

**ORC Bruno Finzi**

**Brave new world**

ORC have had a good 2005. Major investments have been made for the future and the ORC Level Classes have been established. There has been excellent racing at the highest levels and new countries have entered the ORC community. Our communication with the sailing world has also improved through a new website, newsletters and seminars in several countries.

The three new ORC Level Classes were officially launched in September. I should like to take this opportunity to thank all the designers and builders who have supported ORC in this task. There are now several designers working on these classes, including Botin & Carkeek in Spain, Felci Yacht Design in Italy, Judel & Vrolijk in Germany and Nelson-Marek in San Diego, California.

The first ORC42 boat, designed by Farr Yacht Design, is already under construction at Latini Marine in Rome. It is my hope that these new Grand Prix boats will attract so many of the very best sailors that some of the pressure may come off the top of the IMS fleet.

The work to form class associations as well as to organise the race circuits for 2006 is also now well underway. A meeting with representatives from several nations was held in Genoa during the recent boatshow, with another due in Stamford, Connecticut later in November.

ORC have also begun a major investment programme to rewrite the computer software for the IMS VPP, which is expected to be finalised during 2006. This will consolidate IMS as a scientifically based and transparent rule. In particular, wind tunnel tests have recently been undertaken to better define the performance effects of mainsail roaches and overlapping jibs.

While research will continue to be ongoing, in an effort to constantly improve both IMS and ORC Club, we have suffered a little recently as several members of the International Technical Committee have major commitments with America's Cup design teams; something of which the rest of our ORC technical team is very proud.

The ORC structure has been improved in 2005, new resources have been added and the new website has doubled in visitor numbers. We have also seen official requests from Cyprus to join ORC, while Hungary has expressed its interest too. ORC will support any such approaches by emerging new countries in the offshore area with both seminars and training.

ORC are also in the process of reorganising and facilitating the access to our immense database of hull shapes and offset files in such a way that ORC Club certificates can be processed without having to measure boats individually – to the benefit of owners and also production boatyards.

The Australian Yachting Association have come up with an important proposal to use IMS principles as a means to verify yacht stability. ORC are investigating this and many other possibilities related to the pure measurement side of IMS, as we are conscious that IMS remains the universally recognised standard when measuring offshore yachts in detail (an indicator of its continued relevance is the success this year of the growing TP52 fleet – with numerous different designs all measured under IMS).

The triple-number simplified scoring adopted in 2005 has proved a great success, being able to lighten the burden on race organisers who are not willing – or ready – to cope with the full capabilities of IMS, but still allowing them to score in a fair and easy way across a range of wind conditions. The triple-number option has also been a key factor for the Maxi class and specifically the Wally division; for this class ORC have been tailoring specific triple-number scoring named IMAX that will be used next season.

Within the Maxi group ORC were also pleased with the recent confirmation of a new Mini-Maxi division (18 to 24m LOA) that will adopt IMS/ORC Club.

In more general terms, there is a new mood in our relationship with ISAF, with an attitude of constructive co-operation as well as



**They can't yet agree on what to call it but they all agree on the fact that they want to be there... Farr Yacht Design have this new ORC42 (top) already in build in Italy and Judel-Vrolijk have several of their clients interested in ordering their new GP42 design (above)**

respect being shown for the role and expertise of our ORC team. In this renewed environment it should no longer be just a dream for us to be able to bring all parties together again with the shared desire to get back to a single international handicap system for the benefit of all who race offshore.

I wish all sailors a good and prosperous 2006.  
*Bruno Finzi, ORC Chairman*