

**Headsails Set Flying (HSF) – ORCsy
SYRA Working Party**

10 July, 2020



SYRA Recommendation to the ORC:

The SYRA working party supports the ORC's proposed treatment of HSF for the ORCsy rule, however, the recommendation is that the implementation of the aero-coefficient for HSF in superyacht racing be delayed until 2022. Given the extraordinary circumstances with the global pandemic, there has been no opportunity to evaluate the HSF treatment in the ORCi rule – as originally intended by the ORC. There was near consensus from members of the working party that evaluating the ORCi aero-coefficient treatment with actual racing next year and taking the appropriate time and resources for the superyacht model would be the prudent way forward. Members of the SYRA working party and ORC are in agreement that the ORCi and ORCsy aero models will be quite different with the superyacht model presenting more significant challenges. Given the importance of rule stability, we feel strongly that the downside of not getting HSF right in the 2021 rule/VPP that debuts later this fall outweighs a 1-year delay.

Summary Points from the Working Party...

- Everyone agrees that the current hard 75% mid-girth break point is not the way to handle HSF long term;
- Most feel that ORC's proposed aero-coefficient that is a sliding coefficient between a headsail (50%) and spinnaker (85%) mid-girth is good in theory and the right way to address the HSF issue going forward;
- Nearly all feel that 'dual purpose' HSF sails with mid-girth between 55% and 75% (in many cases used for both racing and cruising) are good for yacht owners and superyacht racing – resulting in sails that are better all-around, faster, more versatile and easier to handle than the previous generation 75% mid-girth sails;
- This ORCsy change on the treatment of HSF should encourage owners to build better all-around reaching sails;
- The current treatment of HSF under the 2020 ORCsy is hardly ideal, however, it does not appear to discourage yacht owners from building dual purpose sails with mid girth less than 75%. Apparently, a lot of yachts already have sails with mid-girth under 65%. It is expected that these sails will still be viable after implementation of the proposed sliding aero-coefficient that ORC is currently working on;
- The timing of this proposed ORCsy rule change, which represents a major change for HSF, is worrisome for most;
- While some have done their own in house testing of the impact of the ORCi aero coefficient and feel that it can work as ORC intends it to, creating an effective aero coefficient for our massively diverse superyacht fleet will be more challenging (a fact acknowledged by Alessandro at ORC: "...this is not a trivial thing as the two aero models are quite different...");
- And the fact is, there has been no opportunity for real world evaluation of the new ORCi treatment of HSF while racing due to the global pandemic - a concern for many;

- Some are very concerned (others moderately so) about implementing this for the 2021 season (beginning in NZ) with no ORCi race evaluation and without ensuring appropriate time and resources (“be sure it is right” / “rushing this would be a mistake” / “what is the hurry?”);
- A different approach brought up by one individual is that the 1% penalty for the third spinnaker should be enough - with no mid-girth restrictions at all. This could result in the production of good all-around sails that would be effective at 70-120 TWA with owners and afterguards deciding how many and what sails to carry aboard being part of the game. Others in the working party did not support this approach;
- Rule stability has come up as a point of concern by many in the working party and is important for the obvious reasons, but perhaps even more so when it comes to sails. A worst case would be changing an application of the rule which then makes a sail obsolete early in its useful life;

The ORC response (25 July) to the SYRA request on Headsails, Set Flying:

Dear Peter,

We discussed last week in ITC about HSF for Superyachts and we all agreed that being the transfer of the ORC International approach to ORCsy is not so straightforward, we will work another year to implement the new approach in 2022 VPP.

This will allow to have not only some feedbacks from the ORC International race fields but also from sailmakers (including those in the SYRA working group).

So, we are fully in line with SYRA request for HSF

We will keep in touch.

Kind regards



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