

ORC and ORR

# Certificate Application Data Entry



## Overview

### Classifications of Certificates

Under the ORC and ORR rating systems there are two levels of certificates. ORC certificates can be ORC Club or ORC International (ORCi). ORR Certificates can be Fully Measured or Partially Measured.

ORC Offshore Racing Congress		ORR Offshore Racing Rule	
<b>ORC CLUB</b>	<b>ORC INTERNATIONAL</b>	<b>ORR PARTIALLY MEASURED</b>	<b>ORR FULLY MEASURED</b>
Verified measurement optional, sistership data used for parameters, measured sails required	Complete measurement required, offset file approved by ORC, measured sails required	Verified measurement optional, sistership data used for parameters, measured sails required	Complete measurement required, measured sails required

Certificate Types

# Sail Requirements

## ORC

Below is a list of the sails that must be reported on ORC Certificates. Please review the list even if you are a seasoned competitor:

- Largest mainsail
- Largest headsail set on the forestay.
- Largest symmetric spinnaker (if carried)
- Largest asymmetric spinnaker, having SHW/SFL  $\geq 85\%$  (if carried)
- All asymmetric spinnakers having SHW/SFL  $< 85\%$  (if carried)
- All headsails set flying (both staysails and flying headsails)
- Mizzen
- Mizzen Staysail
- Quadrilateral sail or sail set on the wishbone boom.

## ORR

Below is a list of the sails that must be reported on ORR Certificates. Please review the list even if you are a seasoned competitor:

- Largest mainsail
- Largest headsail, flying or otherwise
- Largest symmetric spinnaker (if carried)
- Largest asymmetric spinnaker (if carried)
- Largest narrow asymmetric spinnaker, having SHW/SFL  $\geq 85\%$  (if carried)
- Largest LRH headsail, measured as both a headsail & spinnaker
- Mizzen
- Mizzen Staysail
- Quadrilateral sail or sail set on the wishbone boom.

## General Sail Information

You are also welcome to report all your sails to us, if you do so, please submit the sail measurement certificate for each sail. Your sailmaker can supply you with these forms or they can send them to us directly. If you are unsure whether a sail should be reported or is the largest of its category, please send us the sail anyway and we will help decide if it is needed.

For any new sails, even if they are “the same” as your current sails, you will need to have the new sails measured by a US Sailing Trained/Authorized Sail Measurer and submit the sail measurements to US Sailing with your 2025 Certificate Application. Often new sails are slightly different in actual, “as built” size versus the designed dimensions and often are slightly different from the sail they are replacing. VPP rules depend on accurate inputs for accurate outputs.

If your sails have not be measured in the last five years, we highly encourage you to get your sails measured prior to completing your VPP Rating Certificate. Over time sails change, some shrink and some stretch, having current, up-to-date sail measurements is to your benefit. If you have any questions regarding where to have your sails measured, please contact our office.

## Boat Modifications

If there are any modifications to the boat from the “stock” configuration, these changes **MUST** be reported to US Sailing. The list below are examples of these modifications, this list is not exhaustive:

- Changing/replacing the mast
- Replacing the engine
- Changing or modifying the keel or rudder
- Replacing batteries or other heavy items
- Adding or removing powered systems to the boat
- Changing the sail configuration (removed spi pole, etc.)
- Changing the composition of the rigging for the mast- (ex. SS rod/wire to synthetic)
- Removal or replacement of heavy or structural items such as but not limited to bunks, bulkheads, or cabinetry

**Important Note:** If there are any changes from the "stock" configuration of the boat that are **NOT** currently listed on the certificate, or have not been reported, these modifications must be reported.

All changes **MUST** be declared to the US Sailing Rating Office, failure to do so may result in immediate invalidation of the rating certificate, and may be grounds for disqualification from race/regatta.

# One Design Boats

Our office will work with North American One-Design classes on their 2025 Certificates. We would like to note that ORC has a set list of One-Design designated classes, they can be found [here](#). If your class is NOT one of these designated classes, we do not have an ORC set of OD boat and sail data.

Our office has the following recommendations for OD Classes:

- A class representative shall send a set of class maximum sail measurements to [offshore@ussailing.org](mailto:offshore@ussailing.org). These will be kept on file at US Sailing for future use for that class. Please note, some classes require fewer sail measurements than ORC or ORR does. If a sail measurement is missing, the VPP will assume the largest possible value for that dimension. Thus, it is recommended that when the class reports their maximum sail measurements to US Sailing, they include ALL measurements as they appear on the certificate. Alternatively, each boat in that class will submit their actual sail dimensions.
- If class maximums are reported for a OD class, these measurements can be used for boats receiving a VPP certificate in the specific class. Please note that since these are sail maximum dimensions it is highly likely that a boat's actual sails will be smaller than the class maximums. The size difference may be meaningful in the boat's rating. For this reason, we highly recommend and encourage all OD boats to get their actual sails measured and submit these measurements with their certificate Application.
- US Sailing will work with the class to define the boat values (hull and rig measurements) that are appropriate for the class. US Sailing will keep these and apply them to boats which have current OD certificates for that class. This will include crew weight.
- Any class rule changes will be sent to US Sailing so the data file can be updated to the current rules.

# Crew Weight

Crew weight is an important input value on all ORC and ORR Certificates. Each certificate lists the maximum crew weight for a boat. To be in compliance with your certificate, the total weight of the crew MUST not exceed this value.

Maximum crew weight can be declared by the owner or boat representative handling the certificate. Our office highly encourages each boat to report an accurate maximum crew weight. If a crew weight is not reported, a calculated default weight will be used for the maximum crew weight.

**NOTE:** For OD Classes, if you declare default weight, this will be the ORR default weight. 99%+ of the time will NOT be the same as the class crew weight. If you plan to sail at class crew weight you will need to declare this weight to US Sailing on your ORR Certificate Application.

Each year, crew weight corrections after the issuance of a certificate are a common request. To aid with issuing certificates quickly and accurately, we request that your declared crew weight is as accurate as possible on your 2025 Certificate Application or is corrected during the review process, before the certificate is issued to avoid having to amend the certificate at a later date which diverts our attention from processing other certificates.

# Measurement

If you are interested in having your boat measured for the 2025 racing season – freeboards, inclination tests, hull, rig, etc. – please reach out to the Offshore Office as soon as possible. The office can be contacted at [offshore@ussailing.org](mailto:offshore@ussailing.org) or 401-342-7953.

# Certificate Issuance Process

Once all data is completed using the Sail Measurement Form and Hull, Rig, and Propeller Dimension Reporting Form (if needed), a certificate is ready to process. When the Offshore Office has processed the certificate, the owner will receive a TEST certificate to review. This certificate is NOT valid for racing. The owner should review the certificate for errors. Any corrections or changes should be submitted to [offshore@ussailing.org](mailto:offshore@ussailing.org).

Once the certificate is approved the owner will pay the invoice that was sent with the test certificate, and inform the Offshore Office that the test certificate is correct. Upon payment and approval received, the certificate will be released to the valid list.



Certificate Process Next Steps

## Contact Information

### For Further Questions

[www.ussailing.org](http://www.ussailing.org) | [offshore@ussailing.org](mailto:offshore@ussailing.org) | +401-342-7953