



1. **Why is Annapolis Yacht Club offering scoring in ORC?**

Annapolis Yacht Club has always tried to provide the best possible racing for its participants. For those racing under handicap systems, we feel the ORC system provides the most objective and fair scoring possible given the diverse boat types that typically compete at AYC. The ORC system is the largest measurement-based system in the world, serving thousands of boat types and over 9000 boat owners worldwide, and we're pleased to be one of the first clubs in the U.S. to offer this system that has proven so successful elsewhere.

2. **What is better about ORC than other rating rule choices?**

Because ORC's features are accessible online, and because they're objective and consistent for all users and scientifically developed, flexible and affordable, we feel this system is an excellent choice for our fleet. ORC's features are proven and we feel they fit well with the needs and expectations of our handicap classes.

3. **ORC ratings seem to vary depending on the race course type and the conditions. Why is this, and how will the race committee know what choice to make among the scoring options?**

The power of the ORC system to provide fair racing is in its recognition of the differences in performance potential among boats of different designs, with ratings that change according to course type and wind speed. Single rating number approaches simply cannot offer that kind of versatility. So, we're trading simplicity for fairness.

The two basic types of courses are windward-leeward and non-windward-leeward, which are described on the first page of all ORC certificates as Coastal/Long Distance. **ORC Triple Number** scoring recognizes wind speeds as either Low (<9 knots), Medium (9-14 knots) or High (>14 knots), which will be signaled by the Race Committee – the Sailing Instructions will give further details. If in long races the conditions vary too greatly to fit in this range, then another option is using the Offshore Single Number rating which is a calculated from a global mixture of wind speeds and directions.

4. **Can the scoring be in Time on Time or Time on Distance?**

ORC ratings can be either Time on Time or Time on Distance and are expressed both ways on certificates. However, AYC prefers to use the ToT options for its races. Once the ratings are received for all boats, tables will be provided online to estimate corrected time allowances among competitors for each course type and wind speed.

5. **Does ORC have a favorite boat type or bias towards particular designs?**

Not really, no. ORC can model the performance of nearly every style of monohull, from

sportboats to superyachts, and by providing a range of ratings there is no tendency to favor a particular boat style or type as may be typical in single-number systems. Each year the ORC Rule is refined based on a test fleet of nearly 2000 designs, most of which are typical production boats seen all over the world, including the U.S. In ORC World Championship regattas, podium finishers are typically both racer and cruiser-racer boat types, with the top teams being those that sailed the best on their race course rather than those who had the most “favorable” ratings.

The idea with an objective science-based system is that boats get rated for their performance potential, and not the abilities or inabilities of the crew, and therefore the team that performs the best relative to their potential will win. There is no bias, no appeals, no subjective factors used in the ratings, only the latest in aero- and hydrodynamic science.

6. **Is this a publicly-accessible rule system – for example, can I see other certificates besides my own and run tests to see what changes can affect my rating, etc?**

ORC has a philosophy of transparency, where all rules and formulations are documented and published, and input is sought from the users of the system for rule improvement.

The system website – www.orc.org - has these resources available online, and through the ORC’s unique Sailor Services system, anyone with a registered log-in (available free on request at www.orc.org/sailorservices) may access the ORC’s searchable database of some 105,000 measurement records to request copies of certificates, edit measurements to run test certificates, get performance polars in an ORC Speed Guide, or get Target Speed reports for use in windward-leeward racing.

No other system has this level of transparency and access available to its users.

7. **Are there other benefits to having an ORC certificate?**

With an ORC certificate issued by US Sailing, a copy gets automatically uploaded to the Sailor Services system where “what-if” tests can be run - such as “what will the rating change be if we increase our spinnaker pole length, or increase our crew weight, or put on a roller-furling headsail or a Code Zero,” etc. A **Target Speed** summary for windward/leeward racing or an **ORC Speed Guide** report of the complete polar performance data for the boat can also be ordered online....these are inexpensive and delivered to you by email within seconds, there’s no third party and no wait.

Other benefits include the fact that this certificate can be used anywhere else ORC scoring is offered at other races and regattas around the region or around the world.

8. **Where do I apply for a certificate?**

The primary portal for ordering an ORC certificate is at www.orc.org/usa, and then you want to fill in an application at www.orc.org/clubapplication - once submitted this is sent to US Sailing for further processing.

9. **This application requests a lot of information I’m not familiar with nor know how to access. How do I get the information needed to complete the application?**

If your boat has been measured for any rating rule system and it has not changed at all since it was measured, input the information from that certificate. Leave blank anything you do not know and the rating officer at US Sailing will help complete this for you based on the organization's database of measurements from similar boats.

Get your sailmaker to provide you the measurements of your largest main, headsail and spinnaker that you will plan to race with, and provide an estimate of the weight of your crew you plan to race with: more crew means you'll be rated faster in heavy air upwind, but also maybe slower downwind in light air, these factors are part of the calculation. If you don't know and your crew weight will vary greatly, leave it blank for the system to calculate a default crew weight for you.

The underlying principle in measurements and rating is this: the more information you provide that is credible and accurate, the more accurate your rating will be.

10. What about measurements: if I choose to measure my boat will I get a better rating? And what's the difference between an ORC Club and an ORC International certificate?

A boat that is fully measured by a certified measurer qualifies to receive an ORC International (or ORCi) certificate, which has the most accurate rating for the boat. Dobbs Davis is the local measurer certified by US Sailing for ORCi measurements, so contact him at dobbs@orc.org for help.

ORC Club certificates can be issued without having measurements, but the data on whatever is not measured will rely on the expertise of the rating office to supply default figures corresponding to what will produce the fastest rating for that boat type. For example, if your mast is not weighed, a default figure is used that corresponds to the lightest possible spar that could be used in your boat.

Thus there is no advantage for not having your boat measured, but there could be a disadvantage if it is not.

For rating and scoring purposes, ORCi and ORC Club certificates are compatible and can be used in the same event except where ORCi certificates are generally required for championship-level events.

11. How much does it cost, how long does it take to get a certificate, how long is it valid, and where else can I use these ratings?

For 2018 the fee for new ORC Club certificates remains at \$100 for US Sailing members, and is payable to US Sailing at this link: www.orc.org/usa. For those renewing their past ORC Club certificates, make sure all the information is the same as on the previous certificate and this too is \$100.

The new fees for ORCi certificates for 2018 are on a sliding scale according to boat length, and data needs to be provided by an approved measurer. The fee schedules, data sources, measurement information and other related matters are explained on the US Sailing Offshore website: www.ussailing.org/racing/offshore-big-boats/rating-rules.

Certificates are good for the entire calendar year plus a month or two into the following year, depending on the regatta. Processing time from receipt of application is 5-10 days, and can be expedited within 5 days for a higher processing fee.

Besides its use in 40 other countries, more and more races and regattas in North America are using the ORC system, so your ORC certificate is portable from South Florida to Charleston to New York YC, and from San Diego to Friday Harbor, WA in the US, throughout Canada from Vancouver to Quebec, and starting now also in the Caribbean as well.

12. Where can I find more information and the Rules that govern ORC and what goes into calculating ORC ratings?

The rules and VPP Documentation files are all available online at the ORC website: www.orc.org.

13. Besides AYC races and regattas, what others in the Chesapeake will be using ORC scoring in 2018?

The Down the Bay Race, the Bermuda Ocean Race, the Governor's Cup, and the Storm Trysail Fall Regatta.

14. Is there an Annapolis Yacht Club fleet member familiar with ORC if I have questions?

Yes: Steve McManus, owner of the J/120 Saykadoo - smcmanus2567@gmail.com.

15. How do I find out more about 2018 regattas at AYC that offer ORC starts?

AYC will be posting the Notices of Race and opening online entry for all 2018 events in the first quarter of the year. The full calendar can be found on their website [2018 AYC Regatta Schedule](#)