

PART I – GENERAL

1.01 Administration.

The Offshore Racing Association (herein denoted as ORA) is the authority for administration of the Offshore Racing Rule (ORR). The ORA is responsible for the development and promotion of ORR and, in collaboration with its national sailing authority US SAILING, implementation of the rule.

1.02 Rule Philosophy.

The ORR predicts relative time allowances between boats to permit boats of different sizes, types and ages to compete with the fairest ratings possible.

The ORR is an objective rule. Its ratings are based on full measurement of all the speed-related features of sailboats and on a Velocity Prediction Program (VPP) that calculates the speed potential of each boat at any combination of wind speed and course direction. The VPP is a set of algorithms developed through systematic research that use fundamental scientific methods.

ORR is intended to be a non-typeforming measurement rule that fairly rates properly designed and prepared yachts which are equipped for offshore racing. It must be clearly understood by all who use ORR that it is not a development rule and therefore is not intended for sailors who are looking to "beat" the rule. In order to discourage attempts to design yachts "to the rule", the algorithms of the VPP are non-public. ORR will be updated on a regular basis to stay ahead of design developments.

1.03 ORR Certificates

Valid certificates are required for racing within ORR. The ORR certificate will provide the most basic information about a boat, its measurements, and its ratings. Certificates are issued by US SAILING.

If a boat has a valid IMS or fully measured valid AMERICAP certificate, that is sufficient measurement information for an ORR certificate. Expired IMS or AMERICAP certificates may be acceptable pending approval of the Chief Measurer.

There are two types of certificate:

1.03.1 Full Measurement.

ORR certificates issued on the basis of full ORR measurement shall bear the notation "FULL MEASUREMENT" at the top of the certificate.

1.03.2 Declared Measurement.

Any certificate which is based on less than full ORR measurement shall bear the notation "PARTIAL MEASUREMENT" at the top of the certificate.

1.04 Measurement

Boats shall be measured by official measurers certified by US SAILING. Hulls and appendages are measured by either of two methods, both of which are accepted for "FULL MEASUREMENT" certificates:

- Survey using an HMI, Hull Measuring Instrument, or by using a laser scanning device approved by ORA and administered by US SAILING.
- Designer supplied lines, in an ORA approved format, that will be checked for validity by an ORR authorized measurer following procedures specified by ORA and US SAILING.

Rig dimensions shall be measured by an official measurer.

Sails can be measured by a US SAILING trained and certified employee of a sail loft. Standard certificates will be provided to US SAILING for all sails. These are subject to validation by an official measurer.

Boats will be measured in-water, subject to the conditions and requirements specified by ORR Measurement Trim. Accommodation may be made for boats that are set-up in trim conditions specified by other rules. Measurements will include port and starboard freeboards at fore and aft locations and an inclining measurement to determine the vertical center of gravity of the boat.

1.05 Rule Dates.

All rule dates shall be recorded and maintained on the Rating Certificate.

1.05.1 Age Date. This date shall be the month and year of launching which shall be defined as date of first inclining unless the owner provides documentary evidence that the yacht was launched at an earlier date, completed and equipped for sailing.

1.05.2 Series Date. US SAILING may authorize a Series Date, being earlier than the age date, for an unmodified series-produced yacht if it is satisfied that the yachts of the series are built to close tolerances in moulds or jigs. The Series Date shall be the Age Date of the earliest yacht of the series. Series Dates shall be based on boats of a series built in the production moulds or jigs and not on prototypes which were not built in the same moulds or jigs. The Series Date may be changed as a result of a boat being modified from the original model, or conversely built on an older design.

1.05.3 Hull Modifications. Hull modifications shall require plan review by the chief measurer and will require hull re-measurement. Modifications except as permitted below shall result in the assignment of a new Age Date which shall be as defined in 1 above, following the completion of the modifications. The following are permitted without a change of Age Date:

- Changes that do not affect the canoe body.
- New appendages or fairing of existing ones.
- Removal of bumps outside the canoe body outer skin.
- Filling of hollows (e.g., in the IOR after girth area).

- Forward or aft extensions or reductions of the fair surface of the hull, limited to modifications only within 0.10*LOA of the forward and/or aft end(s) of LOA.

The total of modifications to the canoe body surface shall not exceed 20% of the total surface prior to modification as determined by the Measurer. After review by the Revalidation Authority, the Measurer shall verify on the yacht the boundaries of the proposed changes before and after the work.

1.05.4 Measurement Inventory (Flotation) Date. Measurement Inventory Date shall be the date of the most recent occasion on which the yacht was measured afloat.

1.05.5 Measured Date. Measured Date shall be the date that the most recent measurement was completed.

1.05.6 Issued Date. Issued Date shall be the date that the current certificate was issued from the Rating Office