



Summary of the changes to the ORC Rules and Regulations as approved at the ORC Annual General Meeting held on 5 November 2024 in Singapore

VPP – Velocity Prediction Program

- Adjustment to off wind sail coefficients to improve TWA predictions.
- Revised credit for furling headsails based on REEF parameter and remove LP limit.
- Improved force model for boats fitted with lifting foils.
- Added TWS of 4 kts in the VPP calculations.

IMS – International Measurement System

- Term “measurement trim” is renamed to “flotation trim” as defined in the RRS or “measurement conditions” when applicable in **rules B2.1, B4, B4.2, B6.11, E1.1, E2.1, E2.2, and 103** in Appendix 1.
- **Rules A7.3, F1.4(b)** and **G8.2** are modified while **rule G1.6** is deleted in process of synchronization of the IMS with the latest version of the Equipment Rules of Sailing.
- **Rules F1.4(f)** and **F5.2** are modified to clarify measurement of so-called “park avenue” booms and remove ambiguity from the 2023 rule version when this was introduced.
- **Rule F9.5** is amended by introducing separate input fields for running backstays and checkstays (up to now these were entered together as one input).
 - Running backstay is rigging used to provide aft support for a mast spar at a point between the upper limit mark and the forestay rigging point.
 - Checkstay is rigging used to provide aft support for a mast spar at a point between the lower limit mark and the forestay rigging point.

There will be no rating assessment for the separation between running backstays and checkstays in 2025, but this will be introduced in 2026. However, measurement data should be collected and verified to have correct values for 2026 VPP.

- **Rule F9.8** is modified by removing the limit of HLP > 110% of J for recording headsail furler. Headsail furler can be recorded whenever there is a furler used in association with the only one headsail and rating assessment will depend on ratio between HLP and J.
- **Rule F9.11** is clarified in reference to using “Non-manual power for adjusting the sails, rig, both or none.
- **Rule F9.12** is updated to clarify adjustment of the base of the mast while racing. If the base of the mast may be adjusted while racing, this shall be declared as “YES”. However, the owner may declare that the base of the mast is not adjusted while racing. In that case, there is responsibility of the owner to prove that mast was not adjusted while racing, and proof for that may be required after the race.
- **Rule G2.2** is deleted and replaced with the new **rule G1.7** extending the principle of measurement of the top width when there is a batten about seven-eighths leech point not just to the mainsail, but also to the headsails.

- *Appendix 1* defining the Cruiser/Racer is reviewed to clarify following items:
 - berths are allowed in living space (main salon) when they comply with requirements for the size of berths
 - wash basin shall be permanently installed
 - The length of seating in the cockpit should accommodate crew numbers at least equal to the minimum number of berths. Crew may be asked to demonstrate seating of the required number of crew members and 0.5 m per crew member may be used as a reference for determining compliance with the total length of seating requirement.

ORC Rating Systems

- *Rule 206.1* is modified to clarify that only one of each: trysail, storm jib, heavy weather jib as defined by the Offshore Special Regulations and of area smaller than the relevant storm sail areas shown on the certificate shall not be counted in the maximum number of sails aboard while racing.
- Boat drawing on the certificate includes underwater part showing the shape of the appendages.
- True wind speed of 4 kt is added in the tables of rated boat velocities and time allowances.
- “Non-Spinnaker certificate” is renamed to “Non-Spin/HSF certificate” in rule 301.4 emphasizing that this type of certificate applies to the boats not using spinnaker nor headsails set flying.
- Complete list of Cruiser/Racer requirements is shown on the certificate of boats complying with these requirements.

Green Book

- A plan of how the event organization supports and will drive sustainability standards through its events is added to the list of documents that needs to be presented with the bid to host an ORC Championship.
- Corinthian division at the DH championships is replaced with Male, Female and Mixed division for which prizes will be awarded in each class.
- Classes at the DH championships are defined as

Class A:	APH from 418.0 – 517.9 s/NM
Class B:	APH from 518.0 – 557.9 s/NM
Class C:	APH from 558.0 – 630.0 s/NM

with a requirement of having a minimum of 10 for the number of boats plus the number of countries in each class.
- If the minimum number of boats in a class (fully crewed or DH) is not met, that class may be grouped with the closest class. In this case, the rules for awarding Championship title will be agreed by the organizing authority and the ORC and published one month before the start of the championship.
- For Continental Championships other than European, limits for number of boats plus number of countries to create a class may be relaxed in agreement with the organizing authority and the ORC.
- The Standard Notice of Race and Standard Sailing Instructions templates are updated with the usual housekeeping changes based on experience from 2024 championship events.

ORC Sportboat Class Rules

- An ORC International certificate is required for any boat entering a sanctioned ORC Sportboat championship.