

ORC Scoring Guidelines

Wind Strength

Wind strength is scored as High, Medium or Low. The criteria in wind speeds are as follows:

High	14.00 knots or greater
Medium	9.01 knots to 13.99 knots
Light	9.00 knots or less

Wind strength should be measured before the race begins and the conditions posted before the start. Any wind measurements must take into account the height at which the measurements are taken. If instruments are used just above sea level they should be calibrated to simulate wind speeds at 10 m.

After the race starts the committee shall observe the conditions on the race course, to ensure that the Wind Strength is the same as signaled at the start. The Wind Strength selected shall be the Wind Strength for the majority of the distance of the race (not the time of the race).

For example, if the fleet sails 75% of the distance of the race in 15 knots of wind (Heavy) and then the wind dies to 3 knots of wind (Light) for the last 25% of the race then the race should be scored Heavy, even though it may take as long or longer in time to sail the last 25% of the race.

If the Wind Strength observed on the course is different from that signaled at the start, the race committee should change the wind strength signal by the time the first boat in the class finishes. It is possible for different classes on the same race course to have different Wind Strengths, depending on what the conditions were for the majority of the distance of the race for each class.

Wind Direction

ORC races can be scored as either Windward/Leeward (W/L) or Circular Random (CR).

Windward Leeward assumes 50% of the distance is a beat to windward and 50% of the distance is a run.

Circular Random assumes that a % of the race is spent on every point of sail including close, beam and broad reaching.

Round the Buoys Races that are set-up as Windward Leeward courses should be assumed to be W/L by default. If there are windshifts such that boats spend significant distances of the race reaching between close-hauled and VMG downwind sailing then the race should be scored as CR.

Distance races should be assumed to be CR unless the Race Committee has real conviction that the course has 50% upwind and 50% downwind. To use local examples, it is unlikely that a course such as Fraser River Lightship would be W/L given its dog-leg shape. Halibut Bank race can be a W/L course if the wind is either Northwest or SouthEasterly but if there is any more South in the wind direction it would be CR.