



## Summary of the changes to the ORC Rules and Regulations as approved at the **ORC Annual General Meeting** held on 14 November 2023 in Malaga, Spain

### **VPP – Velocity Prediction Program**

- Update of the gear weight and sailing displacement calculation
- Added TWS of 24 kts in the VPP calculations.
- Update of de-powering model and HSF coefficients.
- Added rating assessment for adjustable mast foot.
- Modified rating assessment for non-circular rigging.
- Modified whisker pole definition, with the option for it to be used to windward or to leeward with the VPP automatically identifying the way how it is used based on the length of the whisker pole.

### **IMS – International Measurement System**

- **Rule B7.1(b)** is clarified by replacing “E-Glass” with “Glass-reinforced Plastic (GRP)”.
- New **Rule F1.4(f)** modifies ERS B1.2 to address the position of the mast lower limit mark when the sail can be set below the highest point of a main boom or mizzen boom (so-called “Park Avenue” boom)
- Whisker pole length (WPL) definition is updated in **Rule F7.4** to follow the ERS definition of a spar attached to the mast spar and connected to a headsail clew regardless if it is set to windward or leeward.
- **Rule F9.9** is clarified to exclude intersections with the spreaders and the deck in the definition of circular rigging.
- New **Rule F9.12** introduces a new measurement for the possibility to adjust the base of the mast (i.e. using the mast jack pump for mast step for vertical or longitudinal adjustment).
- **Rule G1.6** is changed to include ERS changes that will become effective in 2025. This rule will remain in the IMS only for its 2024 edition.
- New **Rule 103** in **IMS Appendix 1** limits the amount of internal ballast to not more than 6% of displacement in measurement trim for Cruiser/Racers.
- **Rule 212** of the **IMS Appendix 1** is modified to clarify that fuel capacity is not needed for boats with electric engines.

## ORC Rating Systems

- The range between the maximum and minimum crew weights is reduced in modified **Rule 102.3** by defining Minimum CW as Maximum CW – (the greater of: 15% of Maximum CW or 130 kg).
- Crew Arm Extension (CEXT) definition is moved from the ORC Sportboat Class Rules to the new **Rule 107.5** recognizing that this feature may be available also on boats that are not Sportboats.
- Prohibition to use a mast jack pump while racing is removed from the **Rule 205** with the **Rule 205.1** modified to clarify the limitation of movement of the keel-stepped mast.
- New **Rule 205.2** defines the use of a retractable bowsprit while racing following the same principle that already exists in different One-Design Class rules.
- CDL limits defining the maximum number of sails aboard while racing are modified in **Rule 206.1** following new class limits defined in the Green Book. Additionally, it is clarified that only one mainsail shall be used while racing, although two mainsails may be onboard.
- **Rule 208.2(a)(ii)** is deleted with (iii) now becoming (ii) eliminating the prohibition to use a headsail set flying tacked in front of the forestay at the same time as the spinnaker.
- Use of a designer's offset file is not allowed anymore for ORC International certificates in the modified **Rule 301.1** that now specifies that boats with ORC International certificate need to be completely measured in accordance with the IMS, except that MWT and MCG are not mandatory measurements.
- **Rule 303.3** is modified by adding discretion for the Rating office to require a re-measurement of the boat whenever there is reasonable doubt in any measurement data.
- GPH (General Purpose Handicap) is removed from the **Rule 401.4** and from the certificate. However, it remains available in the scoring files.
- True wind speed of 24 kt is added in the time allowances and in the **Rules 402.2** and **402.8**.

## Green Book

- Championship Regulations are re-organized by clearly defining what is expected to be presented in any bid to host an ORC Championship as well as obligations of the organizing authority and ORC presence with the time plan starting from 12 months before the championship.
- New CDL limits for Class definitions in ORC Championships are based on the 2024 VPP and are as follows:
  - Class 0:  $16.400 \geq \text{CDL} > 13.550$
  - Class A:  $13.550 \geq \text{CDL} > 11.270$
  - Class B:  $11.270 \geq \text{CDL} > 9.630$
  - Class C:  $9.630 \geq \text{CDL} > 8.000$
- The Standard Notice of Race and Standard Sailing Instructions templates are updated with the usual housekeeping changes based on experience from 2023 championship events.