reaching and downwind sailing.

Therefore we ask that a study is made to model their effect based on sheeting angle geometries that could be included in IMS that is separate from the current treatment of WPL.

USA 7

Reporting committee: ITC

ARTICULATING BOWSPRITS

PROPOSAL

Re-examine the VPP effect of articulating bowsprits.

RATIONALE

IMS rule 104.3 states that the TPS will be considered the same as an SPL should the bowsprit be able to move sideways, yet this seems inappropriate for the scenario where the typical articulating portion of the sprit is TPS-J.

USA 8

Reporting committee: ITC
RATING OFFICERS COMMITTEE

CRUISER/RACER REQUIREMENTS

PROPOSAL

Review IMS Appendix 1 Cruiser/Racer requirements, display these requirements on test certificates.

RATIONALE

IMS Appendix 1 needs a review of its requirements because the current generation of popular dual-purpose yachts are not always in conformance to these standards. There are numerous designs in the marketplace now that are designed, built and sold to be comfortable cruiser/racers yet still fail to meet all of the IMS Appendix A standards.

For example, popular designs such as Sun Fast 3300's and First 36's have cockpit seat lengths that are too short to the current standards because the Accommodation length table in rule 206.1 may be over-predicting the number of berths the marketplace supports for the interior layouts of these boats.

Another example is fuel tank volume: boats that have electric propulsion should not need to have rule 212 apply.

In addition, adding a button to the ORC Manager software to generate a report which lists the C/R requirements for a given boat would greatly help making these requirements easy to understand for rating officers, measurers and owners. Presently the system requires changing a boat to C/R from Performance in the Manager software and running it through the VPP.

There are frequent queries about the computed requirements for C/R, such as bunk numbers, cockpit seating, fuel capacity etc. Being able to run a report outside of the certificate VPP would be very helpful.

This feature should also be considered for running tests in Sailor Services as well.

USA 9

Reporting committee: ITC

“INTERCEPTOR” HULL FEATURE

PROPOSAL

Examine use of “Interceptor” effects on rated performance.

RATIONALE

There are some boats in the Maxi and TP 52 classes that are fitting small bumps to their hulls at the transom to improve trim and performance. These so-called “Interceptors” are defined in the offset files for the boats but may not be recognized by the VPP for their performance effects.

ORC should examine the effect of these features to determine if they should have an effect on rating and if not, how they should possibly be treated in the rules as a performance-enhancing feature.

USA 10

Reporting committee: ITC
MANAGEMENT COMMITTEE

ORC AND IRC SPINNAKER AREAS

PROPOSAL

Synchronize ORC and IRC spinnaker area calculations.

RATIONALE

ORC and IRC calculations for spinnaker sail areas are similar, but not exactly the same, and the slight differences can cause confusion for rating officers, owners and sailors.

Synchronizing of measurements has already been achieved in the UMS concept, so the next step is to use the same methods to calculate sail areas as well.

USA 11

Reporting committee: OFFSHORE CLASSES AND EVENTS COMMITTEE
RACE MANAGEMENT COMMITTEE

DIGITAL STARTING LINE TOOLS

PROPOSAL

Promote use of digital tools for starts and OCS notifications.

RATIONALE

Use of digital starting line tools such as Velocitek, Vakaros, etc, greatly enhances the consistency and accuracy of OCS calls at starts. ORC should consider requiring use of these tools at ORC championship events.

USA 12

Reporting committee: RACE MANAGEMENT COMMITTEE
MANAGEMENT COMMITTEE

WRS SCORING DEFINITION AND WEB APP ACCESS

PROPOSAL

Define WRS as a scoring tool or mechanism not a rating and make available a web app for general access to the WRS method.

RATIONALE

In response to a WRS use protest, the US National Appeals panel opined that the TCF's produced by WRS is a rating as pertinent to the RRS and World Sailing case precedent. Having clarity on this issue in the ORC Rating Systems rules and the Race Management Guidebook will be useful to avoid confusion in any future Scoring Request or Redress action.

Also, the current system of central management of WRS requests is unsustainable: it is a burden to the ORC tech team, it can produce unintended errors in context of application to some races and would be best made available to competent race managers who are trained for its use.

We urge the ORC tech team to continue to pursue development of a web app and an associated policy for its use so that more races can take advantage of this game-changing offshore scoring method.

USA 13

Reporting committee: ITC
MANAGEMENT COMMITTEE

AGE ALLOWANCE

PROPOSAL

Re-examine Age Allowance formulation credits for old designs.

RATIONALE

The ORC fleet in the US has a high percentage of designs with hull dates older than 20 years. The current credits in ORC Rating rule 103.1 limits this credit to 0.0325% for a maximum of 15 years.

We ask that this is re-examined with the age allowance starting once the series date reaches 5 years and the accumulation of credits to be extended beyond 30 years to keep well-sailed older designs actively competitive in our ORC fleets because the present formulation seems insufficient given results from recent high-profile events.

As part of this, we also request the series date to be part of the offset file data versus the present policy where it is part of the dxt file. For series boats this will help standardize data across all boats in the ORC system.

USA 14

Reporting committee: ITC

TACKING POINT OF SPINNAKER

PROPOSAL

Delete ORC Rating Rule 108.8.

RATIONALE

Currently ORC Rating Rule 108.8 states Rated TPS shall not be taken less than J + SFJ, yet there are some classes of boats that tack their HSF's and Spinnakers in this space between the headstay and the bow.

Varied positions for TPS forward of the bow are already recognized by IMS, so why not aft of the bow as well.