



*World Leader in Rating Technology*

## **Annual Report – *ORC Rating Systems (ORC International and ORC Club) and ORC GP Classes*** November 2009 – Season Activity – from ORC

---

### **1. ORC Rating Systems:**

The ORC Rating Systems (ORC International and ORC Club) are managed in 33 countries by National Rating Offices and centrally by ORC for countries where the National Rating Office is not established.

The largest constituencies of ORC, with fleets in excess of 1000 boats, remain in Italy and Holland, where ORC fleets are the default baseline handicap system.

Nevertheless, the *ORC International* and *ORC Club* rules continue to enjoy wide acceptance among the constituencies that have for many years used IMS and ORC Club as well as several new areas which emerged last year (eg, South Korea, Russia, Portugal and the Azores). The reports obtained by the ORC Rules users thusfar (see table on page 3) indicate a total number in excess of 7200 certificates, a tally already in excess of the 2008 total of 7099 certificates, with more to come by year's end. This is an impressive total considering the worldwide economic recession.

ORC Rating systems are unique in measuring stability of offshore yachts, so the size and types of boats using *ORCi/ORC Club* is quite broad, ranging from the smallest end of very slow cruisers to the racing super-maxis. All kinds of performance-enhancing devices are rated under ORC Rules, including movable ballast such as water ballast and canting keels, with all combinations of appendages, but also hiking devices as trapezes and straps.

Many of the world's prominent offshore races and regattas continue to use both ORC Rating systems, which offer unmatched scoring flexibility to race managers through use of the Windows-based CyAaltura and Velum race management software packages available on the ORC website. These races include several Rolex-sponsored events, including Circuito Atlantico, Giraglia Race, Ilhabela Sailing Week, Capri Race Week, and the Middle Sea Race.

And beyond the Baltic, Mediterranean, and South American cultures, ORC is now also being used by new fleets in Canada, the Black Sea, and the Russian Far East.

As reported last year, the resurgent interest in use of the International Offshore Rule (IOR) continues among select fleets in Italy and Russia.

### **2. ORC GP Classes**

The GP42 class had their third season circuit as part of the Audi MedCup, which was well organized in 5 different venues and attended by seven boats from Spain, Italy, and Japan, all managed by professional-level programs and enjoying the global media exposure offered by the MedCup organization. This class also enjoyed an exciting Global Cup championship event in Lanzarote, Canary Islands, with eight teams competing and some new interest in the boats and the class for the 2010 season.

The GP33 class has stalled in the growth it started to show last year, though the first of a new Japanese-designed and built production boat was launched and sailing by spring, as was a new Polish-built design based in the Baltic.

Besides the dozen or so already built in Argentina, the GP26's are still spread too widely to race as a class. Nonetheless, there are GP26's receiving increasing interest from a new North American market, where three new owners have formed a North American class organization as they complete construction on their boats.

### **3. Developments & Submissions**

ORC is now offering a Speed Guide package of polar performance data for any ORC-measured boat, as well as a Stability and Hydrostatic Datasheet, which is of value to sailors and organizers to assess stability among entries in their offshore races and events. These are available for download from the ORC website.

After lengthy work, the complete documentation of the ORC VPP and ORC Rating Systems is also available for download from the ORC website. This is in addition to the Rules and guidelines publications which are updated and posted after each AGM.

The International Technical Committee met in March in Annapolis, in September in Delft, and November in Rome prior to and in lieu of meeting at the AGM in Busan. Improvements made to the VPP by the ITC include a refined method to assess sailing length, improvements to the aerodynamic and hydrodynamic models, a proper evaluation of twin rudders, and other details available in the full ITC minutes.

Forty-seven Submissions have been received from many National Authorities that deal with the following areas: 9 for the IMS measurement system, 13 with the ORC Rating Systems, 20 with the ORC VPP, 2 with the championship rules, and 9 with general policies.

### **4. Measurement**

A Measurement Seminar held in Athens in March was attended by 40 delegates from Europe and Japan, and continued the work of educating new trainees as well as informing experienced measurers on the use of optical techniques, digital inclinometers and other new equipment and procedures.

In addition to this conference, the Chief Measurer has conducted several smaller scale measurement sessions in several countries where new ORC fleets are being formed.

### **5. Championship Events**

The 2009 ORCi World Championship was a huge success in Brindisi, Italy, with 77 entries from 7 countries making it the best-attended Worlds in nearly a decade. The European Championship event in Ystad, Sweden attracted smaller number of boats, but the racing was quite close throughout. National Championships were regularly held in most of the countries where ORC rating systems are in use with those with biggest participation in Italy, Germany, Holland, Greece, Argentina and Croatia. The announced venue for the ORCi Worlds in 2010 is Flensburg, Germany, a Baltic port just south of the border with Denmark.

The ORC 670 Class held their fifth Championship in Galicia at La Coruna, attracting 16 entries from 4 countries.

The ISAF Classification code was applied for creating a Corinthian Trophy in many ORC events, with particular scrutiny used at the World Championship where interviews were made with many sailors, resulting in some changes to Group status.

## 6. Fleet Statistics

	31.12. 2006		31.12. 2007		31.12. 2008		06.11. 2009	
	IMS	ORC	IMS	ORC	Int	Club	Int	Club
ARG	57	139	37	114	27	107	24	38
AUS	41	0	15	0	20	0	N/A	N/A
AUT	6	191	6	53	5	27	6	40
BRA	55	141	45	109	77	88	55	43
CAN	0	0	0	0	0	22	0	63
CHI	0	0	116	18	114	19	73	20
CRO	94	202	147	150	142	148	92	150
CYP	13	12	1	1	0	0	N/A	N/A
ECU	1	19	1	19	24	1	24	39
ESP	388	211	328	154	253	123	216	197
EST	23	50	37	63	60	74	46	67
FIN	87	42	82	37	71	30	65	19
FRA	41	375	30	308	5	136	1	195
GER	337	415	314	448	287	456	259	489
GRE	367	221	350	255	367	269	293	343
ITA	577	1083	709	1018	706	1020	824	1037
JPN	70	358	50	312	26	269	1	146
KOR	0	19	0	23	0	25	0	44
LAT	0	0	0	36	1	35	1	39
MLT	1	11	1	16	1	26	0	30
NED	267	1145	1	1353	4	1306	2	1357
NOR	47	0	32	0	51	0	63	80
NZL	2	63	2	63	0	15	0	9
PER	5	0	15	0	18	0	14	0
POL	0	0	15	1	16	3	29	8
POR	23	11	22	124	18	131	24	127
ROU	0	0	0	0	0	14	1	30
RUS	0	0	0	25	0	42	4	101
SUI	0	251	0	232	1	234	0	242
SLO	0	0	4	27	7	31	4	35
SWE	59	133	67	58	70	30	52	18
UKR	2	55	0	48	5	12	0	20
USA	15	50	17	60	0	30	0	19
	2578	5197	2444	5125	2376	4723	2173	5045
	7775		7569		7099		7218	

Attachments submitted: reports of ORCi Worlds, ORCi Europeans, ORC 670 Championship, GP42 Med Cup circuit and GP42 Global Championship. (Available on request)