



FAQ: Obtaining an ORC Certificate for Vic-Maui

Q: Which type of ORC certificate does Vic-Maui require?

A: Vic-Maui will accept either *ORC Club* or *ORC International* certificates for racing class boats. An ORC certificate is optional for cruising class boats.

The *ORC Club* certificate mainly relies on hull, rig and sail dimension information provided by the owner. The *ORC International* certificate requires full measurement by a certified measurer for hull, rig and sails. It is expected that most Vic-Maui boats will choose an *ORC Club* certificate.

Q: How do I go about getting an ORC Club certificate?

ORC Club certificates are obtained from the ORC office. It is a two-stage process.

1. Complete an on-line application at [ORC Club online application](#).

You will be asked to supply basic information about your vessel such as model, age, propeller, rig and sail dimensions. It will greatly assist your application to accumulate this information prior to filling in the application. Much of the required information will be listed on other rating certificates for your boat, but beware of differences in definition. If there is any doubt, please ask your sailmaker to confirm your sail measurements. Appendix B to this FAQ contains information on measurement definitions, including using data from your PHRF certificate.

For reference, the full ORC Rulebook is available at www.orc.org/rules.

2. Receive, review and forward your ORC Club “Test” certificate.

You should receive an ORC Club “Test” certificate via email within 5 working days after completing the online application.

You need to review the “Test” certificate carefully for accuracy, and then forward it with any corrections to Vic-Maui at tc-chair@vicmaui.org.

Along with the “Test” certificate, you will be directed to either pay €42.00 via on-line payment to www.orc.org/canada or make the applicable payment via the [US Sailing webstore](#).



Vic-Maui will forward measurement data and any other corrections to ORC, who will issue your “Final” *ORC Club* certificate.

Specific questions about the ORC certificate application process can be addressed to Vic-Maui at tc-chair@vicmaui.org or directly to ORC at zoran@orc.org.

Q: Am I required to have my boat measured?

A: In addition to owner-supplied measurements, Vic-Maui requires measurement of your boat’s freeboard and, in some cases, incline. These are used to confirm your boat’s actual displacement and stability.

Most other dimension information required for the *ORC Club* certificate will be owner-declared or from sister-ship data in the ORC database. Vic-Maui will check some measurements on the rig and sails to ensure accuracy.

Owners should take special note that some Code 0 type sails are configured as headsails, rather than as spinnakers. They must be measured and declared as such.

Q: What is involved with getting measured?

A: Measurement is not as difficult as many people believe. The hardest part of measurement is getting the boat prepared in the required measurement trim. This requires certain equipment to be removed, and other equipment to be placed in specified locations. Water and holding tanks must be empty. Fuel tanks must be either empty, or totally full with no free surface.

A simplified “measurement trim & preparation checklist” is available in Appendix A of this FAQ. For reference, the full ORC Rulebook including definition of “measurement trim” is available at www.orc.org/rules.

Actual measurement includes measuring the freeboard at designated locations and measuring incline angle by suspending weights from spinnaker poles extended out each side of the boat. Measurers will also spot check rig dimensions. The process will take about 2.5 hours if the boat is properly prepared.



Q: How do I arrange for measurement?

A: Please make your measurement appointment online at <http://www.vicmaui.org/orc-measurement-appointments>.

Measurements in Vancouver will be at Royal Vancouver Yacht Club's Coal Harbour Marina on February 13, 27 and 28.

Measurements in Seattle will be at/near Shilshole Marina on March 5 and 6.

Alternative measurement arrangements, acceptable to the measurer, may also be made by appointment, particularly for boats not located in the Vancouver or Seattle areas.

Q: What if I have a 'non-standard' boat?

A: Boats for which there is no standard hull in the ORC database will require hull lines information. Owners in this situation should contact their boat designer and ask them to digitally submit designer hull lines directly to ORC. If designer hull lines are not available, detailed hull measurement may be required, at the owner's expense. Boats in this situation and not wanting to incur the additional expense may want to consider the Cruising Class.

Q: What is the timeline for getting an ORC certificate for Vic-Maui?

A: Summary:

- In January 2016, and no later than 2 weeks before your measurement appointment, you should complete the on-line application to ORC.
- By February 10, 2016, you should make your measurement appointment.
- In February or March, your measurement should be completed.
- By two weeks after your measurement appointment, subject to there being no measurement inconsistencies, you should receive a final ORC certificate.
- By April 30, 2016, the Notice of Race requires that you submit your final ORC final certificate to Vic-Maui.

Still Have Questions?

Please contact Rich Ballantyne, Vic-Maui Technical Committee Chair, at tc-chair@vicmaui.org.



FAQ: Obtaining an ORC Certificate for Vic-Maui Appendix A – Measurement Trim & Preparation Checklist

This information is an extract from the [ORC IMS Rule](#):

Boats shall be dry in light ship condition without crew which shall include the following *[must be onboard for measurement]*:

- a) Internal ballast, if any, which shall be fixed below the cabin sole, or as low as possible at any station and fixed to the hull structure to prevent movement.
- b) Batteries
- c) Fixed and/or essentially permanent interior accommodation, hatch covers and floor boards.
- d) Fixed and/or essentially permanent machinery, electrical and plumbing systems
- e) ~~Outboard motor when it is stowed aboard in appropriate stowage~~
- f) Mast, boom, spinnaker pole and/or sprit, if any, fully rigged as for racing. Masts shall be raked aft to the limit of their adjustment. Where this limit is forward of the vertical the mast shall be set vertical.
- g) Standing rigging and fittings. All standing (halyards) rigging and related fittings used whilst *racing* shall be attached in their normal positions. Running rigging forward of the mast and all halyards and lifts shall be taken to the foot of the mast and hauled tight. All other pieces of running rigging abaft the mast shall be taken to their aftermost position and hauled tight. All halyard tails shall be taken to their normal working positions. If the halyard weight varies significantly along its length, the tail shall be on the cabin floor for the inclining experiment, with the halyard fully hoisted and attached to a light messenger line. A halyard may be used as a topping lift.
- h) Rudder, wheel/tiller and steering gear, fitted complete as for racing.
- i) Keel and any bulb, fitted complete as for racing.
- j) Centerboard(s) and drop keels shall be fully raised. If any drop keel or movable appendage is to be locked when *racing* it shall be so locked and the locking device shall be in place.
- k) All fixed electronics, instruments, compasses, lights, antennas and masthead devices.
- l) All halyards as for racing.
- m) Boom running rigging and any vang, as for racing. Booms shall be secured at the low points of **P** and **PY**, as the case may be.
- n) Hydraulic systems including hydraulic tanks shall be full for measurement and shall remain full when *racing*.
- o) Pulpits, stanchions and lifelines.
- p) Mattresses and permanently installed table, doors on their normal position
- q) Permanently installed stoves, heaters or other electrical devices
- r) ~~DSS appendage shall be completely retracted with no part outside of the hull~~



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Continued:

Specifically excluded from Measurement Trim are the following
[must be off-the-boat for measurement]:

- a) Water and the liquid contents of any tanks or voids in the keel or any other appendage. Fuel tank shall be as empty as possible (recommended) or full with its capacity, distance from stem and condition at measurement recorded. Any liquid recorded in the tank is deducted from the displacement, and the trim recalculated, and freeboard measurements are adjusted accordingly.
- b) Any sails, including storm and emergency sails.
- c) Sheets, blocks, winch handles and other running rigging (sheets), except as in B4.1 above.
- d) All portable safety gear, including fire extinguishers and liferafts.
- e) Cushions, pillows and any other bedding, towels, etc.
- f) All cooking and eating utensils, portable heaters and compressed gas bottles
- g) Any food or stores
- h) All tools, spares and stores.
- i) Miscellaneous portable and personal gear, books, navigation tools, etc.
- j) Anchors and anchor ropes, including both chain and fiber.
- k) Dock and mooring lines and any other cordage.
- l) Outboard engines without appropriate stowage and portable fuel containers.

Additional Notes:

An easy explanation of light ship measurement trim would be that if the boat is rotated upside down, everything that falls out shall not be on board.

Please take the time to prepare your boat in measurement trim before your measurement appointment. Doing the preparation work before the start of your measurement appointment will allow the measurement process to stay on schedule, and will be respectful of the measurers and other boats.



FAQ: Obtaining an ORC Certificate for Vic-Maui
Appendix B – Measurement Definitions
(with notes for using information from PHRF certificates)

This information is advisory in nature.

1. All rig and sail dimensions are defined by the International Measurement System 2015, published by ORC. See [ORC IMS rule](#) for definitive information.
2. Rig Dimensions are defined in IMS Part F.
 - a. I, J, P, E, SPL or TPS are consistent with PHRF certificates.
 - b. ISP is the spinnaker hoist height and may or may not be indicated on the PHRF certificate. *[For PHRF-NW certificates which show both H and ISP, use H.]*
3. Sail Dimensions are defined in IMS Part G.
 - a. Jib: LPG is the same as LP, JL is the same as LLJ. If you do not know the girth measurements JGL, JGM, JGU and JGT, leave blank.
 - b. Main: HB, MGM and MGU are consistent with PHRF certificate. P is the same as MP and E is the same ME for rig. The more girth measurements supplied, the more accurate the calculation.
 - c. Spinnaker: SL is the same as LLS, SMG is the same as G or SGM. SF is the distance along the foot and same as SGF.
 - d. Asymetrical: SLU is the Luff, SLE is the Leach, AMG is the D2 or SGM, and ASF is the DF or SGF.
4. For dimensions that you do not know, please do not guess!
 - a. Sail measurements should be provided by the owner, with assistance from a sailmaker where needed.
 - b. Missing rig measurements will be filled in by the measurer, or will use defaults from the ORC program.



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