ORR-Ez Application Guide

Thank you for applying for an ORR-Ez rating certificate!

To find and manage your certificates online, see the instructions at the end of this document.

Completing the application can seem a bit daunting, but one of the stated goals of ORR-Ez is to make the process as straightforward and easy as what we're used to with PHRF. **Boat data should be accurate and submitted in good faith.** There's no need to guess at anything – if you don't know, just say so! We're here to help.

Below are recommendations to assist in completing the ORR-Ez application. At the end of the rating process, you will have the chance to review the certificate before final approval and release.

These guidelines apply only to standard Certificates. **One Design Class Certificates do not require the input of any boat, crew or sail data.**

HULL & RIG

For most stock boats, the hull and rig specs are readily available from various sources, including manufacturer specs, archived rating certificates and online databases. The national raters will reference these sources for all new applications. For one-off or heavily customized boats, or if an application contains a significant deviation from the stock specs, additional information and/or backup may be required.

ROLLER FURLING SAILS

Jib or Main Furling should only be declared if the furling sail is used while racing. The presence of furling gear not used while racing does not apply.

CREW WEIGHT

The Rated Crew Weight is printed on your certificate and it is the maximum allowable crew weight while racing. The application gives you the option of using a Default or Declared crew weight; it also includes an estimated default weight to assist you in this decision.[1]

The intent of the Rated Crew Weight (RCW) parameter is to be as accurate as possible. Some more competitive events enforce strict crew weight limits, both maximum and minimum, that are based on the RCW, so you may want to consider what a realistic crew weight is for your boat. Most club events do not enforce crew weight limits and the default crew weight is generally fine for the majority of sailors. Also, consider that many large cruising boats typically sail with crews significantly smaller than the default and that should be reflected in the Declared crew weight.

OUTBOARD WEIGHT

If your boat has an outboard motor, you should select **PROP TYPE: Outboard**, which activates a data field further down the page to enter the weight of the motor (without fuel).

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[1] The final default weight calculated by the VPP is based on various parameters and formulae, and is typically slightly higher than the estimated default weight shown on the application.

ANCHOR WEIGHT

The Anchor Weight field requires the total weight of the boat's ground tackle (anchors, chain & rode). If you carry more than one anchor while racing, include the aggregate weight of all anchors and ground tackle.

Below is a rough guide to help calculate your ground tackle weight. This information is provided as an example only; there is no implied "correct" size, length or combination of parts.

	1 × Anchor	10' × Chain	100' × Rode	Calculated Total
Minimal	6 lbs	1/4" = 10 lbs	5/16" = 3 lbs	
Light	12 lbs	5/16" = 11 lbs	3/8" = 4 lbs	
Medium	35 lbs	3/8" = 16 lbs	1/2" = 7 lbs	
Heavy	60 lbs	1/2" = 25 lbs	5/8" = 10 lbs	

SAILS

The application asks whether you have a Code Zero spinnaker in your inventory and for the dimensions of your largest sails of each type. There are several sources for these measurements, listed here in order of preference:

       1) Certified sailmaker measurements (recommended)
       2) Sailmaker production specs
       3) Archived rating certificates
       4) Boat manufacturer specs
       5) ORR-Ez default (max sail area based on rig dimensions)

It is almost always to your advantage to have your sails measured. Options #2, 3 & 4 are all of about the same veracity and are subject to the national raters' discretion. Option #5 simply assumes the maximum.

PROCESSING

Your application will be reviewed locally by the regional representatives and then submitted for national review before being advanced to the national raters. If questions arise at any of these levels, you may be contacted for more information.

Please contact me with any questions,

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To manage your certificates online, go to:
https://www.regattaman.com/find_reg_email.php?sku=h-0-2022-0-0-0-0

If you are not logged in, you will be prompted to enter an email address.

Once logged in, you will see a list of your certificates.
Click on the subject boat to view and manage the certificates for that boat.