

SYC Handicap Open Fleet

Appendix A — Policies and Procedures for 2019

1 INTRODUCTION

For 2019, the Open Fleet has elected to use the ORR-Ez time-on-time (TOT) handicapping system in place of GYA-PHRF. The Offshore Racing Rule (ORR) is a scientific system of rating boats offered by the Offshore Racing Association (ORA). ORR uses a Velocity Prediction Program (VPP) to determine a boat's rating. The system takes into account boat design, sail inventory, crew weight and other factors to create ratings for both time-on-time (TOT) and time-on-distance (TOD) scoring and for various course configurations and wind strengths. ORR-Ez is a more simplified system based on the full ORR system.

2 RULES

2.1 Open Fleet boats shall be keel-ballasted monohulls.

2.2 Boats shall meet all requirements of the ORR-Ez rules.

Clarification: Large-Roach Headsails (LRH, mid-girth between 50% and 75% of LP, not a standard headsail nor a spinnaker) are allowed by the ORR-Ez rules, but they must be measured and declared on the rating certificate and may affect One-Design Class Certificate eligibility, regardless of size.

2.3 Boats using an ORR-Ez One-Design Class Certificate shall be subject to all OD class rules, except as expressly modified in this rule.

- (a) The ORR-Ez Sail Limitations (Art. III, Sec. D) shall supplant the OD class sail inventory rules, however the OD class rules for maximum sail area and dimensions shall always apply.
- (b) The following OD class restrictions shall be omitted: minimum sail size; sail cloth material; running rigging size and material.

3 CERTIFICATION and REPORTING

Each member of the Class is responsible for obtaining a valid ORR-Ez rating certificate for their boat.

ORR-Ez does not require a full detailed boat measurement and is based entirely on owner supplied data. It is therefore incumbent upon each owner to be honest and as complete as possible when applying for their rating certificate.

4 RACE ADMINISTRATION

4.1 CLASS BREAKS

- (a) The fleet will be subdivided into classes using the method herein as a guide, but the Fleet Officers shall have the final authority to assign boats to classes.
- (b) The Fleet will be plotted with Average Performance Screen on the Y-axis and IR# TOT Benchmark on the X-axis. See attached plot. From this graphic plot, logical groupings will be selected to create classes of roughly similar boats.

4.2 RATED COURSE TYPE

(a) For scoring with ORR-Ez, the RC will select from the following course types for each start:

- **Windward-Leeward 50/50 (W50/L50)** –W/L with downwind finish.
- **Windward-Leeward 60/40 (W60/L40)** – W/L with upwind finish (5 legs).
- **Random Leg (RL)** – Mix of all wind angles.
- **Mostly Windward (MW)** – Mixed angles with little downwind.
- **Mostly Leeward (ML)** – Mixed angles with little upwind.

Additional course types may be added later.

- (b) In the absence of a “perfect” match, the RC will choose the course type that most closely approximates the actual racecourse. If there is not a clear selection, the RC shall use Random Leg.
- (c) The RC shall have the authority to change the rated course type selection after the start should a significant wind shift affect the race.

4.3 RATED WIND STRENGTH

(a) For scoring with ORR-Ez, the RC will select from the following wind strengths for each start:

- **Very Light (VL)**..... NOT USED
The ORA has advised that for 2019 the Very Light wind strength is experimental and is not suitable for general use.
- **Light (L)**..... Approximately 10 knots and below.
- **Medium (M)**..... Approximately 10 to 16 knots.
- **Heavy (H)**..... Approximately 16 knots and above.

- (b) The RC may use both observation and prediction to select a wind strength. If the RC cannot make a clear determination between two wind strengths, they shall use the lighter option.
- (c) The RC shall have the authority to change the rated wind strength selection after the start should a significant change affect the race.

5 PROTESTS and APPEALS

Rated course and wind strength selections made by the RC shall not be grounds for redress.

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