



ORC 2013 VPP Q & A's

1. Why was there such a delay this year in the release of the 2013 VPP?

The ITC needed to make absolutely sure the new elements of this VPP were programmed properly with no bugs, and that it worked for all boats. This and valuable input from the rating offices took a couple weeks longer than normal.

2. Why was the VPP changed for 2013?

The ORC VPP is changed every year to improve the handicap system for the ORC fleet around the world. The members of the International Technical Committee (ITC) are experts in hydro- and aero-dynamics, and based on their analysis, and the latest reports from the race courses of major events, there was a need to adjust the accuracy of the new VPP.

3. What made the changes seem so large compared to recent years?

The ITC's analysis revealed a need for a fundamental restructuring of the Residuary Resistance formulation used to model boat drag in the VPP. For the past two years ITC members Kay Enno Brink (GER), Jason Ker (GBR), Philippe Pallu (FRA) and Andy Cloughton (GBR) used the latest analysis of tank test results and CFD simulations to arrive at a new and more accurate model for this parameter in the VPP. Combined with the small improvements made in the aero model, the entire ORC fleet has seen an increase in their predicted speeds, but this better correlates with instrument data and observations from the race courses.

4. How do we know this will be an improvement for racing in 2013? Was the new VPP used to re-score races in 2012 to check its accuracy?

Yes, major regattas where the level of competition and race management were at a high standard were re-scored in a validation test using the 2013 VPP. It was found that while a few places were changed, the results actually compressed the differences in corrected time by up to 30%, and more accurately reflected the situation on the water.

Since the new formulations are more accurate, the racing will therefore be better since it will be a closer reflection of the crews' abilities to maximize the performance potential of their boat.

5. It looks as though some boats are more affected by the changes than others...why is this?

Because these are boats that were not being accurately rated using the old drag formulation or the old aero modeling. For example, some lightweight boats were not being rated fast enough in some conditions, while some heavier boats with asymmetric spinnakers were being rated too fast in some conditions. The 2013 VPP corrects these problems.

6. It looks like my GPH rating and those for other boat types were sped up - why? Did this happen to other boats as well? Does this mean my boat is no longer competitive?

The 2013 ratings are faster for everyone in the 2013 VPP. This is because it was known from several sources that boats were sailing well above their VPP predicted speeds...this was verified by the ITC in examining the performance logs of the boats participating in the analyzed races.

But this does not make your boat uncompetitive, because what matters most is the difference in rating between you and your competitors, and this has not changed more than 1% for windward-leeward course racing. So there will be little effect on the competitiveness of the boat, especially when compared to all the other factors in racing.

7. How can I test the effects of the 2013 rating changes on my boat and other boats in my fleet?

Either wait for your national Rating Office to issue your new 2013 ORC certificate, which for some offices will be soon and for others a brief delay, or use the ORC's exclusive Sailor Services tool to run a test certificate on your boat or any other boat among the 61,000 measurement records in the ORC database. Sailor Services is available in 7 languages, and any certificate published in the last 3 years is available for free, while test certificates cost only €10 or less each.

Using Sailor Services, changes can be made to a boat's rig, sail and crew weight dimensions to test effects of these changes on rating. For changes in the keel, rudder or hull, a new offset file must be created by a designer and submitted to ORC, or a consultation should be made with a designer or other subscriber to the DVP (Designer VPP) version of the ORC VPP.

8. I heard that ORC measurement will now be in 'light ship' trim...what does this mean, and do I need to re-measure my boat?

'Light ship' trim means the boat is to be measured completely empty - this means if you turned the boat upside down, anything that falls out would be off the boat. This was a concept discussed in November 2011 and approved for use this year.

But this does NOT mean you must re-measure your boat, because the ITC has made adjustments on certificates to account for items that may have been on board for the last measurement.

The reason for this change in trim is to make the measurement process faster, simpler, and more compatible with other rating systems.