

Typeforming... the jury's out

Technical

The work of the ITC continues under chairman Alessandro Nazareth of Vallicelli Design to assess progress made on the refinements of the aero and hydrodynamic ORC-VPP modelling discussed in the UK in Winchester in May. With numerous regatta results in hand now from this season, the goal is to have the 2011 VPP validated through the test fleet and ready for approval ahead of schedule for implementation by the New Year.

One of today's hot debates is the influence rating rules have on design and the degree of typeforming that exists under various systems currently in use. Nazareth believes ORCi scores well here: 'I don't see much typeforming in ORCi, at least for the moment,' he says, 'because this year's few new boats are all very different.'

'For example, there is the new Comet 50 *Verve*, the Cossutti 43 *Nautilus* and *Altair*, the Felci 50... all very different in their design style. There is, however, some positive typeforming on stability,

with the older boats moving in the direction of increasing stability.'

In this regard it was interesting to see that the new European champion *Man*, a GS42R, raced with a conventional rather than bulb keel to reduce wetted surface in the expected light air. Tactician Thomasso Chieffi reckoned the results would have been very different had it been a windy series.

Nazareth again: 'There do also seem to be some "detail" typeforming elements, such as the drift to high-roach mainsails, although our boats are not pushing this area as hard as the headboards now seen on some of the IRC sail plans!

'Similarly, I don't see much typeforming in terms of heavy versus light boats among the cruiser-racers; it's more about ensuring enough stability. Maybe a racer could be done lighter (for example, a 50-footer could be competitive around 7.5 tons, like a TP52), because there is so little interior weight that you can reduce displacement and still keep up the stability. Actually, I'm still

convinced a TP52 could perform well in ORCi – as the GP42 does (we also now have a helpful reduction in residuary resistance for these high length/volume ratio boats).'

In fact, Nazareth is right. TP52s have won in ORCi at two recent races in the Baltic – King Harald's *Fram XVI* in the Eurocard Gotland Runt and Tim Kroger's *Audi A1* in Kieler Woche – and the GP42s *Near Miss* and *Seawonder* fitted with bowsprits and high-roach mains did well again at the latest Rolex Giraglia. This is an encouraging trend; it makes modern race boats competitive and does not penalise them among older or more production-oriented designs.

As for downwind sails, many ORCi boats still seem to avoid big masthead spinnakers, even though Nazareth says, 'There is little

typeforming of big spinnaker areas and asymmetrics. But we should perhaps slightly adjust the effect of bigger spinnakers; there is a case that the VPP may be speeding the boats up marginally more than is actually the case.'

ORC world championship

With the next event being held in Flensburg, in northern Germany, most of the 54 entries to date are, as expected, from the Baltic nations, though Chris Opielock's *Corby 36 Rockall III* will have made the trip over from the Commodores' Cup sailing for the Hong Kong team. They will be one of the smaller entries in the 22-boat Alpha Division, which so far has Gorm Gondesen's Rogers 46 *Shakti* – a design that has proved a little on the light side under IRC – the fastest-rated entry.

This and other entries from the Anglo-Irish design culture (for example, the King 40, Ker 11.3 and DK46) have had obvious success in IRC racing, so it will be interesting to observe how competitive they will be under ORCi and how the two rating systems compare their performance. The fleet already looks competitive, and many of the German teams will be further pumped up by a pre-worlds training regatta planned to be held just beforehand.

Dobbs Davis □



Top: fast in ORC in 2010, the Grand Soleil 42R *Man* which won the European title in Cagliari is a 2005 Botin & Carkeek IMS design. If there was not so much carbon involved the GS42R would make a good IRC racer... albeit with the bulb keel option. A contrast in IRC (left) versus ORC (right) headboard treatments – there is no IRC headboard measurement allowing a modern square profile but requiring a backstay flipper or a pair of running backstays