

19 June, 2019
SYRA Proposal for 2020 ORCs Rule
Accounting for Sails

As you know, from our meeting in Porto Cervo earlier this month, the SYRA Fair Racing/Handicapping Committee formed a Working Party to address the issues of sail accountability as it pertains to the ORCs Rule and VPP, and what might be the best policies for superyacht racing going forward.

Members of the Working Party, represent an extensive cross section of knowledgeable professional sailors, program managers and sailmakers who represent well over 20 superyachts that are currently active racing, in addition to 3 regatta organizers. The working party included: Mike Sanderson, Jens Christensen, Robbie Doyle, Mike Toppa, Cam Appleton, Fuzz Spanhake, Georgio Benussi, Dirk Johnson, Tony Rey, Ruurt Meulemans. Jim Taylor, Kate Branagh, Edoardo Recchi and Peter Craig. In Porto Cervo, Tom Whidden, Jim Pugh and Heine Sorensen contributed to the dialogue and ultimately to this proposal.

We have included as exhibits some of the documents that help summarize the many individual emails and telephone conversations that took place over the past 2 months and provide some of the reasoning / justification for the proposed changes.

Should there be a change to the 2020 Rule and VPP in this regard, timing is critical because of the potential impact on sail purchases for the upcoming racing season. It would be prudent to notify all superyacht programs that raced in 2018 and 2019 of any changes or potential changes as soon as practical, preferably by mid-July. The SYRA can help ORC in this regard.

Accounting for Headsails and Spinnakers

There was consensus that the current policy of assigning percentage credits and penalties for headsails and spinnakers *onboard on any given race day* is not logical or fair. There was extensive dialogue on two potential options: 1) All sails declared for use during a regatta must be onboard for the entire regatta; and 2) Declared sails for use during a regatta do not have to be aboard for every race, but can instead be on the dock, in a container, etc. on any given race day.

While most in the working party preferred option 1, it was decided to propose option 2 to ORC to avoid any unintended consequences and provide an opportunity to evaluate option 1 in more detail for consideration in 2021.

SYRA Proposal: Yachts must declare to ORC the sails they intend to draw from for potential use at a regatta prior to the organizer's 'declaration date' in the NOR. All declared sails are to be listed on the ORCs certificate, but do not have to be onboard for all races in the series.

Percentage Penalties and Credits for Headsails and Spinnakers:

Two of the exhibits provide some background and reasoning for the proposed penalties below. All agree that additional spinnakers are more impactful than headsails and that a Code Zero sail can provide major potential gains on any given race day depending on course configuration and wind speed that day.

SYRA Proposal:

No penalty for 2 headsails

No penalty for 2 spinnakers

0.5% penalty for each headsail declared in excess of 2

1.0% penalty for a third spinnaker and 0.5% penalty for each spinnaker declared in excess of 3

0.5% credit for yachts with furlers *

*Knowing that it is *possible* to change headsails with a furler, the reality appears to be that this is currently rarely done. We propose that ORC maintain the current 0.5% credit for yachts with furlers in 2020 and that this issue be looked into more closely and the credit reevaluated for 2021.

Other Sails:

Free Flying Sail (less than 75% midgirth). When declared to ORC, this sail is currently accounted for in the VPP and hence the yacht's handicap. It is not counted as a headsail or spinnaker for the purposes of credits and penalties. The perception from many is that this results in a substantial rating hit and is thus declared by very few. Some on the Working Party advocate more research needs to be done on the rating impact and that the Rule should define where this sail is flown from (STL, genoa tack or some point in between?). Apparently, some superyacht programs are working on incorporating a free flying sail in their inventory now.

SYRA Proposal: Retain the free flying sail in the ORCs Rule as it is for 2020, but research further and consider eliminating this sail option in 2021.

Heavy Weather Headsail. Category 4 Safety Regulations (currently used at all YCCS Superyacht regattas) requires a heavy weather or storm jib be onboard. The maximum dimensions for a heavy weather jib (13.5% of IG x IG?) can produce an effective headsail for wind speeds in the low 20's as well as an effective sail for safe sailing in a storm. This sail is not currently counted in the headsail count, but can potentially help provide a competitive advantage as a 'free' headsail.

SYRA Proposal: If a yacht has a 'Heavy Weather Sail' in her inventory at a regatta, it must be declared to ORC and carried onboard for every race of the regatta *.

* ORC should provide the maximum dimensions for a heavy weather headsail in their 2020 Rule.

ORCs Certificates

The current certificate can create confusion for a number of reasons.

On Page 1, the 'free flying sail' is referred to as a "Headsail Flying", yet it is not counted as a headsail.

On page 2 under 'SAILS (Maximum Areas) there are no headsail dimensions provided.

On page 2 under 'HEADSAILS' and 'SPINNAKERS' it is not clear what sails (and dimensions) are listed or why.

SYRA Proposal:

On Page 1, the Headsail and Spinnaker count is the number of each that was declared by the yacht prior to the declaration date for the purposes of determining penalties.

Consider re-naming the "Headsail Flying".

On Page 2, include the maximum dimensions for the headsail under 'SAILS (Maximum Area)'.

On Page 2, under Headsails and Spinnakers, list only those sails (with dimensions) that have been declared on the certificate being issued for that regatta.

On Page 2 add a fourth sail section 'OTHER SAILS'. This is where sails (and dimensions) for other sails such as staysails, mizzen staysails, heavy weather sails, topsails, etc. would be listed.

Other Issues:

Use of RHIBS for Changing Sails Onboard Prior to the Start

The working party was unanimous that the use of RHIBs for transferring sails after leaving the dock or anchorage should not be allowed, if for no other reason than safety considerations.

SYRA Proposal

When a yacht leaves the anchorage or dock to proceed to the starting area, all sails to be used that day must be aboard.

Percentage Penalty for Yachts that “can” Change Headsails During a Race

This generated meaningful dialogue given the implications with competitive advantage that this provides and the reality of smaller yachts with blade headsails having a meaningful advantage over larger yachts with significantly bigger headsails.

SYRA Proposal

No action. Most on the working party thought that the best course of action was to further evaluate this next year and address for 2021 if this becomes a competitive advantage issue that should be acted on.

Additional Sail Related Items to be Addressed

- Rule language for multi-jib yachts (schooners, etc.);
- A clear policy for replacing sails that are damaged, which would require defining what constitutes damage and who dictates what is or is not damage. Replacing a damaged sail should be provided on the Daily Declaration Form with photos. The organizer, in conjunction with ORC, should approve or deny and the fleet should be notified of any such action with a notice prior to the next race;
- Ensure there is clarity on staysails and mizzen staysails in the Rule so there is no confusion. Some advocate that the Rule should state that staysails must be flown under a headsail or spinnaker, to prevent it from becoming a “free” upwind headsail in some conditions;
- Ensure there is clarity with ‘Code 0’ sails, what constitutes a spinnaker, headsail and free flying sail (75% girth) with whatever new policy is put in play.

Exhibits

Exhibit 1	Current Sails Policy
Exhibit 2	Facts, Observations, Considerations
Exhibit 3	16 May Working Party Email
Exhibit 3	30 May Working Party Email

ORCs Rule - Accounting for Sails

What is right for the VPP and Superyacht Racing?

Without discussion, the draft 2019 ORC Rule did away with credits and penalties for the number of jibs and spinnakers one races with. When questioned about this in December, the ORC agreed to go back to the 2018 language for 2019. It is worth noting the impact Ruurt pointed out on upwind adjustment for the J Class yachts Topaz (-3.4) and Velsheda (1.7).

As in 2018, the VPP applies an upwind credit/penalty depending on the size of the inventory. Moreover, this allowance is further adjusted taking into account whether the yacht can change headsails during a race, ie, whether the headstay is equipped with a furler, hanks or a headfoil. The presence of a furler for the headsails is credited with an additional 0.5%.

<u>No. of headsails</u> <u>Beating upwind</u>	<u>Allowance without furler</u> <u>(+credit, - penalty)</u>
1	+1%
2	0%
3	-1%

The same approach is adopted for the downwind sails in the ORCs Rule.

Note: there is no penalty for more than 3 jibs and spinnakers (-1%, same as 3 sails)

This raises a number of observations, questions and potential concerns...

- This is a meaningful change that should call for discussion as well as lead time for racing programs;
- Is it right for superyacht racing that the VPP not take into account the # of sails one races with?;
- What prompted this proposed change? ORC claims "...there have been a certain number of requests for revising the current rule that takes into account the number of sails onboard...";
- How would such a change impact ratings now (perhaps review current Bucket fleet?).

A second consideration regarding sails and superyacht racing based on feedback to SYRA:

Is it worth considering having yachts race the entire regatta with the sails they have 'declared' onboard? This would accomplish two things; 1) preclude yachts from stacking spare sails on the dock (not good for the events), and 2) eliminate the advantage to programs that are willing have a large number of sails to swap out daily depending on conditions, while not having their ratings reflect this advantage (no rating adjustment for more than 3 jibs or spinnakers). This is currently happening now in some of the performance oriented classes.

In preliminary discussions, ORC is against this concept for what appears to be the wrong reasons... "difficult to check", "difficult to police" and "impossible to give an allowance for those with 1 sail as opposed to those with the stack on the dock".

This should to be addressed from the standpoint of what the majority of yacht owners are looking for in superyacht racing. One argument in favor of the two issues above, is that most owners are not looking for an 'arms race'. Regardless, there should be significant lead time for any sail policy change and an aggressive notification effort. Should the SYRA determine that entrants should race with one set of sails onboard, it raises the question of whether this should be an ORCs Rule or Regatta rule (Notice of Race and Sailing Instructions).

ORCSy RULE and VPP - SAILS

Facts, Observations and Questions/Considerations:

FACTS

The Headsail & Spinnaker "Count" on the front of the certificate is in fact the 'maximum number of sails one is allowed to carry aboard on any given race day'.

The VPP sail credits and penalties for 1-3 headsails and 1-3 spinnakers is for the sail "count" - the maximum # allowed aboard on a given day.

There is no limit on how many headsails & spinnakers one can use at a regatta, as long as they are under the 'maximum size' that the yacht is rated for.

The 'Headsails' and Spinnakers' on page 2 of certificate do not represent all sails that will potentially be used at a given regatta.

There is no penalty for more than 3 headsails or 3 spinnakers onboard if one were able to carry 4 or more.

OBSERVATIONS

It appears most yachts don't want to carry a 2nd headsail so sail decision is made early / 1% credit for 1 headsail even though most are using more than 1 at regatta.

There are practical limits as to how many headsails and spinnakers superyachts can carry onboard.

Superyachts with furlers can still change headsails - not difficult - even on some very large yachts.

J's can change headsails on hanks in under 10 minutes. Not easy, but doable.

25 of the 34 yachts at the Bucket "declared" 1 headsail, 9 declared 2 and nobody declared 3 (see attached for full list).

Of 31 non-Corinthian Spirit yachts, 14 "declared" 2 spins, 8 declared 3, 6 declared 1 and 1 declared 0 (Elfje). (attached is full list).

There is nothing on the current ORCSy certificate that indicates how many headsails and spinnakers are in play and what sails can be drawn from to use at a regatta.

The current page 2 with 'Headsails', Sails (Maximum Areas), and 'Spinnakers' sections is confusing and incomplete. The 'Sails (max areas)' does not include headsails.

Superyacht owners, particularly in the performance oriented classes, want sail options for the various conditions?.

Some programs currently have a RIB in use carrying sails for changes at sea prior to the warning signal for racing.

QUESTIONS/CONSIDERATIONS

- 1 Do all sails that a yacht uses or may use at a regatta need to be "declared" to ORC? Where can that information found? Why are they not listed on the certificate?
- 2 What are the practical limits to number of headsails and spinnakers carried onboard most superyachts?
- 3 Do most 'performance oriented' superyachts have at least 3 headsails and 3-5 spins available for use at regattas?
- 4 Should a VPP credit or penalty apply to the declared maximum # of sails onboard for any give race, or perhaps to those sails a yacht declares and may use at a regatta?
- 5 If policy stays as is - for maximum # of sails aboard for any given race - is 1% credit for 1 sail, 0% for 2, and 1% penalty for 3 the best way to handle this?
- 6 If policy changes - penalties/credits for all headsails and spins a yacht may draw on at a regatta - what should the penalty be for more than 3 headsails and spins?
- 7 Should we consider a policy where 'sails declared and available for use at a regatta must be onboard for all races'. This solves a lot of the issues being raised.
- 8 While #7 addresses and resolves some of the obvious issues and concerns, what are the negatives and potential unintended consequences of such a policy?
- 9 Should RIBs with sails for onboard inventory changes after leaving the dock be allowed in superyacht racing?
- 10 Is there consensus that a sails "arms race" in superyacht racing is not a good thing? If so, should we consider taking steps to try to address this?

Exhibit 3

16 May, 2016

Have heard back from a number of you in this Working Party – thanks for that. We now need to figure out how to take the next step.

Some comments that I'd like to share that may or may not be common knowledge for everyone, and you may or may not be in agreement with...

- * There seems to be consensus that we should eliminate RIB's with sails for last minute changes before a race starts. A safety issue if nothing else - easy to do.
- * Most agree that current ORCs penalty/credit policy for headsails and spinnakers 'onboard on any given race day' is not a good, logical, fair policy.
- * At all YCCS superyacht regattas, yachts must have 2 headsails aboard (the YCCS uses the Safety Regulations that require a heavy weather jib). Some brick that sail up and put it below/aft in boat.
- * If a second headsail was to be carried aboard with no penalty, nearly all superyachts could not (or would not) carry the 2nd racing headsail below decks. The spare headsail would have to remain on deck.
- * Most programs would not (or cannot) consider a headsail change on any given race day. Some of the smaller performance superyachts can, and do.
- * Second and third spinnakers (including code zero sails) are more impactful than a second and third headsail.
- * A Code Zero can be a difference maker at most regattas, and depending on course configuration, in any given race.
- * Most programs carry a second (spare) spinnaker. If they were to go with three onboard, it would likely be a code zero or reaching spinnaker.
- * Furling headsails on large superyachts can be replaced between races. Hence, the current 0.5% furler credit is probably not right. (but noted that for J Class yachts, furling the headsail at the top mark as opposed to dropping one on hanks is a disadvantage).
- * Many who have responded think that an IRC like policy of sailing the entire regatta with the sails one will use (or potentially use) onboard is the way to go and resolves many of the issues we are concerned with and addressing.
- * While few of you have raised "unintended consequences" for such a policy, perhaps one is that performance oriented superyachts would be severely limited with the # of headsails in play at any given regatta due to the limited space aboard to carry headsails. Spinnakers seem to present a lesser problem in that regard.
- * One interesting comment was that we may be looking at the headsail policy wrong. Perhaps it should be a percentage penalty for yachts that truly have the ability to change headsails during a race. (but then how to enact this, declare it, enforce...)

If any of you feel that anything stated above is inaccurate or have something to add, please weigh in. We don't want to be going forward with bad assumptions/facts.

In the interest of moving forward, it seems to me there are two fundamental ways to go with a proposed policy - one mandating that you have the sails you will use aboard for the entire regatta and the other allowing programs to change day to day, drawing from sails on the dock, in a container, etc.

Let me throw out two potential options for you to comment on and that might serve to get us to the next step....

Policy A

Any sails that a yacht will or may use during a regatta must be onboard for all races.

- No penalty for the number of headsails
- 1% penalty for yachts that can change headsails during a race
- 2 spinnakers - no penalty
- 3 spinnakers - 1% penalty

The fact that you need to race with any and all sails you might use during a regatta will limit total number of headsails (weight/room aboard). Most programs want a spare spinnaker because the chance of ripping one is greater than ripping a headsail. A third spinnaker would potentially have a greater competitive advantage if a Code Zero or reaching sail. Weight and space will limit any number of spinnakers above 3. We could consider a policy for replacing sails that are damaged, which would require policy on what constitutes damage and who dictates what is or is not "damage".

Policy B

Sails that a yacht may use during a regatta are not required to be onboard for all races. Penalties are not based on the number of sails aboard on any given race day, but instead on the number of sails "declared" by a yacht and available for use during that regatta.

- No penalty for two or fewer headsails or spinnakers
- 1% penalty for yachts that can change headsails during a race (with more than 1 headsail declared)
- 1% penalty for a 3rd headsail or 3rd spinnaker
- 0.5% penalty for every headsail and spinnaker declared in excess of 3

The fact that a yacht does not need to race with any and all sails they might use during a regatta will mean you can have an unlimited number ashore to draw from. Hence the proposed penalties for 3 headsails and spinnakers and the number of sails declared in excess of 3.

If there is a better way to take the next step and move forward on this, let me know. The Fair Racing/Handicapping Committee hopes to raise this issue at our meeting with ORC in Porto Cervo early next month.

I look forward to hearing back from you.

Peter

30 May, 2019
ORCsy RULE and VPP – SAILS

Thank you to all who have weighed in - email, phone and even at the gym (Robbie).

Another step forward before our SYRA/ORCsy meeting in Porto Cervo next week. Are we ready to make a firm proposal to ORC... probably not, but getting close! For the purpose of moving forward, we won't consider any potential impact on J Class yachts for now. It confuses the issue to some extent and the J's will be class racing in St Barths next year and off to NZ for more class racing thereafter.

First, those discussion items where we appear to have consensus:

- Eliminate RIBs with sails for last minute changes. Not what we need in superyacht racing and creates an obvious safety issue moving these large, heavy sails;
- Nobody is looking for an arms race in superyacht racing;
- Sails piled on the dock is undesirable for regatta organizers;
- Unlimited sail wardrobes can be expensive and require additional manpower;
- The current ORC policy assigning % credits and penalties for headsails and spinnakers *onboard on any given race day* is not logical or fair;
- Currently, many (or most) superyachts carry one headsail aboard on any given race day to avoid the 1% penalty for carrying two;
- Second and/or third spinnakers (including code zero sails) are more impactful than a second and/or third headsail;
- Most programs carry a second (spare) spinnaker. If they were to go with 3 onboard, it would likely be a code zero or reaching spinnaker;
- The current ORCsy certificate presentation of sails, maximum sail measurements, etc. is confusing and needs to be addressed.

Secondly, those discussion items where we have near consensus:

- Most who responded favored 'Policy A' which would require one to sail the entire regatta with the sails to be used (or potentially used) onboard for all races. Few meaningful 'unintended consequences' were raised;
- Regarding the question on percentage penalties for the number of headsails and spinnakers - whether Policy A or Policy B, no penalty for 2 headsails and 2 spinnakers was clearly the most common feedback;
- Most thought that the concept of providing a percentage penalty to those who "can" change a headsail on any given race day was not the way forward. The reality is that many actually can do so (even with furling jibs). There would be related issues declaring to ORC, enforcement, etc.. Perhaps best to evaluate in 2020 and address for 2021 if this becomes a competitive advantage issue.

My latest questions for you given all that has been stated above and previously...

- 1) Should we now proceed with a recommendation that yachts be required to sail the entire regatta with those sails to be used onboard for all races?
- 2) Regardless of the answer to question #1 - and even if drawing from sails of the dock / container instead – are you in agreement with the following % penalties for the # of headsails and spinnakers for a specific regatta?
 - No penalty for 2 or fewer headsails and 2 or fewer spinnakers
 - 1% penalty for a 3rd headsail and 1% penalty for a 3rd spinnaker
 - 0.5% penalty for any additional headsails or spinnakers in excess of 3
 - All headsails and spinnakers to be used at a regatta must be declared to ORC and be under maximum size for rating purposes

- 3) If you agree with the concept of sailing the entire regatta with those sails to be used onboard, should we give consideration to no penalties for the # of sails in play?

Additional areas to be addressed at a later date include:

- Language for multi-jib yachts (schooners, etc.);
- A clear policy for replacing sails that are damaged, which would require defining what constitutes damage and who dictates what is or is not damage (provided on daily declaration form, photos, approval, etc.);
- How to handle storm and/or heavy weather jibs (need to be clearly defined). These should not be including in any racing headsail counts or penalties;
- Be sure there is clarity on staysails so there is no confusion;
- Ensure there is clarity with 'Code 0' sails. What constitutes a spinnaker and headsail (75% girth) and the impact with whatever new policy is put in play.

I look forward to hearing back from you.

Peter