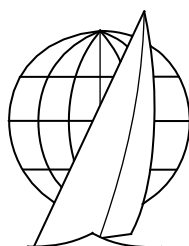


OFFSHORE RACING CONGRESS

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ORCSY 2019 SEASON UPDATE AND 2020 RULE AMENDMENTS PREVIEW

This message is addressed to the following Super Yacht parties

- Owners
- Yacht Captains
- Team and Program Managers
- Yacht Designers
- Sailmakers
- Navigators, helmsmen and tacticians
- Super Yacht Racing Association board.

Please be so kind to forward it to any party you believe important in regard to the matters treated in this document

Dear ORCSy users.

After 6 successful events in 2019 (Millennium Cup in NZ, Antigua Super Yacht Challenge, St Barth's Bucket, Loro Piana Super Yacht Regatta in Porto Cervo and Super Yacht Cup in Palma, Candy Store Cup in Newport) the ORC is happy to update you on the actual ORCSy handicap system situation and possible future plans.

The ORC continuous and expensive research as well as the constant presence of its technical Super Yacht team at all events is aiming to the continuous development and update of such a delicate and complex rating system.

The following new features are under analysis and test to be possibly implemented before 2020 season:

1. **SAILS INVENTORY DIFFERENT APPROACH**

Yachts will be declaring the sails to be used for an entire regatta, as opposed to sails to be carried aboard for any one race.

All declared sails will not have to be onboard the yacht for all races in the series.

Proposed Percentage penalties for the number of headsails and spinnakers declared will be as follows:

Headsails

- No penalty for 2 headsails
- 0.5% penalty for each headsail in excess of 2

- 0.5% credit for yachts with furlers

Spinnakers

- No penalty for 2 spinnakers
- 1.0% penalty for a 3rd spinnaker
- 0.5% penalty for each spinnaker in excess of 3

The use of RIBS or support boats for transferring sails will be prohibited.

Sails to be used for the day's racing must be onboard the racing yacht before it leaves the dock or mooring for the race course.

Page 2 of the ORC Certificates will list all declared sails with maximum sail dimensions included.

2. NEW WIND RANGES

5 new ranges will be defined instead of current four ranges

TWS < 8 kts, 8-11 kts, 11-14 kts, 14-17 kts, > 17 kts

Rough Sea allowances will be deleted

3. KETCHES / SCHOONERS

The VPP will be possibly improved in treatment of Ketches and schooners taking into account:

1. Separation on mast (EB)
2. Big roaches mainsails with big masts distance
3. Mizzen staysail area assessment and efficiency
4. Sailplan Effective height

4. KEELS

A further fine tuning of keel resistance will be performed (for both shoal and deep draft fins)

5. BOATS WITH "ONLY" FURLING SPI (OR ONLY FURLING HSF)

This will be further inspected

6. OVERLAPPING SAILS

The smaller efficiency of those sails will be further inspected taking into account sheeting angle

7. DROP/HOIST ALLOWANCE

Revision of this allowance for particularly slow winches

9. MEASUREMENT ISSUES

The lifting keel boats measured with keel up hydrostatic will be further developed to better assess righting moment

As a recap for returning a more complete information, in 2019 VPP the VPP was already updated with the following features

- **PIPA: new formulation for 3 and 4 blades feathering**

The coding of the new treatment of the 3 and 4 blades feathering propellers with the help of a CFD made by Briand office (checked using Hoerner formulation) has been completed

- **DA : new formulation with max 8% from 10%**

The amount of max Dynamic Allowance was reduced at 8% (from 10%) revising also its composition, giving more power at SA/DSPL and LVR terms reducing the effect for the high displacement boats

- **TA**

Max Tacking Allowance was increased to 3% from 2%, keeping the same formulation

- **Lifting Centerboards**

The slot resistance has been removed for vertical centerboard as there is no slot in these fins

- **Mizzen staysails**

The rated area of mizzen staysail has been reduced to the 70% of measured area

- **HEADSAIL NUMBER ALLOWANCE**

The allowance has been increased by 0.5% for the presence of a furler

- **Power function**

This function that measures the efficiency of the spinnaker according to bowsprit length, has been increase of about 8% following ORC INT modification

- **ORCI 2018 modifications**

ORCint 2018 modifications have been included : windage drag (hull+crew) increased , hydro induced drag increased (with different keel and rudder load sharing), crew weight transversal shift

- **Headsail set flying**

Detuning of lift coefficients at low wind angles (20-25 degrees)

- **GAFFWINDAGE**

Slightly reduced

- **LENTICULAR RIG**

Slightly increased windage

- **DECLARED certificates penalty**

A penalty of 1% on all allowances has been introduced for DECLARED certificates, while the previous increase of 5% for Righting Moment (always for DECLARED certificates) has been removed

We sincerely hope that this ORCsy VPP status update will help you in understanding the endless amount of research, development, testing and work behind this system.

We are also confident that this message will enhance the transparency of our system that ORC is so proud of.

Your comments and question about the above written and about the ORCsy system in general will be taken in due consideration as your satisfaction is fundamental for ORC and your contribution vital to say the least.

Looking forward to continue serving you in the best possible way, we send you our best regards thanking you once again for the trust

The ORC Super Yacht Team