

Submission: USA 4

Reporting committee: **ITC**

NON-MANUAL POWER SYSTEMS

PROPOSAL

Re-evaluate the rating penalties assessed on boats equipped with non-manual power systems.

RATIONALE

In recent years the technology for powered systems has continued to improve with features such as remote buttons and improved line speeds in both trim and reverse directions. Battery technology has also improved to where these systems are more powerful and durable at lighter and lighter weight footprints.

The result is that these systems are growing in popularity because a crew can now actively and remotely trim sails in windy conditions without any change in windward crew weight position. This tool is particularly powerful for boats with high SA/DSPL ratios, with observed performance gains of up to several sec/mile compared to sisterships without these systems.

Currently the rating assessments do not seem accurate, especially since they result in less penalty with more wind, and it should have the opposite effect.

We therefore ask that a re-evaluation be made of the rating assessments made in VPP Documentation 3.7 to reflect these observed performance advantages, and more appropriate definitions of these systems in ORC rule 204. For example, now the certificate designations for Non-Manual Power are just Rig, Rig & Sheets, and None. It would be useful to more clearly specify which control lines fit in these categories.

Also, while the equation 3.16 correctly minimizes the penalty for boats with less crew weight, we feel the pw coefficients should be re-examined: why should Cruiser/Racers get more penalty than Performance division boats when they are more likely to have these systems installed? should this not be reversed?