



# ANNAPOLIS YACHT CLUB

## **PRESS RELEASE** **FOR IMMEDIATE RELEASE**

### **Annapolis Yacht Club's Use of ORC Expands to Include Young Sailors and Cruisers/Racers for the 2021 Sailing Season**

*Annapolis, MD (April 14, 2021)* — With the Offshore Racing Congress (ORC) Rule having gained acceptance as our rule of choice for handicapping races and regattas, a healthy increase in high level big boat sailing has resulted. Now that the effectiveness of ORC has been displayed, AYC will now further our use of the rule to include younger crews and many cruiser-racers of all sizes.

These two groups will sail and be scored with the ORC fleet, but upon qualifying will also be scored in the new ORC Young Guns Division and/or the ORC Corinthian Division. Regardless of what class the individual boats are assigned to in the starting sequence, they will also be scored in the appropriate sub-class(es). Each boat will be eligible for prizes within these sub-classes, their assigned starting class, and overall ORC fleet awards with their single entry. These additional divisions will be available in all AYC'S weekend regattas offering ORC starts - including the Spring Race to Oxford in May, the Annual Regatta in July, the Fall Race to Solomons in September, and the Fall Series in October.

#### ***ORC YOUNG GUNS DIVISION:***

The ORC Young Guns Division will provide ORC rated boats skippered and/or crewed by predominately younger sailors the incentive to compete with and against other sailors of all ages. This practice was commonplace decades ago prior to the dramatic increase in high school and collegiate sailing and we are prioritizing its return.

#### ***ORC Young Guns Division Requirement:***

No less than 50% of the boat's crew shall not have reached their 21<sup>st</sup> birthday.

#### ***ORC CORINTHIAN DIVISION:***

The ORC Corinthian Division will group like performing ORC rated dual purpose cruiser racers. The objective eligibility criteria is based upon potential peak performance for a given vessel length and sailing configuration. The following requirements for eligibility will nicely delineate the desired boats for this class, which will include true dual-purpose boats originally intended for racing. These boats, their owners, and crews have become somewhat displaced as single purpose race boats have dominated most activity. Now with the benefit of the ORC Rule, these boats can once again find equitable competition within a division while retaining eligibility to win starting class and fleet awards. Please note that the ORC Rule is a Velocity Prediction Program (VPP), allowing boats rated without spinnakers to compete against boats with spinnakers throughout all course and wind ranges. Racing without a spinnaker need not be a deterrent any longer.

As with all races or regattas, all boats must possess a valid ORC Club or ORCi rating certificate. Certificates are available from U.S. Sailing. Annapolis Yacht Club members Ben Capuco and Jahn Tihansky presented an excellent "Intro to ORC" Seminar in February and the [recording](#) is available for those of you who missed it and would like to learn more.

## ***ORC Corinthian Division Requirements:***

### **Potential Peak Performance (to be calculated by Organizing Authority):**

The measure of potential peak performance relative to vessel length is to be measured using the value of “S#”<sup>1</sup>. The S# computes usually to a range of between 1 and 10, with numbers closer to 10 being potentially faster boats for a given length.

The website [sailboatdata.com](http://sailboatdata.com) publishes the S# for many boats. This source is a good general guide but may not be using actual numbers for a given boat from that boat’s ORC certificate. The S# as computed by the Organizing Authority uses upwind sail area, rated length, and sailing displacement from a given boat’s ORC certificate. This computation can be provided for a race entrant upon request.

If a boat’s S# is below 3.0, then that vessel may be eligible to be scored in the Corinthian Division, provided the below configuration conditions are met.

### **ORC Corinthian Class(es) Configuration:**

#### Spinnaker (if applicable as per ORC certificate)

- Spinnaker must be asymmetric and tacked on the centerline of the vessel.
- No more than one spinnaker shall be carried onboard.
- No spinnaker staysails, mizzen staysails, or mizzen spinnakers are allowed.

#### Headsails

- Maximum of 2 headsails carried onboard, meeting the following criteria:
  - Forward-most headstay or forestay must have an above-deck roller furler.
  - One of the headsails must be no larger than 110% of the fore-triangle area.
  - If there is a non-overlapping staysail flown, the full length of its luff must be attached to an inner forestay and must be smaller than 110% of the foretriangle area. This sail would also count towards the total count of headsails. If present, this sail on the inner forestay may not be flown at the same time as a spinnaker or other headsail.

#### Category 3 (professional sailors)

- A maximum of one Category 3 sailor may be onboard, who may not steer unless a life-threatening emergency arises.

#### In-mast mainsail furling (optional)

- If a vessel has an in-mast furling mainsail in conjunction with all other requirements of the above configurations, that vessel may be eligible to compete in the Corinthian Division regardless of that vessel’s S# given the approval of the Organizing Authority.

For more information on the new ORC divisions at the Annapolis Yacht Club, please contact John White, AYC Sailing Committee Chair at [john@whitehallannapolis.com](mailto:john@whitehallannapolis.com).

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1 A good discussion of S# can be found in “The Design Ratios”, by Eric Sponberg, Jan-Mar2010, at <https://www.ericwsponberg.com/articles/>