

## Divide and conquer

Now that the dust has settled on the aero and hydro improvements to the 2013 VPP described by ITC member Jason Ker in the last column, ORC constituencies are busy making their class splits for their championship events of the year. This is an important issue for ORC events, since typically there are only two classes defined by this split, with overall trophies awarded in each regardless of whether there are as few as 20 or as many as 60 boats in each class.

The ORCi world championship in Ancona this year is an example, where event organisers are concerned about another record-breaking entry; there were 129 entries across the Adriatic in Cres at the 2011 event and, while this was an impressive turnout, it undoubtedly affected the quality of the event in terms of the race management.

So the Ancona organisers would like to limit the fleet to about 100 boats to maintain the quality of both the racing and the shoreside experience. Limits have therefore been established for a minimum length (9.15m) and a GPH speed range constrained

Interestingly, event chairman Lars Ive has also now confirmed that this is to be a pro-am competition: ORCi Class 1 boats are allowed four Group 3 crew, Class 2 boats three Group 3s and the X-35s also three Group 3s. All boats are to be helmed by either an owner or a Group 1-registered helmsman. Note that an owner-driver may be Group 3 without counting towards the limit of Group 3 crew.

And if you're still thinking you can grab some Kiwi refugees who got left on the AC beach in San Francisco, know that there is a maximum of two crew members on each boat who may hold a different nationality from that of the country the boat represents. This will help preserve the nationalistic character of the event, something presently sadly absent from the Cup itself.

### While moving towards unity

Coming out of the discussions in Dublin between US Sailing and ORC for mutual co-operation on the HPR rule is an agreement that specifies that HPR certificates issued for boats in North

America will be administered by US Sailing, while the rest of the world will be handled by ORC.

Of much greater significance is that for the first time in the history of international offshore rating rules there will be a single designated source for all HPR certificates: the ORC website. The programming power now available through the public access Sailor Services portal to retrieve some 60,000 measurement records to create ORCi and ORC Club test certificates will now be used for HPR as well.

The details are still being finalised, but the basic programming brief is to allow qualified measurers to submit measurement data on a special HPR portal accessible from the ORC site, which then gets populated into a certificate ready for issue – once reviewed by US Sailing's Dan Nowlan or ORC's Nicola Sironi, HPR's two chief measurers. Once approved, the certificate is paid for, issued and made available online at the HPR website.

Certificate fees will be set by each issuing country's rating office (US Sailing are charging \$8/foot

LOA for the 40-footers), a portion of which goes back to HPR owner ORA for rule development, a portion to ORC for server programming and maintenance, plus of course a portion for the rating office to cover their own administrative costs. And because the system is semi-automated, there should be no 'express' fees, with the typical time from submission to issuance expected to be around three to four days.

Finally, now that a working agreement is established between the US and ORC, through HPR, representatives from US Sailing are also now hinting at opening a dialogue to 'work together' on their respective VPP-based systems, ORR and ORC. Nothing concrete has been proposed as yet, other than a scheduled meeting after the TP52 Worlds in Miami. But, along with the ongoing discussions with RORC, this does point towards increasing unity in offshore sailing. Which is surely a good thing!

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**Eight boats made it through Key West in the HPR division where they enjoyed good racing. The powerful Carkeek 40s dominated their HPR rivals but the heavier Ker IRC 40 *Catapult* (right) hung in to finish mid-fleet overall – and when the wind blew over 12kt she was fully competitive. Scored under IRC *Catapult* did scrape it, but only by 1pt from the Carkeek 40 *Decision*. Food for thought...**

to 660-450sec/mi. These are not unreasonable limits, as most of the ORC fleet fits in this range, but it does keep out boats that are excessively slow or excessively fast, allowing race manager Alfredo Ricci to design appropriate courses for both classes in the race area he has to work with.

The other event that has been carefully eyeing the new VPP's GPH figures is a new regatta in a country itself new to ORCi: the Royal Ocean Cup organised by the Royal Danish Yacht Club.

This event, to be held in September, invites three-boat teams to come for a week of mixed inshore and offshore racing off the beautiful mid-Baltic holiday island of Bornholm. Up to three teams per nation will be allowed up to a total of 15 teams, with Denmark, Germany, Poland, Sweden and Norway already committing one or more teams to the event. To enter a team, bring one X-35 one-design plus two ORCi-rated boats, one faster and one slower than 600sec/mi.