



2025 - 1.01

The Equal Chance to Win

OFFSHORE RACING CONGRESS



ORC Superyacht Rule

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Margin bars denote changes from previous version.

Part 1 - GENERAL

100 Rule Philosophy

100.1 The ORC Superyacht Rule (ORCsy) uses the IMS (International Measurement System) and ORC VPP (Offshore Racing Congress Velocity Prediction Program) modified to cover the features and special characteristics of superyachts in calculating a yacht's predicted speed in different wind and sea conditions. With this information ratings are calculated and used for corrected time calculations in the scoring of races of yachts of different sizes and characteristics.

Alongside its scientific background, the main principle of the rule is transparency. Copies of certificates are available at the ORCsy website (www.orc.org) and each owner or representative has the ability to check the effect on their rating when changing any measurement value by use of the ORCsy 'Sailor Services'.

100.2 Requests for interpretations and clarifications as well as Sailor Service access codes may be requested by email only to: sy@orc.org.

101 Superyacht Definition

A superyacht is defined as a yacht with an overall length (LOA) greater than 30.48 m (100 ft). However, smaller yachts can also be measured and rated under this rule when a regatta organizer's eligibility criteria enables smaller yachts to compete in its superyacht fleet.

102 Rule Authority

The sole authority for the ORCsy is the Offshore Racing Congress and it shall be maintained and administered at the ORC's discretion.

103 Rule Administration

103.1 The official language of the ORCsy is English and in case of dispute over translation the English text shall prevail.

103.2 The word "shall" is mandatory and the words "may" and "can" are permissive.

103.4 Except where used in headings, when a term is printed in "**bold**" (but not in italics) the definition in the Equipment Rules of Sailing (ERS) applies and when a term is printed in "*italics*" (but not in bold) the definition in the Racing Rules of Sailing (RRS) applies.

103.3 When a term is printed in "***bold italics***" it refers to measurement taken or recorded by a measurer.

104 Rule Interpretation

The ORCsy Technical Committee may at any time issue interpretations or corrections of the ORCsy rule. Any such interpretation or correction shall be published and will apply until and unless overruled by the ORC Management Committee and by the ORC Congress.

Part 2 - MEASUREMENT

200 General

200.1 Yachts shall be measured in accordance with the IMS except when modified by these rules. The following measurements with appropriate IMS rules are used for the ORCsy:

Hull and appendages in the symmetry plane

OFF file	B3
FFM Freeboard Forward Measured	B5.3
FAM Freeboard Aft Measured	B5.4
SG Water Specific Gravity	B5.5

Propeller

Propeller Type	D2
Propeller Installation	D3
Propeller Measurements	D4
Installation DWG	

Appendages not included in the OFF File

Appendage definition	C1
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Stability

PLM Length of Manometer	E2.3
GSA Gauge Surface Area	E2.4
RSA Reservoir Surface Area	E2.5
WD Weight Distance	E2.7
W1-4 Inclining Weights	E2.8
PD1-4 Pendulum Deflections	E2.9
LIST Average List Angle	E4.2
CANT Average Canting Angle	E6.3

Rig

P Mainsail Hoist	F2.1
IG Forestay Height	F3.1
ISP Height of Spinnaker Hoist	F3.2
BAS Boom Above Sheerline	F3.4
E Mainsail Foot	F5.1
J Foretriangle Base	F6.1
SPL Spinnaker Pole Length	F7.1
TPS Tacking Point of Spinnaker	F7.2
WPL Whisker Pole Length	F7.4
MDT1 Max. Transverse Mast	F4.1
MDL1 Max. Fore-and-Aft Mast	F4.2
MDT2 Min. Transverse Mast	F4.3
MDL2 Min. Fore-and-Aft Mast	F4.4
TL Taper Length	F4.5
MW Mast Width	F4.6
GO Forestay Outrigger	F4.7
CPW Chainplate width	F6.3

Mizzen Rig

PY	Mainsail Hoist Mizzen	F10.1
BASY	Boom Above Sheerline Mizzen	F10.1
EY	Mainsail Foot Mizzen	F10.1
BDY	Boom Diameter Mizzen	F10.1
IY	Height of Mizzen Staysail Hoist	F10.2
EB	Distance Between Masts	F10.3
MDTIY	Max. Transverse Mast Mizzen	F10.1
MDLIY	Max. Fore-and-Aft Mast Mizzen	F10.1
MDT2Y	Min. Transverse Mast Mizzen	F10.1
MDL2Y	Min. Fore-and-Aft Mast Mizzen	F10.1
TLY	Taper Length Mizzen	F10.1

Sails

MHB	Mainsail Top Width	G2.1
MUW	Mainsail Upper Width	G2.1
MTW	Mainsail 3/4 Width	G2.1
MHW	Mainsail 1/2 Width	G2.1
MQW	Mainsail 1/4 Width	G2.1
MHBY	Mizzen Top Width	G3
MUWY	Mizzen Upper Width	G3
MTWY	Mizzen 3/4 Width	G3
MHWY	Mizzen 1/2 Width	G3
MQWY	Mizzen 1/4 Width	G3
HHB	Headsail Top Width	G4.1
HUW	Headsail Upper Width	G4.1
HTW	Headsail 3/4 Width	G4.1
HHW	Headsail 1/2 Width	G4.1
HQW	Headsail 1/4 Width	G4.1
HLU	Headsail Luff	G4.1
HLP	Headsail Perpendicular	G4.1
SHW	Sym. Spinnaker Mid Width	G6.4
SFL	Sym. Spinnaker Foot	G6.4
SLU	Sym. Spinnaker Luff	G6.4
SLE	Sym. Spinnaker Leech	G6.4
SHW	Asym. Spinnaker Mid Width	G6.5
SFL	Asym. Spinnaker Foot	G6.5
SLU	Asym. Spinnaker Luff	G6.5
SLE	Asym. Spinnaker Leech	G6.5

200.2 Measurements shall be taken by actual measurement whenever possible. However, it may also be taken from:

- A 3D hull file provided by the designer
- A stability booklet
- A sailmaker's sail measurement declaration
- Sail and deck plans provided by the designer
- Any other information including photos, drawings, designs and technical data verified by the ORC Rating Office

201 Hull Measurement

201.1 A yacht shall be measured in a measurement trim as defined in IMS Rule B4. Items listed in B4.2 when impracticable to be removed from the boat may remain aboard with their weight and longitudinal and vertical position recorded. IMS Rule B4.4(a) is amended by adding:

(iii) Movable non-dischargeable ballast: maximum water ballast volume in litres that can not be discharged while racing with its longitudinal distance from the foremost point of LOA, vertical distance from the waterline and transversal distance from the boat's centreline.

The measurement inventory (as shown on the Page 3 of the ORCsy certificate – column “Measurement”) shall include the weight and the longitudinal and vertical position of each item heavier than 20 kg. Freeboard measurements shall be taken only if the measured hull offset file is available.

201.2 If the centreboard is raised when sailing downwind this shall be recorded as “YES” and if not as “NO”.

201.3 For each non manual powered winch the maximum power in kW and maximum speed in metres/minute shall be recorded.

201.4 Frontal and lateral superstructures shall be recorded as the projected area taken above the highest points on each station in the hull offset file.

201.5 The frontal area of each dome larger than 0.10 m² shall be recorded.

201.6 The diameter of a permanently open bow thruster tunnel shall be recorded.

201.7 If a yacht is MCA (Maritime Coastguard Agency) certified this shall be recorded as “YES” and if not as “NO”.

201.8 If a full height skeg is present in front of the rudder this shall be recorded as “YES” and if not as “NO”.

202 Stability Measurement

A yacht's stability shall be derived as follows:

- From the inclining test, performed using the boom as an extension arm as defined in IMS Rule E2.2, with a minimum of 1 degree heel each side. This method shall be used only if a measured offset file is available and freeboards are measured at the same time of inclining.
- From the data available in the stability booklet.

203 Rig Measurement

203.1 Rig measurements shall be taken in accordance with IMS Part F with additional measurements taken as follows:

203.2 If there is a mainsail furler in the boom this shall be recorded as “YES” and if not as “NO”.

203.3 If a yacht has only two furling headsails in the inventory: one overlapping ($HLP > 110\%$ of J) on a forestay and one non-overlapping on a inner stay, additional measurements of the inner stay shall be taken as II and JI .

203.4 Rig configuration shall be recorded as one of the following:

- Sloop – A single-masted rig with a mainsail and one or more headsails.

- b) Ketch – A two-masted rig with the foremost mast height ($P + BAS$) higher than the mizzen mast height ($PY + BASY$) or lower for less than 4%.
- c) Schooner – A two-masted rig with the foremost mast height ($P + BAS$) lower than the mizzen mast height ($PY + BASY$) for 4% or more.

204 Sail Measurement

- 204.1 Sail measurements shall be taken in accordance with IMS Part G with additional measurements and requirements as follows:
- 204.2 Complete sails inventory with all sail measurements shall be recorded in the certificate.
- 204.3 If a headsail is set on the furler this shall be recorded as “YES” and if not as “NO”.
- 204.4 If a headsail luff perpendicular (HLP) is furled more than 50% while tacking this shall be recorded as “YES” and if not as “NO”.
- 204.5 The number of headsails furled around a fixed stay (not deployed) while *racing* shall be recorded.
- 204.6 If an inner jib is unfurled or is already deployed when a larger jib is furled while tacking this shall be recorded as “YES” and if not as “NO”.
- 204.7 An unconventional sail not measured as a mainsail, mizzen, mizzen staysail, headsail or spinnaker shall have its area recorded as calculated from the sail dimensions as defined by the ERS or by drawings or pictures submitted to the ORCsy Rating Office. The use of such a sail shall be recorded as: upwind, downwind or both.
- 204.8 The use of a mizzen staysail shall be declared as one of three options: with headsail, with spinnaker or with both headsail and spinnaker.
- 204.9 If a yacht has overlapping and non-overlapping headsails (with $HLP > 110\%$ of J for overlapping), the largest of each shall be measured.

205 Changes to the Racing Rules of Sailing

- 205.1 The second sentence of the RRS 51 does not apply for the water ballast and/or canting keel systems. Water ballast shall be moved only transversely.
- 205.2 RRS 52 is modified. Non-manual power may be used for:
 - a) canting keel, water ballast and any **hydrofoil**.
 - b) halyards and sheets to trim any corner of a sail
 - c) adjusting standing and running rigging
 - d) adjusting the base of the mast, boom, vang or traveller
 - e) remotely operated hydraulic valves, shift mechanisms, switches, and other devices with a similar purpose to facilitate the operation of otherwise manually powered systems.

Part 3 - RATING

300 Sailing Trim

300.1 The ORCsy VPP is used to calculate ratings from a yacht's predicted performance in various wind. VPP calculations are made with the yacht in sailing trim, that is in as close as is possible to the actual condition in which the yacht races.

300.2 If any of the measurements listed in 200.1 is not entered, it shall be taken as default defined in the ORCsy VPP documentation.

301 Completely Measured Yacht (“Measured” ORCsy Rating Certificate)

If the hull offset file, freeboards and stability are completely measured this is marked with an “M” on the ORCsy certificate. Displacement in the sailing trim is calculated from the hull geometry and measured freeboards with:

- weights that are declared not to be onboard while racing deducted (listed in the measurement inventory), and
- weights that are declared to be onboard while racing but were not on the boat during the measurement (listed in sailing inventory) added.

302 Partially Measured Yacht (“Declared” ORCsy Rating Certificate)

302.1 If any of the hull offset file, freeboards or stability are not measured this is marked with a “D” on the ORCsy certificate. In this case displacement is calculated from the light ship trim from the stability booklet with default weights added for racing gear, crew, sails and declared values for liquids, anchors and chain, which are underestimated so as to not unduly favour yachts not completely measured

302.2 If any of the hull offset file, freeboards or stability are not measured and a stability booklet is not available, displacement and stability data may be taken from any other source. The sailing trim and righting moment will be evaluated by the Rating Office which may apply a rating adjustment due to the uncertainty of the data. Should new data become available at a later date, a certificate may be updated.

302.3 A boat with a “Declared” ORCsy certificate shall receive an adjustment on her rating time allowances. The adjustment shall be 0.5% if the yacht had no previous ORCsy certificate or 1% if the yacht had an ORCsy certificate in the previous years

303 Corinthian Spirit Class

303.1 The “Corinthian Spirit Class” shall include yachts that enter the race in truly Corinthian spirit with the goal to keep racing enjoyable and competitive without owners having to optimize their yachts. ORCsy certificates for boats complying with “Corinthian Spirit Class” principle will be marked accordingly.

303.2 The event organizer can declare a minimum number of entries to feature a Corinthian Spirit class and if not met allow these yachts race in an ORCsy class.

303.3 If so stated by the Notice of Race and/or Sailing Instructions, a rating credit of 1% shall be applied for a yacht on which owner is on the helm for the start and at least 50% of the course.

303.4 If so stated by the Notice of Race and/or Sailing Instructions, the “Corinthian Spirit Class” yachts shall not use spinnakers or Headsails Set Flying while racing

304 Use of Sails

304.1 Sails to be used for an event shall be declared for each of:

- mainsail
- headsails set on a stay
- headsails set flying
- spinnakers (symmetric and asymmetric)
- mizzen
- mizzen staysail

304.2 The number of sails aboard while racing shall not be greater than the number of respective type of sails as declared in 304.1. The yacht may elect not to carry all declared sails while racing, but the number of sails on board shall remain the same for each individual race day, including days with multiple races even in the case of damage to sails. The race day begins when the yacht leaves for the race course from its dock or mooring.

Sails damaged during the event may be repaired. Sails beyond repair may be replaced with permission of the Technical Committee

304.3 A yacht's ratings will be adjusted based on declared number of headsails set on forestay(s) (excluding those with area less than $0.135 * IG^2$), declared number of headsails set flying tacked in front of the forestay and declared number of spinnakers as follows:

a) Headsails set on the forestay

- No rating penalty for 2 headsails
- 0.5% rating penalty for each headsail in excess of 2
- 0.5% rating credit for yachts with furlers, if the furler is used in association with one headsail only

b) Headsails set flying tacked in front of the forestay

- No rating penalty for 1 headsail set flying
- 0.5% rating penalty for each headsail in excess of 1

c) Spinnakers

- No rating penalty for 2 spinnakers
- 1.0% rating penalty for a 3rd spinnaker
- 0.5% rating penalty for each spinnaker in excess of 3

304.4 Bellow Deck Spinnaker retriever systems shall not be used, except when speicifically allowed by the Notice of Race in which case 0.5% rating penalty will apply.

305 Use of Headsails

305.1 Headsails may be set on the forestay or **set flying**.

305.2 Headsails **set flying** may be tacked:

a) in front of the forestay, when

- i) it shall be tacked approximately on the yacht's centreline, and
- ii) it shall not be used when a spinnaker is set.

b) between the forestay (and including it) and the forward mast, when

- i) it shall have $HLP \leq 1.1 * J$, and
- ii) it shall be tacked inside any spinnaker sheet, and
- iii) it may be tacked away from the yacht's centreline.

305.3 When more than one headsail is used at the same time, if they are trimmed flat along the centerline of the yacht and the clew of the foremost-tacked headsail is forward of the clew of any other headsail the measurement of the largest headsail set on the forestay shall be assumed to be as follows:

a) **HLP** shall be the distance between the aftmost clew and the foremost headstay

b) **HLU** shall be the longest luff of all headsails in the sail inventory

The resulting area will be reduced by 10% if there are 3 or more headsails used at the same time.

306 Minimum rated sail areas

306.1 Headsail rated area shall not be taken less than:

$$0.405 \cdot J \cdot \sqrt{IM^2 + J^2} \quad \text{for headsails set on the forestay}$$

$$0.405 \cdot TPS \cdot \sqrt{ISP^2 + TPS^2} \quad \text{for headsails set flying.}$$

306.2 Spinnaker rated area shall not be taken less then:

$$1.14 \cdot \sqrt{ISP^2 + J^2} \cdot \max(SPL; J) \quad \text{for symmetric spinnaker}$$
$$0.6333 \cdot \sqrt{ISP^2 + J^2} \cdot \max(1.8 \cdot SPL; 1.8 \cdot J; 1.6 \cdot TPS) \quad \text{for asymmetric spinnaker}$$

307 Sailing Inventory Weights

Weights of items onboard recorded in the inventory list on the ORCsy certificate (racing gear, anchor and chain, items that cannot be removed while racing) shall not be less than the values recorded in the “Weight Sailing“ column.

308 Observed Performance Factor

308.1 A yacht's rating may be adjusted by an Observed Performance Factor (OPF). OPF is adjusting time allowances for yacht's performance for light and strong wind while effect on the wind ranges in between is calculated proportionally between light and strong wind. It is expressed in percentage of modification of time allowances. OPF may be applied between regattas or between races at a regatta by the ORC Rating Office when:

- the data and measurement information from the handicap/rating application form is insufficient to provide a detailed assessment of the yacht's speed potential, or it is submitted late, or
- there is evidence from race tracking data and/or from observed performance and timings that the yacht's elapsed time (for a race or part of a race) is significantly different from that predicted based on the rating allowances published on the certificate.
- there is unusual class composition, where a class is comprised of yachts with significantly different sailing characteristics and/or rating values and it is assessed that the VPP will not rate the yachts fairly relative to one another. In this circumstance, the rating adjustment will be referred to as a 'Regatta Specific OPF' and will only be valid for that particular regatta.

An OPF assigned by a), b) and c) shall not be applied for yachts with $DLR \leq 100$ and $SA/DSP \geq 27.5$ where

$$DLR = \frac{DSPL^{\frac{2.205}{2240}}}{\left(\frac{3.2808 \cdot IMSL}{100}\right)^3} \quad SA/DSP = \frac{SA_{upwind}}{\left(\frac{DSPL}{1000}\right)^{0.67}}$$

DSPL – Displacement in “light shtip” trim

IMSL – Sailing length as calculated by the VPP

SA_{upwind} – Sail area of the mainsail, mizzen, if any, and the biggest headsail set on the forestay

An OPF will not be applied in those cases where a yacht's performance is clearly affected by tactical mistakes or poor boat handling, as determined by tracking and/or observation.

308.2 When an OPF is applied to a yacht that has a valid certificate, that certificate shall be withdrawn and replaced with a new one that will adjust all time allowances based on the assigned OPF. If the OPF is applied during a regatta, races scored with the withdrawn certificate shall not be re-scored and the new certificate, modified with the OPF, shall apply only to races thereafter.

308.3 For SYRA sanctioned superyacht regattas, the ORC and SYRA will collaborate on any potential OPF to be applied. The final decision on an OPF and the percentage to be applied is at the sole discretion of the SYRA. For all other regattas, the decision on an OPF and the percentage to be applied is at sole discretion of the ORC. This shall not be grounds for request for redress and changes RRS 61.1(a)

309 Age Allowance

Age Allowance (AA) is a credit for age of 0.0325% of ratings increase for each year from Age Date (for boats with $LOA \geq 30.48$ m) or Series Date (for boats with $LOA < 30.48$ m) to the current rule year up to maximum of 30 years (0.975%).

Part 4 - CERTIFICATES

400 Certificate Request

400.1 A request for an ORCsy certificate shall be made by completing the on-line application form at the ORCsy website. The application and all relevant documents to process a ORCsy certificate shall be submitted no later than 6 weeks prior to the first racing day of the event, unless otherwise stated in the regatta's Notice of Race. The ORC may extend this deadline at its sole discretion.

400.2 The final inventory of sails, the anchors and the amount of liquids (water and fuel) onboard while racing shall be declared by email to the ORCsy Technical Committee (sy@orc.org) at the latest 2 weeks before the first racing day. If events are taking place on two or three consecutive weeks exceptions will be considered. Minimum and maximum tankage values during an event shall be declared as percentage of the total tank capacity.

400.3 Applications, documents, data and late configuration declarations arriving after the deadlines above will incur a 30% increase in fee.

401 Certificate Issue

401.1 Certificates shall be issued by the ORC Central Rating Office. A fee, detailed on the ORCsy website, shall be paid for all valid certificates issued.

401.2 The Rating Office has the authority to issue a certificate upon receipt of measurement data, but if anything is found that is considered unusual or against the general interest of the ORCsy the Rating Office may withhold the certificate pending an examination of the case and will only issue it after approval is obtained from the ORCsy Committee.

401.3 The certificate shall be valid until the date printed on the certificate, which will normally be the 31st of December of the current year.

401.4 A yacht shall have only one valid certificate at any one time. The valid certificate shall be the last one issued.

401.5 A certificate, once issued, is considered public and copies are available to all superyacht owners or their representatives registered through the ORCsy Sailor Services website.

402 Owner's Responsibility

402.1 A yacht's owner and any other person in charge shall be responsible for:

- Preparing the yacht for measurement in accordance with the ORCsy rule
- Declaring any required data to the measurer and/or on the handicap application
- Ensuring compliance of any measurement data to those printed on the certificate. Compliance with the certificate shall be defined as follows:
 - All measured, declared or recorded values shall be as close as possible to those on the certificate. Differences are allowed only if the values on the certificate give a less favourable rating.
 - The owner-declared values for tankage and sails inventory declarations shall not be considered as an issue of compliance with the certificate, but they are applied as owner's responsibility to follow ORCsy rules.
- Using the yacht and equipment as prescribed by the RRS and the ORCsy.

402.2 A certificate shall be automatically invalidated by a change of ownership. A new owner may request a new certificate with a simple declaration that no changes have been made. A new certificate may therefore be issued without the need to submit a new handicap application or conduct any new measurement. Conversely, a new owner has the right to have the boat re-measured.

402.3 Any change of measurement data requires the declaration of all changes and/or a new measurement after which the ORC will issue a new certificate. Examples of change include:

- a) Change of ballast amount, location or configuration.
- b) Change of tankage, fixed or portable, in size or location.
- c) Change in the engine and/or propeller installation.
- d) Change to the size, cut or shape of the maximum area sails (this will be better defined)
- e) Change to the shape of the yacht's hull and/or appendages
- f) Change to spars or standing rigging configuration
- g) Change to the data listed in the handicap application and certificate that affects the yacht's rating.

403 Compliance with Certificate

403.1 When, as a result of an inspection, a measurement check, a discovered error, or a measurement protest, it is determined that a yacht does not comply with her certificate:

- a) If the ORC determines that the non-compliance is not the fault of the owner or his representative the certificate shall be withdrawn and replaced with a new certificate that reflects any new measurement data. If the non-compliance is discovered during a regatta future races in the series shall be scored using the new certificate. Whether any or all completed races scored using the old certificate are to be re-scored is at the sole discretion of the Race Committee. This changes RRS A5.
- b) If the ORC determines that the non-compliance is the fault of the owner or his representative the certificate matter shall be reported to the Technical Committee who shall act in accordance with the RRS. Non-compliance as defined in 402.1(c) shall be calculated as a difference in percentage of time allowance in s/NM for Moderate wind, as follows:
 - i) If the difference is less than or equal to 0.1% and the original certificate will be maintained, the protest will be dismissed and the protestor will have to cover any cost involved. RRS 60.5(d)(1) will apply but no corrections are needed.
 - ii) If the difference is more than 0.1% but less than or equal to 0.25%, no penalty shall apply, but a new certificate shall be issued based on the new measurement data and all races of the series shall be rescored using the new certificate data. The Protest will be considered accepted and the protestee will have to cover any cost involved.
 - iii) If the difference is more than 0.25% but less than 0.40%, a boat shall receive a scoring penalty that shall be 50% of the score for Did not Finish, rounded to the nearest whole number (0.5 rounded upward) in any race in which her rating was incorrect. New certificate shall be issued based on the new measurement data and all races of the series shall be rescored using the new certificate data. The Protest will be considered accepted and the protestee will have to cover any cost involved.
 - iv) If the difference is 0.40% or more, a boat shall be disqualified (DSQ) in any race in which her rating was incorrect. The Protest will be considered accepted and the protestee will have to cover any cost involved and the yacht shall not race again until all non-compliance issues are corrected to the limit defined in a) above.

Nothing in this paragraph shall bar action under the RRS concerning a yacht deliberately altered to not comply with her certificate and shall not limit in any way action by a Race Committee and/or by a Protest Committee against any individual involved.

403.2 Compliance with the certificate and any rating matters may be checked by the Technical Committee or Race Committee at any time at the dock or while racing. The ORC representative in the Technical Committee or in the Race Committee shall be allowed onboard after a request has been made to the yacht. The penalty for infringement of this rule may be other than disqualification, or no penalty, at discretion of the Protest Committee.

Part 5 - SCORING

500 Five Ratings Scoring Method

500.1 The ORCsy provides rating time allowances expressed in s/NM for ‘light’, ‘light-moderate’, ‘moderate’, ‘moderate-strong’ and ‘strong’ wind speeds . Time allowances in s/NM are used for the Time on Distance (ToD) scoring method, while for Time on Time (ToT) scoring coefficients are calculated from $ToT = 500 / ToD$ for each time allowance.

500.2 Time allowances are calculated for the All Purpose course that includes equal distribution of all wind directions (a hypothetical course type in which the boat circumnavigates a circular island with the true wind direction held constant). The Race Committee shall therefore attempt, when feasible, to establish course composition that features approximately the same amount of beating, reaching and running.

500.3 Wind ranges are as follows:

Light	TWS < 8 kts
Light - Moderate	8 kts ≤ TWS < 11 kts
Moderate	11 kts ≤ TWS < 14 kts
Moderate – Strong	14 kts ≤ TWS < 17 kts
Strong	TWS ≥ 17 kts

A reference height for the wind speed is 10 metres above sea level.

500.4 The Race Committee will decide the scoring method, course length (for ToD), wind range for scoring each race (using the resources at its disposal, such as forecasts, pre-race readings from on-course Race Committee boats, trends, etc) and its decisions shall not be grounds for redress by the boat. This changes RRS 61.1(a). For each class with a staggered start, wind range for scoring will be communicated to boats when the leading boat is on the last leg of the course.

501 Weather Routing Scoring Method

501.1 A single number time allowance may be calculated from the forecast and the weather routing available before the start of the race. The Race Committee shall use ORC approved Weather Routing System that will calculate Predicted Elapsed Times for a given course and the available weather forecast from which the single number ToD ratings will be calculated.

501.2 The Race Committee’s decision on the use of the forecast model and the weather routing calculations shall not be ground for redress by the boat. This changes RRS 61.1(a).

502 Corrected Times Calculations

502.1 Corrected times using the Time on Distance scoring method are calculated as follows:

$$\text{Corrected time} = \text{Elapsed time} - (\text{ToD}_{\Delta} * \text{Distance})$$

Where $\text{ToD}_{\Delta} = \text{ToD}_{\text{the boat}} - \text{ToD}_{\text{the lowest (fastest boat) in the fleet}}$

502.2 Corrected times using the Time on Time scoring method are calculated as follows:

$$\text{Corrected time} = \text{ToT} * \text{Elapsed time}$$

502.3 Corrected time shall be displayed in ‘days:hours:minutes:seconds’. When calculating corrected time, a yacht’s elapsed time shall be translated to seconds, the corrected time shall be rounded to the nearest second (for example: 12345.5 = 12346 seconds) which shall be then put back into ‘days:hours:minutes:seconds’.

503 Starting Formats

For safety reasons, most superyacht regattas have yachts start individually with a minimum gap between starts of 30 seconds. The starting sequence shall be published before the start of each race and will depend on the ratings (based on the wind range and sea state), fleet size, course configuration and other safety and fair racing considerations. There are two common starting formats:

a) **Staggered Start:** Slower rated yachts start before faster rated yachts, the gap between yachts typically being 1, 2, or 3 minutes. When so stated by the Notice of Race and/or Sailing Instructions a different starting order may be applied (for example: based on the results of the previous race or overall results prior to the race). The elapsed time for each yacht is calculated from the time of her starting signal to her finishing time and it is then converted into a corrected time.

If two or more yachts have the same ToD rating, starting order will be determined by the slowest average of the ToD ratings. The yacht with the highest average ToD rating will start before the other ones. If a tie still remains it will be broken by a draw. If the situation reoccurs on a subsequent day of the same event their starting order will be swapped and this will be repeated as necessary.

b) **Pursuit Start:** The starting time for each yacht is calculated from the appropriate Time on Distance (ToD) rating and course length such that all yachts will theoretically finish at the same time. Starting times may be rounded to the nearest 5-second increment (05, 10, 15, etc) and where necessary further adjusted to maintain a safety gap between starters. In addition, and also for safety reasons, the starting sequence may be arranged to create a gap between class finish times (typically 10 minutes between class finishes).

Yachts will be scored based on the order of finish, adjusted for any penalties taken on the water.

i) Shortened course

If a course is shortened, the elapsed time for each yacht is calculated from the time of her starting signal to her finishing time. Results are then determined by correcting the elapsed times by the Time on Distance scoring method.

ii) Fleet scoring

When scoring fleet results for a multi-class regatta with gapped class finish times, the finishing times of each yacht are adjusted by the class finishing time gap(s).

The Race Committee's selection of starting format and times shall not be grounds for redress. This changes RRS 61.4(b)(1).

503 Re-scoring

503.1 Once the results of a race have been published it may only be re-scored if a yacht's certificate is replaced in accordance with the rule 403.

503.2 Re-scoring shall be performed as follows:

a) **Staggered Start:** The new ToD or ToT scoring coefficient shall be used to re-calculate the corrected time.

b) **Pursuit Starts:** The finishing time for the yacht shall be adjusted using the following formula:

$$\text{New finishing time} = \text{Old finishing time} + (\text{ToD}_{\text{old}} - \text{ToD}_{\text{new}}) * \text{course length}$$

504 Polar Curve Scoring

In addition to the scoring method defined in rules 500 - 503, a Polar Curve Scoring with the constructed course may be used as defined in the ORC Rating Systems rule 402.

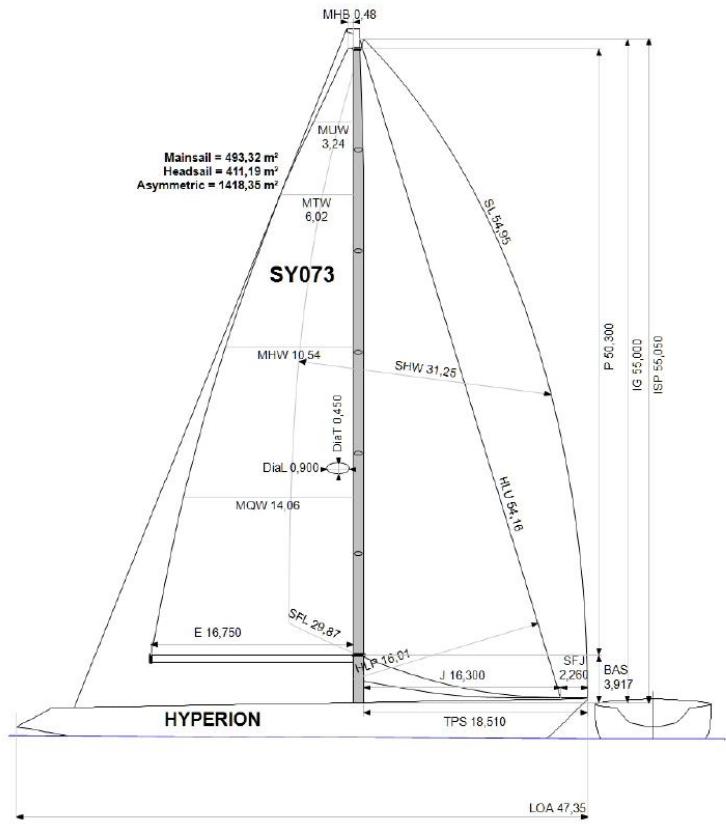
ORC SUPERYACHT CERTIFICATE SAMPLES



**Super Yacht
Measured Certificate
2025**

HYPERION
SY073

ORC Superyacht
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Mainsail = 493,32 m²
Headsail = 411,19 m²
Asymmetric = 1418,35 m²

BOAT

Class	Frers
Designer	Royal Huisman
Builder	01/1998
Age date	08/1996
Series date	SY073A.off
Offset file	SY073
Data file	SY073
OPF light strong	0,0% 0,0%

HULL

Length Overall	47,346
Maximum Beam	9,600
Dynamic Allowance	5,730%
Age Allowance	0,877%
Lightship	Sailing
Displacement (kg)	290.829
Draft (m)	4,792
RM at 1° (kg·m)	12647,9
VCGD (m)	0,325
VCGM (m)	0,460
DLR	125,29
SUp / Displ	20,22

SAIL AREAS (m²)

Mainsail	Measured 493,32
Headsail Luffed	411,19
Headsail Flying	
Symmetric	
Asymmetric	1418,35
Total upwind	904,51
Total downwind	1.911,67

SAILS IN INVENTORY

Headsails Luffed	1
Headsails Flying	0
Spinnakers	2

USE OF SAILS

Permanently Furled	0
Sails	
Furl to Tack	No
Mainsail Furler	In boom
Multiple Headsails	No
Tacking Unfurling	No
Staysail	

Rated boat velocities in knots

Wind Velocity at 10 meters	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt	24 kt
Beat Angles	53,5°	52,1°	50,8°	49,7°	48,6°	47,7°	46,1°	46,6°
Beat VMG	3,04	4,08	5,00	5,75	6,29	6,72	7,31	7,53
52°	4,94	6,63	8,12	9,33	10,22	10,91	11,87	12,23
60°	6,09	7,99	9,54	10,75	11,57	12,11	12,81	13,25
75°	6,92	8,86	10,38	11,57	12,43	13,05	13,78	14,24
90°	7,00	8,94	10,58	11,74	12,52	13,22	14,22	14,89
110°	7,18	9,24	10,87	12,11	12,99	13,51	14,29	14,87
120°	6,82	8,81	10,43	11,73	12,75	13,54	14,60	15,28
135°	5,82	7,66	9,29	10,70	11,85	12,76	14,12	15,17
150°	4,81	6,36	7,78	9,06	10,15	11,09	12,71	13,97
Run VMG	4,16	5,51	6,74	7,84	8,79	9,61	11,06	12,50
Gybe Angles	138,8°	139,7°	141,1°	142,3°	143,6°	145,7°	155,6°	164,9°

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Super Yacht
Measured Certificate
2025

HYPERION
SY073

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Time Allowances in secs/NM								
Wind Velocity at 10 meters	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt	24 kt
Beat VMG	1182,8	882,6	720,1	626,5	572,3	535,8	492,7	478,2
52°	728,2	543,4	443,4	385,8	352,4	329,9	303,4	294,5
60°	591,5	450,7	377,3	335,0	311,1	297,4	281,1	271,8
75°	520,1	406,1	346,7	311,3	289,7	275,9	261,3	252,9
90°	514,2	402,9	340,4	306,6	287,6	272,4	253,2	241,8
110°	501,5	389,7	331,2	297,3	277,2	266,6	251,9	242,1
120°	527,6	408,6	345,2	306,9	282,5	265,9	246,6	235,6
135°	618,2	469,9	387,3	336,3	303,8	282,1	255,0	237,4
150°	748,7	566,0	462,7	397,5	354,6	324,6	283,3	257,7
Run VMG	864,5	653,6	534,3	459,0	409,5	374,8	325,4	288,0
Selected Courses								
Windward / Leeward	1023,7	768,1	627,2	542,7	490,9	455,3	409,1	383,1
All purpose	740,9	561,6	463,6	405,7	370,5	346,9	317,1	301,1

Scoring Options					
Wind Velocity at 10 meters	Light TWS < 8	Light-Moderate 8 ≤ TWS < 11	Moderate 11 ≤ TWS < 14	Moderate-Strong 14 ≤ TWS < 17	Strong TWS ≥ 17
Time on Distance	621,5	482,2	395,1	352,0	326,7
Time on Time	0,8045	1,0368	1,2655	1,4203	1,5305

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Super Yacht
Measured Certificate
2025

HYPERION
SY073

ORC Superyacht
Rating Office
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www.orc.org/superyacht

Data in meters/kilograms (Metric)

HULL AND APPENDAGES (Lightship Trim)

Class	LOA	47,346	VCGD	0,325	
Hull construction	Solid	Max. Beam	9,600	VCGM	0,460
Carbon rudder	No	Draft	4,792	Righting Moment (kg·m)	12647,9
Trim tab	No	Displacement	290.829	Skeg	No
Charter Class	No	IMS L	40,147		
		Sink (kg/mm)	244,73		

PROPELLER (measured)

Propeller Type	Feathering 4 blades	Halyard Speed (m/min)	38,0	SUPERSTRUCTURES	
Installation	Shaft exposed	PRD	1,200	Area Front	11,20
Twin screw	No	PIPA	0,1352	Area Side	27,13
Bow Thruster Diam.				Dome frontal areas (m ²)	1,6,1,6

RIG

Rig Type	Sloop	P	50,300	MDT1	0,450	J	16,300
Mast material	Carbon	IG	55,000	MDL1	0,900	SFJ	2,260
Non-circular rigging	No	ISP	55,050	MDT2	0,450	FSD	
Fiber rigging	No	BAS	3,917	MDL2	0,569	SPL	
		E	16,750	TL	10,050	TPS	18,510
		BD		MW	0,569	WPL	
		CPW	8,120	GO	0,569		

MAINSAIL

<i>Id</i>	<i>MHB</i>	<i>MUW</i>	<i>MTW</i>	<i>MHW</i>	<i>MQW</i>	<i>Area</i>	<i>Meas.</i>	<i>Date</i>	<i>Comment</i>
B	0,48	3,24	6,02	10,54	14,06	493,32	12/09/2021		OUS143513-001

HEADSAIL

<i>Id</i>	<i>HHB</i>	<i>HUW</i>	<i>HTW</i>	<i>HHW</i>	<i>HQW</i>	<i>HLP</i>	<i>HLU</i>	<i>Btn</i>	<i>Flying Furler</i>	<i>Area</i>	<i>Meas.</i>	<i>Date</i>	<i>Comment</i>
C	0,14	1,79	3,52	7,25	11,36	16,01	54,16	No	No	411,19	11/05/2021	OUS143513-002	
E	0,12	1,05	2,05	4,15	6,54	9,49	36,20	No	No	159,94	31/05/2018	FGS =US129604-001	

ASYMMETRIC SPINNAKER

<i>Id</i>	<i>SLU</i>	<i>SLE</i>	<i>SL</i>	<i>SHW</i>	<i>SFL</i>	<i>Ratio</i>	<i>Area</i>	<i>Meas.</i>	<i>Date</i>	<i>Comment</i>
A	58,95	50,95	54,95	31,25	29,87	105%	1418,35	02/11/2018	A2-OUS129604-001	
B	56,99	51,29	54,14	25,85	25,09	103%	1159,41	03/03/2022	A4	

- All the sails used during an event must be declared. This applies also to the staysails tacked between the forestay and the mast and to all the sails that are smaller than the largest of their kind.
- The sails that can be used during the event are only those listed in this page, regardless of the fact that other available sails are smaller than the largest of their kind listed on the certificate.
- While it is not mandatory to carry all the declared sails while racing, the number of sails onboard shall remain constant for each individual race day. The race day begins when the yacht leaves for the race course from its dock or mooring.
- The minimum amount of liquids to carry onboard while racing is shown on the last page of this certificate as a fraction of one, under the sailing level column. The lowest number printed on the certificate is 0.100 also when the declared amount is zero.
- It is **NOT** permitted to unfurl the staysail to tack while furling the other headsail



Super Yacht
Measured Certificate
2025

HYPERION
SY073

ORC Superyacht
Rating Office
orcsy@orc.org
www.orc.org/superyacht

Data in meters/kilograms (Metric)

FLOTATION AND STABILITY

Calculation method	Boom inclining	SFFP	3,812	SAFP	42,587	W1	1327,8	PD1	100,0	WD	12,698
Flotation date	01/08/2022	FFM	2,432	FAM	1,852	W2	1327,8	PD2	100,6	PLM	9000,00
		FF	2,632	FA	1,880	W3	1327,8	PD3	100,7	GSA	1,0
		LCFd	25,555	LCFsh	26,003	W4	1327,8	PD4	100,2	RSA	1,0
		SG	1,0260	HBI	2,931	LCFD	34,600			RM	13228,1

TANKS

<i>Id</i>	<i>Description</i>	<i>Capacity</i>	<i>LCG</i>	<i>VCG</i>	<i>Sp.wght</i>	<i>Condition measurement</i>	<i>Level sailing</i>	<i>Ltrs min</i>	<i>Level sailing</i>	<i>Ltrs max</i>
A	fuel port fwd	4.833	21,09	-0,29	0,8400	3.219	22,2%	1.073	0,0%	0
B	fuel port aft	6.190	32,09	-1,16	0,8400	180	22,2%	1.374	0,0%	0
C	fuel day tank	512	20,16	-0,26	0,8400	367	22,2%	114	0,0%	0
D	fuel stbd fwd	4.833	21,09	-0,29	0,8400	3.635	22,2%	1.073	0,0%	0
E	fuel stbd aft	6.190	32,09	0,16	0,8400	44	22,2%	1.374	0,0%	0
F	water port	6.070	17,54	-1,12	1,0000	3.897	65,9%	4.000	0,0%	0
G	water stbd	6.070	17,54	-1,12	1,0000	4.043	65,9%	4.000	0,0%	0

INVENTORY

<i>Id</i>	<i>Description</i>	<i>Weight msrment</i>	<i>Weight sailing</i>	<i>LCG</i>	<i>VCG</i>	<i>GA</i>	<i>Id</i>	<i>Description</i>	<i>Weight msrment</i>	<i>Weight sailing</i>	<i>LCG</i>	<i>VCG</i>	<i>GA</i>
A	anchor #1		600	0,50		X	B	chain #1		3.200	4,10		X
C	anchor #2		600	0,50		X	D	chain #2		3.200	4,10		X
E	various items	3.045		17,15	0,75		F	captain bilge: engineering spares	550	550	11,86	-0,34	
G	master cabin under floor: engineering spares	2.000	2.000	34,36	-0,44		H	fore peak: Lines, tools, paint, spare liferaft, deck spares, other	600	600	5,17	0,46	
I	stbd deck locker: Rigging spares, equipment	200	200	6,39	2,06		J	stbd fwd fuel locker: Petrol, Outboard motor	200	200	6,39	2,06	
K	port midships: Mooring Line locker	250	250	13,68	2,06		L	port helm spares locker: Deck spares	200	200	35,57	1,96	
M	lazerette	3.200	3.200	39,83	1,06		N	main on boom	576		25,04	6,45	
O	jub furled	403		7,69	21,15		P	gss furled	196		11,59	15,40	
Q	A2 at mast	226		18,56	2,64								

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Valid until

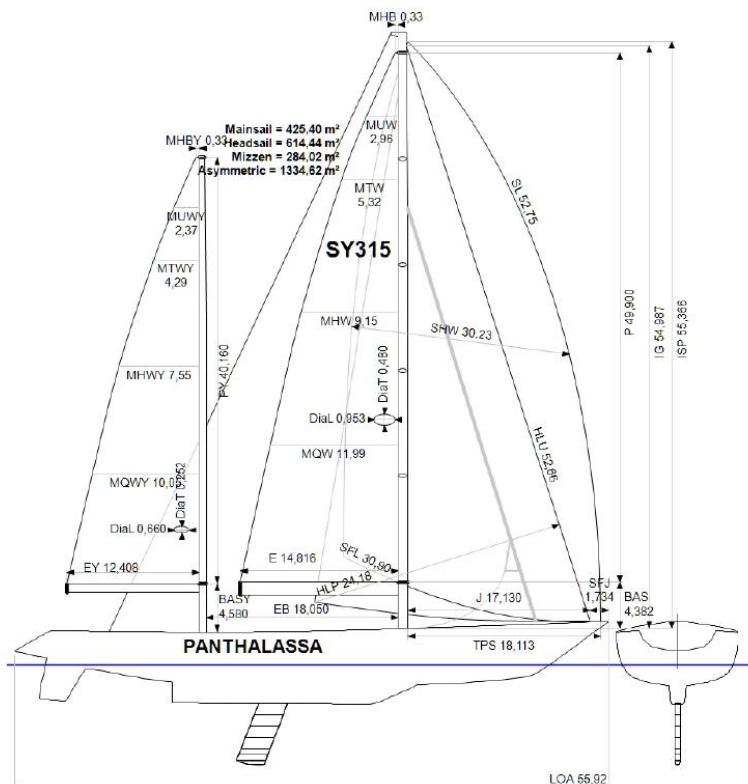
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**Super Yacht
Declared Certificate
2025**

**PANTHALASSA
SY315**

ORC Superyacht
Rating Office
orcsy@orc.org
www.orc.org/superyacht



BOAT

Class	56m Cruising Ketch
Designer	
Builder	Perini Navi
Age date	05/2007
Series date	05/2007
Offset file	sy315.off
Data file	SY315
OPF light strong	0,0% 0,0%

HULL

Length Overall	55,923
Maximum Beam	11,590
Dynamic Allowance	6,960%
Age Allowance	0,585%
Lightship	Sailing
Displacement (kg)	468.297
Draft (m)	9,484
RM at 1° (kg·m)	20514,5
VCGD (m)	0,852
VCGM (m)	1,137
DLR	138,08
SAup / Displ	21,51

SAIL AREAS (m²)

Measured	
Mainsail	425,40
Mizzen	284,02
Headsail Luffed	614,44
Headsail Flying	
Symmetric	
Asymmetric	1334,62
Total upwind	1.323,87
Total downwind	2.044,04

SAILS IN INVENTORY

Headsails Luffed	1
Headsails Flying	0
Spinnakers	1

USE OF SAILS

Permanently Furled	1
Sails	
Furl to Tack	Yes
Mainsail Furler	In boom
Multiple Headsails	No
Tacking Unfurling	Yes
Staysail	

The owner and any other person in charge is responsible that boat is complying with her certificate in accordance with RRS 78.1 and ORC SY 402.

Rated boat velocities in knots							
Wind Velocity at 10 meters	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	51,3°	50,4°	49,7°	49,3°	48,8°	47,7°	46,6°
Beat VMG	2,34	3,15	3,93	4,69	5,31	5,70	6,41
52°	3,80	5,12	6,38	7,62	8,62	9,26	10,41
60°	4,57	6,07	7,49	8,79	9,88	10,41	11,50
75°	5,13	6,78	8,31	9,72	10,91	11,80	12,66
90°	5,44	7,19	8,80	10,22	11,17	12,19	13,16
110°	5,19	6,88	8,47	9,94	11,24	12,35	13,62
120°	4,87	6,48	8,02	9,48	10,81	11,99	13,86
135°	4,22	5,63	7,01	8,37	9,64	10,82	12,82
150°	3,47	4,64	5,78	6,92	8,01	9,06	11,07
Run VMG	3,00	4,02	5,01	5,99	6,94	7,84	9,67
Gybe Angles	137,2°	137,9°	138,4°	139,4°	140,6°	142,4°	159,4°
							162,4°

ORC Ref

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Super Yacht
Declared Certificate
2025

PANTHALASSA
SY315

ORC Superyacht
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Time Allowances in secs/NM								
Wind Velocity at 10 meters	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt	24 kt
Beat VMG	1538,4	1142,4	916,3	767,8	678,1	631,4	561,4	527,0
52°	947,2	703,4	564,2	472,7	417,5	388,8	345,7	324,5
60°	787,9	592,7	480,9	409,5	364,4	346,0	313,0	297,7
75°	701,8	530,9	433,0	370,5	330,1	305,0	284,3	270,5
90°	661,5	500,5	409,2	352,2	322,3	295,3	273,5	253,5
110°	693,5	523,1	425,1	362,1	320,2	291,6	264,3	249,6
120°	738,7	555,4	449,1	379,7	332,9	300,3	259,8	240,9
135°	853,2	639,0	513,3	430,3	373,4	332,8	280,9	250,7
150°	1038,6	776,3	622,6	520,2	449,2	397,4	325,1	280,3
Run VMG	1199,3	896,4	718,9	600,7	518,7	458,9	372,2	316,3
Selected Courses								
Windward / Leeward	1368,8	1019,4	817,6	684,2	598,4	545,2	466,8	421,7
All purpose	992,1	741,7	597,5	503,1	442,7	405,2	354,4	325,7

Scoring Options					
Wind Velocity at 10 meters	Light TWS < 8	Light-Moderate 8 ≤ TWS < 11	Moderate 11 ≤ TWS < 14	Moderate-Strong 14 ≤ TWS < 17	Strong TWS ≥ 17
Time on Distance	826,0	626,1	485,0	413,2	371,7
Time on Time	0,6054	0,7986	1,0310	1,2100	1,3453

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Super Yacht
Declared Certificate
2025

PANTHALASSA
SY315

ORC Superyacht
Rating Office
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Data in meters/kilograms (Metric)

HULL AND APPENDAGES (Lightship Trim)

Class	56m Cruising Ketch	LOA	55,923	VCGD	0,852
Hull construction	Solid	Max. Beam	11,590	VCGM	1,137
Carbon rudder	No	Draft	9,484	Righting Moment (kg·m)	20514,5
Trim tab	No	Displacement	468,297	Skeg	Yes
Charter Class	No	IMS L	45,556	Centerboard down when	Yes
		Sink (kg/mm)	334,23	sailing downwind	
				Centerboard weight	48830,0

PROPELLER (measured)

Propeller Type	Feathering 3 blades	Halyard Speed (m/min)	32,0	Area Front	15,50
Installation	Shaft exposed	PRD	1,200	Sheet Speed (m/min)	32,0
Twin screw	Yes	PIPA	0,3607	Spinnaker Sheet Speed (m/min)	32,0
Bow Thruster Diam.	0,554			Dome frontal areas (m ²)	0,06,0,06

RIG

Rig Type	Ketch	P	49,900	MDT1	0,480	J	17,130	PY	40,160	MDT1Y	0,252
Mast material	Aluminum	IG	54,987	MDL1	0,953	SFJ	1,734	IY	44,845	MDL1Y	0,660
Non-circular rigging	No	ISP	55,366	MDT2	0,384	FSD		EB	18,050	MDT2Y	0,252
Fiber rigging	No	BAS	4,382	MDL2	0,755	SPL		BASY	4,580	MDL2Y	0,533
		E	14,816	TL	14,680	TPS	18,113	EY	12,408	TLY	15,520
		BD	1,222	MW	0,781	WPL		BDY	0,890		
		CPW	8,972	GO	0,963						

MAINSAIL

<i>Id</i>	<i>MHB</i>	<i>MUW</i>	<i>MTW</i>	<i>MHW</i>	<i>MQW</i>	<i>Area</i>	<i>Meas.</i>	<i>Date</i>	<i>Comment</i>
A	0,33	2,96	5,32	9,15	11,99	425,40	11/09/2023		OSP5820-001

MIZZEN

<i>Id</i>	<i>MHB</i>	<i>MUW</i>	<i>MTW</i>	<i>MHW</i>	<i>MQW</i>	<i>Area</i>	<i>Meas.</i>	<i>Date</i>	<i>Comment</i>
A	0,33	2,37	4,29	7,55	10,05	284,02	18/09/2023		OSP5820-002

HEADSAIL

<i>Id</i>	<i>HHB</i>	<i>HUW</i>	<i>HTW</i>	<i>HHW</i>	<i>HQW</i>	<i>HLP</i>	<i>HLU</i>	<i>Btn</i>	<i>Flying Furler</i>	<i>Area</i>	<i>Meas.</i>	<i>Date</i>	<i>Comment</i>
C	0,18	2,74	5,48	11,31	17,56	24,18	52,66	No	No	Yes & TA	614,44	25/02/2025	
B	0,17	1,29	2,48	4,97	7,55	10,14	36,30	Yes	No	Yes	182,88	28/09/2023	furling inner jib OSP5820-004

ASYMMETRIC SPINNAKER

<i>Id</i>	<i>SLU</i>	<i>SLE</i>	<i>SL</i>	<i>SHW</i>	<i>SFL</i>	<i>Ratio</i>	<i>Area</i>	<i>Meas.</i>	<i>Date</i>	<i>Comment</i>
A	57,63	47,86	52,75	30,23	30,90	98%	1334,62	02/10/2023		G-1 OSP5639-001

- All the sails used during an event must be declared. This applies also to the staysails tacked between the forestay and the mast and to all the sails that are smaller than the largest of their kind.
- The sails that can be used during the event are only those listed in this page, regardless of the fact that other available sails are smaller than the largest of their kind listed on the certificate.
- While it is not mandatory to carry all the declared sails while racing, the number of sails onboard shall remain constant for each individual race day. The race day begins when the yacht leaves for the race course from its dock or mooring.
- The minimum amount of liquids to carry onboard while racing is shown on the last page of this certificate as a fraction of one, under the sailing level column. The lowest number printed on the certificate is 0.100 also when the declared amount is zero.
- It is mandatory to race with 1 headsail(s) always furled (see ORCSY rule 204.5)
- It is permitted to unfurl the staysail to tack while furling the other headsail.



Super Yacht
Declared Certificate
2025

PANTHALASSA
SY315

ORC Superyacht
Rating Office
orcsy@orc.org
www.orc.org/superyacht

Data in meters/kilograms (Metric)

TANKS

<i>Id</i>	<i>Description</i>	<i>Capacity</i>	<i>LCG</i>	<i>VCG</i>	<i>Sp.wght</i>	<i>Level sailing</i>	<i>Ltrs min</i>	<i>Level sailing</i>	<i>Ltrs max</i>
A	T3.P	9.810	24,48	-2,06	0,8400	5,0%	491	0,0%	0
B	T4.S	9.810	24,48	-2,06	0,8400	5,0%	491	0,0%	0
C	T5.P	8.520	27,78	-1,68	1,0000	5,0%	426	0,0%	0
D	T6.S	8.520	27,78	-1,68	1,0000	5,0%	426	0,0%	0
E	T7.P	12.105	33,65	-1,62	0,8400	5,0%	605	0,0%	0
F	T8.S	12.105	33,65	-1,62	0,8400	5,0%	605	0,0%	0
G	T78.C	8.900	32,97	-1,73	0,8400	95,0%	8.455	0,0%	0
H	T101.P	450	37,95	0,83	0,8400	95,0%	428	0,0%	0
I	T101S	450	37,95	0,83	0,8400	95,0%	428	0,0%	0
H	T9.P	1.270	36,94	-1,64	0,8400	5,0%	64	0,0%	0

INVENTORY

<i>Id</i>	<i>Description</i>	<i>Weight sailing</i>	<i>LCG</i>	<i>VCG</i>	<i>GA</i>	<i>Id</i>	<i>Description</i>	<i>Weight sailing</i>	<i>LCG</i>	<i>VCG</i>	<i>GA</i>
A	anchor #1	480	6,80	1,00	X	B	anchor #2	480	6,80	1,00	X
C	chain 190 m x 24 mm	2.615	7,50	0,00	X	D	chain 190 m x 24 mm	2.615	7,50	0,00	X

ORC Ref

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Valid until

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