



2023 ANNUAL REPORT – ORC RATING SYSTEMS

1. ORC Rating Systems - summary:

The ORC Rating Systems include certificates and rules for Monohulls (ORC International, ORC Club and ORC Superyachts) and Multihulls (ORCmh International and ORCmh Club).

The ORC International and ORC Club certificates are managed by National Rating Offices in 41 countries on five continents and centrally managed by ORC for 4 countries where a national office is not yet established while ORC Multihull and ORC Superyacht Rule are currently administered by the ORC.

Total number of ORC International and Club certificates issued in 2023 until September 30 is 13,525 for 8623 boats that includes:

- 2595 ORC International certificates,
- 6573 ORC Club certificates,
- 465 ORC International DH certificates,
- 2020 ORC Club DH certificates,
- 95 ORC International Non-Spinnaker certificates and
- 1777 ORC Club Non-spinnaker certificates.

ORC developed Double-handed (ORC DH) certificates four years ago, and the popularity has remained strong, as the numbers above show, together with the popularity of ORC DH World and European championships. ORC continued its policy to offer DH certificates to any boat with a valid ORC Club or ORC International certificate levy-free – this promotion enhances their popularity.

In its third year of a similar levy-free promotion, ORC Non-Spinnaker (ORC NS) certificates proved immensely popular. This product is offered to give local fleets more versatility in their use of ORC scoring at casual and cruising club-level events. Both ORC NS and ORC DH certificates are valid alongside standard certificate types, allowing for ease of use among boats that race in these varied formats.

Increases in ORC certificates in 2023 from 2022 are observed in ARG, AUS, CAN, CRO, CYP, DEN, ECU, ESP, FIN, GBR, JPN, LAT, MLT, SLO, SUI, TUR and USA. Note that ORC fleets in RUS did not receive ORC certificates in 2023.

ORC this year has continued administering, developing and refining the **ORC Superyacht Rule (ORCsy)**, with a significant increase in boats and certificates from 2022 as Superyacht racing returning in several regattas. **A total of 100 ORCsy certificates were issued in 2023.**

After four years of development, established measurement protocols, and a functional VPP, the ORC **Multihull Rule (ORCmh)** this year issued **19 certificates** and was used by events to score multihull fleets.

Since ORC Rating systems are unique in measuring the stability of offshore yachts, the size and types of boats using ORC rules is quite broad, ranging from very small cruisers and Sportboats to racing SuperYachts and now multihulls and foiling monohulls.

The rule is quite versatile, since the VPP can characterize all manner of performance-enhancing features and thus rate them under ORC Rules. These include movable ballast features such as water ballast and canting keels, with all combinations of associated appendages, such as DSS, bilgeboards, etc.

ORC's Sportboat Rule for small performance keelboats remains popular around the world.



ORC championship events continue to be popular and competitive, with high levels of participation and the highest-quality teams emerging on top after a combination of several inshore and offshore races. Individual races are competitive and often resolved only within seconds of corrected time. Inspections and measurement controls are strictly implemented at ORC championship events, with a variety of designs – both racers and cruiser/racers – winning these events, suggesting fairness in the system for all boat types.

The **2023 ORC World Championship** in Kiel, Germany was a successful event attracting 111 entries from 13 countries, while the **2023 ORC European Championship** featured 37 entries from 11 countries and was held in Malta. The **2023 ORC Sportboat European Championship** was held in Kalamaki, Greece with 14 entries from five countries, the **2023 ORC Double Handed World Championship** was held in Barcelona, Spain with a record turnout of 53 entries from 9 countries, the **2023 ORC Double Handed European Championship** was held in Helsingor, Denmark with 31 entries from 8 countries, and the **2023 ORC Mediterranean Championship** was held in Sorrento, Italy as part of Tre Golfi Sailing Week and attracted 31 entries from 5 countries. Details of the 2023 events are found in Section 6 of this report.

Besides World and Continental championships, many National championships both for fully crewed and double handed were organized in 2023 in majority of countries where ORC certificates are issued.

A cooperative cross-promotion agreement offered ORC DH European class winners in Denmark Wild Card entries to the Double-handed Marina Militare Nastro Rosa Tour based in the Mediterranean.

Among several dozen regattas using ORC ratings held in five continents around the world, there have been 5 Rolex-sponsored events in the 2022-23 season that also used ORC scoring, including **Rolex Circuito Atlantico Sur**, **Rolex Tre Golfi Sailing Week**, the **Rolex Giraglia Cup**, the **Rolex Middle Sea Race**, the **Rolex Sydney-Hobart Race**, and the **Rolex Big Boat Series** in San Francisco, USA.

2. ORC Superyacht Rule (ORCs_y)

ORC's cooperation with the Super Yacht Racing Association (SYRA) started in 2015 and continued through this year, with an increase in the numbers of certificates to 100 for the year to date. Regattas using the system this year included the Antigua SY Challenge, the St Barths Bucket Regatta, the Giorgio Armani Cup in Porto Cervo, the Super Yacht Cup in Palma, the Safe Harbor Regatta in Newport, USA, the Super Maxi Class at the Maxi Yacht Rolex Cup in Porto Cervo, and the Ibiza Joy Sail Regatta.

The acceptance of the ORCs_y system is due in part to its rigorous measurement protocols, flexible and innovative scoring options. For example, PCS (Polar Curve Scoring) was used in Ibiza while in the Bucket regatta a pursuit race time on distance system was used). Transparency in rules and process and direct assistance provided by the ORC Staff at most of these events is also a hallmark of this system and is appreciated by its users, who are often advised by professional America's Cup-level tacticians and crews.

The ORC Sailor Services is used by Superyacht professional sailors, skippers and captains for running test certificates as well as downloading of their competitor's official certificates, further increasing the transparency and full-service ORC provides to the Superyacht community.

Periodic updates are made to the rule to increase its accuracy, with rationale agreed by ORC and SYRA and published on the ORCs_y rule website. The 2023 ORCs_y VPP introduced some improvements that were proved to reflect real performance of the boats at the racing area such as:



- the Dynamic Allowance routine was improved to give more allowance to larger and heavier boats
- the Tacking Allowance was revised in a way to slow down underpowered boats with low SA/DSPL ratio
- the Effective Height of the sail plan for ketches was modified to recognize that boats with very tall mizzen masts and/or well-spaced masts have more efficient sail plans than classic ketches,
- the routine that computes blanketing of the mizzen over the mizzen staysail has been revised for those boats with large mizzen staysails,
- a correction function of the Effective draft for very shallow draft boats has been modified to increase their induced drag. At the same time also the Effective Draft for very deep boats have been corrected to take into consideration the very short chord lengths of this type of appendages that causes more leeway.
- the routine for superstructure windage has been revised to account for more drag for large superyachts with huge superstructures.

For 2024 there are several proposed areas of improvement in the following topics:

- sheeting angle for overlapping headsails
- wooden masts
- windage of large superstructures, revised treatment of gaff rigs
- revised treatment of Headsails set Flying
- fine-tuning of Centerboard drag

3. ORC Multihull Rule (ORCmh)

Now in its second year of use, the advent of the VPP-based ORC Multihull Rule (ORCmh) is vastly improving fair racing among multihulls due to their dramatic differences in performance as wind speed and points of sail change. For multihulls the difference in performance as wind speed and point of sail changes are often dramatic.

For example, upwind in light air a multihull will be typically slower than a monohull, but as the wind speed increases and the true wind angle widens the boats rapidly speed up, and the transition from tortoise to hare happens differently for every boat. This is captured in the Polar Curve Scoring that offer much greater equity than a single number TCF.

Accordingly, the ORCmh is growing in acceptance of major events, such as the IMA Rolex Maxi Worlds in Porto Cervo where three catamarans entered in the event ranged in length from 68 to 84 ft. An example of the dramatic performance differences observed in these yachts was when in 20 knots of wind the spacious 84 ft cruiser/racer catamaran ALLEGRA pulled away upwind from the 100 ft canting keel monohull BLACKJACK.

ORCmh was also used in April for the Richard Mille Les Voiles de St Barth for the class of six OMA catamarans that ranged in length from 53 to 66 ft. In addition, during the season several offshore MOCRA races were shadow scored with ORCmh ratings with encouraging close results.

For offshore racing the ORC is keen to see to what degree the more sophisticated handicapping approach (using weather forecast Grib files) will affect these and other results.

The emphasis next year will be to grow the fleet of “club” style boats through liaison with existing fleets (e.g., MOCRA and Multi 2000) using our database of standard hulls, which now numbers over 150.

Developments planned for 2024 include ORCmh integration into the ORC Sailor Services Database.



4. Technical developments

A hallmark of ORC is that it is an open and accessible system for its users, both through local rating offices and through access to the ORC website. Besides allowing access to all ORC rules, rating system documents and even the VPP used to generate ratings, ORC gives easy access to all available rating and measurement data from a database of over 172,000 boat measurement records gathered over the past 30 years.

The easy access, breadth and depth of this information made available is unique among international rating systems. This access is facilitated by the **ORC Sailor Services system**, which gives **free online access to the ORC database**. At this portal is where copies of issued certificates from the past 14 years are available for free, as well as the ability to run ORCi or ORC Club test certificates under the current VPP for a small fee. ORCsy uses the same web portal with similar features, with access restricted to registered ORCsy users.

To date in 2023 there have been 827 new unique users that purchased at least one test certificate and 4288 test certificate runs in the system. In total there have been 33,365 test certificates generated among 3260 unique users since the system started 14 years ago.

Through the ORC Sailor Services, a customized **Speed Guide** package of polar performance data for any ORC-measured boat is available. The **Target Speed** product is also offered in Sailor Services, where a formatted PDF sheet is generated that gives target boat speed and wind angles based on VMG performance on windward-leeward courses. To date there have been 324 Target Speeds and 355 Speed Guides generated by the system in 2023, an increase over 2022.

ORC Scorer software is available for free download from the ORC website, as well as the online **Scratch Sheet** that can be built from valid certificates found in the online database. Further development of ORC Scorer will include integration of API for weather routing scoring, creating unique feature of scoring offshore races.

ORC Certificates are available digitally on the website as soon as certificate is issued by the Rating office and there is no need for paper copies of certificates what together with other digital tools for event management makes events more environmentally friendly.

The **ORC website** underwent a massive overhaul this year to produce a more accessible and contemporary site that offers easy public online access to ORC publications, explanations of the rating systems, scoring methods and measurement, as well as regular news items related to ORC events and a comprehensive online calendar of races and regattas held in countries where ORC certificates are issued worldwide. Traffic on the site has doubled to 250K visitors this year, about 20,000 sessions/month.

The **ORC social media channels** have also had huge growth this year with 18,600 Instagram followers with reach of 701.4K, up 87% from last year, and 8,300 Facebook followers with 853.4K reach, up 451% from last year.

ORC newsletter and press release production also grew this year to include 57 stories sent to 19,200 worldwide email contacts.

The **International Technical Committee (ITC)** is the research and development group for ORC and is composed of prominent designers and sailing yacht technologists that include permanent member and Research Associates who are helping in analysing VPP and rating outputs by giving their input from the industry point of view.



ITC has met six times in 2023, two hybrid meetings (face to face plus virtual) in April and October and four shorter virtual meetings during the summer.

For 2023 the residuary resistance model of the ORCi VPP was updated. When viewed across the whole ORC fleet it provided an improvement to the previous model that had served for 10 years. The 2023 VPP provides a firm base from which to develop the VPP by replacing multi-layered force models with more robust and physically plausible methods, for example the aerodynamic force model as headsail configurations has become more varied.

In addition to responding to the 23 Submissions, the ITC's research work in 2023 comprised:

- a) Development of the foiling force model has continued, for both monohull and multihull VPP's
- b) Improvements to the aerodynamic de-powering model.
- c) The Headsail Set Flying Force model has been further adjusted with the aim of reducing number of HSF being inappropriately predicted as best sail upwind. The ITC will continue to develop the aerodynamic force model to deal with the effects of rigging envelope, sheeting base and the use of outriggers on headsail performance.
- e) The Performance Database continues to expand with the help of KND, adding new boats with high fidelity observed polars against which we can judge VPP results. Additionally, ITC is now working with several professional navigators who know what is needed and have the skills to harvest the data.
- f) Weather Routing Scoring

To get the fairest result when handicapping boats based on their Polar Curves the scorer needs to know what the was the wind speed and direction, and what was the course layout. Absent this information the scorer falls back on the All-Purpose Handicap (APH), which is derived from an average of the polar table wind speeds and points of sail. For any race scored using a constructed course and observed or implied wind the APH is always going to be in error. This therefore adds a random element where some boats benefit, and others lose out if the APH is used.

In 2022 there was a submission from the USA which proposed using the course geometry and forecast wind to predict an optimum route for each boat around the course. The predicted elapsed time (PET) could then be used to create a table of time allowances to be applied to the actual elapsed time. Retrospectively scoring races from 2023 shows that the PET is almost always closer to the elapsed time than the APH x course length, which suggests that scoring on this basis would be more equitable, and the scratch sheet could be made available before the race.

ORC is moving ahead to produce this new scoring system which combines the ORC polar table with the Predict Wind forecast and routing engine.

5. Measurement and Rating Offices

ORC is regularly organizing measurement seminars in countries where there is need for it. In 2023 3D hull scanning measurement seminars were held in Argentina, Netherlands and Australia. Both were focused on capturing hull and appendage shapes with latest 3D scanner equipment available on the market. Training was also given in preparing the cloud of points that are then processed by the ORC staff to generate hull offset files used for the ORC VPP calculations and calculating polar performance data for ORC certificates.

Complete measurement seminars were held in Malta and Argentina providing training on measurements of rigs, sails, propellers as well as measurements for flotation and stability data.



All seminars were also used for general presentations about the ORC rating systems and scoring options together with best race management practices.

Several measurement seminars are being planned for 2024, including one in cooperation with US Sailing in preparation for next year's ORC World Championship held there.

6. Championship Events

ORC World and continental championship events, Superyacht regattas and numerous other prominent races and regattas that use ORC rating systems are supported by the ORC staff. In new regions of use this is also common at other major events, where the ORC staff is often asked to provide direct support consisting of NoR and SI reviews, event promotion and media resources, measurement services, and scoring support.

ORC Championship regattas are important in competitive handicap racing since they typically engage over 1000 participants at each event with additional multipliers of friends and family bringing significant economic and promotional value to site hosts, their sponsors and local and international media.

Likewise, scoring for all ORC Championship events has been standardized to be in the same format and using same software to preserve consistency. Links are then created from event websites to the ORC results shown on the ORC webpage dedicated to display event results online (examples are described below in the event reports).

The **2023 ORC World Championship** held in Schilksee Harbor and hosted by Kieler Yacht-Club over 4-12 August was a successful championship event held at one of our sport's major venues. A total of 111 entries from 13 countries were entered: 15 boats from 5 countries in Class A, 29 boats from 8 countries in Class B and 67 boats from 6 countries in Class C. As typical of all ORC championship events, the fleet was very diverse, with dozens of Performance and Cruiser/Racer designs – both custom and series built - represented among entries in all classes. Corrected time result margins measured in seconds or even ties for each race continues to indicate the quality of the ORC rating system to produce close and fair results.

Chairman of the event from Kiel YC was Ecky von der Mosel (GER) with Eckart Reinke (GER) as PRO. Three course areas for each class were managed by IRO Stefan Kunstmann (GER, Class A), NRO Peter Deepen (GER, Class B) and NRO Laura Kühlewind (GER, Class C). Chair of the International Jury was Jan Stage (DEN) with other members from GER, ITA, RSA and USA, and Chair of the Technical Committee was Zoran Grubisa (CRO) with measurers and inspectors from DEN, EST, FIN, GER, ITA, NOR, SWE and USA.

A total of 9 races were scored for Class A and 10 races scored for Classes B and C. Due to exceptionally windy (25-35 knot) conditions the event did not start with the customary Long Offshore Race but three days of short offshore (Coastal) races. These were 12 to 17 miles in length and run along the western shores of the Kiel Bucht so as to keep the fleet sheltered from the rough seas further to the east.

The remainder of the event featured standard windward-leeward racing in light to moderate conditions, so within this event all wind speeds and conditions were presented to the fleet, and therefore an appropriate test of offshore sailing skills.

Except for Class A, which was dominated by the reigning 2022 World Champion - Karl Kwok's Hong Kong-based TP52 BEAU GESTE - the final podium positions were not determined until the final race of the event. In fact, the new 2023 World champions in Class B and Class C were also the same teams defending their 2022 titles.



Karl Kwok's Hong Kong-based TP52 BEAU GESTE won all but one race to defend their ORC Class A World Champion title by a margin of 13 points. Kwok's team of international professional sailors was led by helmsman and skipper Gavin Brady (NZL). Silver medallists were Tilmar Hansen's (GER) team on his TP 52 OUTSIDER, four points ahead of Carl Peter-Forster's (GER) TP 52 RED BANDIT in third place. The Class A Corinthian champion was Kirsten Harmstorf-Schonwitz's all-female team on their DK 46 TUTIMA, who finished 9th in overall results.

The 2023 Class B World Champion boat was the same as in the 2022 and 2021 events, but this year with a new owner and team. Marcin Sutkowski's (POL) Grand Soleil 44P WINDWHISPER achieved their win only in the last day of racing when they tied in corrected time after 48 minutes of sailing to share 3rd place in the last race and finishing first in class overall by 8 points. Just as in 2022, the Silver and Bronze medallists in Class B were two Swan 42's: Peter Buhl's (DEN) SIRENA and Aivar Tuulberg's (EST) KATARIINA II, respectively. The Corinthian Division Class B champion was Tiit Vuhl's (EST) modified X-41 OLYMPIC, who finished in 7th place in overall scoring.

After a rough start to the series in the distance races, the 2022 Class C ORC World Champion team managed to defend their title on the strength of thereafter winning nearly every remaining inshore race in the series. This is the third World Champion title in the past four years earned by Ott Kikkas (EST) and his mixed team of Estonian and Italian sailors on his Italia 11.98 SUGAR 3. Their margin of victory over the Silver medalists - Juss Ojala's (EST) J112E MATILDA 4, the Class C World Champions in 2021 - was 8 points. And earning Bronze medals was Raimondas Siugzdinis's (LTU) Italia 11.98 ARABELA, the first team from Lithuania to achieve a podium performance in an ORC World Championship event. Having an all-amateur team, ARABELA was the Corinthian Division Class C as well.

Complete race details are available at <https://orc.org/worlds2023>

The **2023 ORC European Championship** was held in Valletta, Malta over 25 April - 1 May, and hosted by the Royal Malta Yacht Club. Racing was held on course areas set east of Valletta and distances races held throughout Malta and adjacent islands, with 37 entries registered from 11 nations. There were 2 distance races and 5 windward/leeward races held in the 7-race format.

Class A had a solid turnout of 10 entries from 5 countries, Class B was the largest class with 18 entries from 9 countries, and Class C had 9 entries from 6 countries. Like the Worlds, both custom and production Performance and Cruiser/Racer designs were common throughout the fleet.

Weather conditions for the week were varied with light to 20-knot breezes throughout the week. As with most ORC championship regattas, the event started with an overnight long non-discardable offshore race on courses set for over to Sicily and around the perimeter of the island. Course lengths varied by class: Class A had a 186-mile course, Class B a 151-mile course, and Class C a 140-mile course. The penultimate race of the series was a short non-discardable offshore race with course lengths of 40 miles for Classes A, 36 miles for Class B, and 26 miles for Class C. The remaining five races of the series were sailed on two-lap windward/leeward courses scored using Polar Curve Scoring, yielding close corrected time results in most classes and most races.

The winner of Class A was the 2022 Class A World Champion: Karl Kwok's (HKG) TP52 BEAU GESTE. Unlike later in the season at Kiel, BEAU GESTE had a tough fight for the lead in Malta with the Silver Medal team - Claudio Terrieri's (ITA) Swan 45 BLUE SKY - winning only on a tie break. In third place was Maya and Christoph Podesta's modified Beneteau First 45 ELUSIVE II, the only Maltese entry on the podium at the event. There were no Corinthian entries in Class A.

Class B was also featuring extremely close racing with the winner determined only on the last day of racing. With a second place earned in the last race, Enzo Grotessi's Swan 42 BE WILD managed to clear



four other close rivals who were sparring all week for the lead in this class. Aivar Tuulberg's (EST) team on KATARIINA II won Silver medals but only by a 1-point margin over the winner of the last race, Marcin Sutkowski's (POL) Grand Soleil 44P WINDWHISPER, who in turn won a tie-break for Bronze with 4th-placed Ermanno Galeati & Davide Angelo's (ITA) Grand Soleil 43R REVE DE VIE. These top four teams were only within 6 points in the final standings. REVE DE VIE finished at the top among 8 other Corinthian Division entries in Class B.

A rivalry set up early in the series between two sistership Italia 11.98's, Ott Kikkas (EST) SUGAR 3 and Vincenzo de Blasio's SCUGNIZZA - who traded race wins almost throughout the week, except SUGAR never had a finish worse than 2nd in seven races while SCUGNIZZA had a 7th place for discard and a 5th place they had to keep. Winning Bronze medals was Jakoubek Zdenek's (CZE) M37 HEBE V. The top Corinthian Division team was 4th-placed BLUE LINE, a Bavaria 35 Match owned by George Drakopoulos (GRE).

Complete race details are available at <https://orc.org/europeans2023>

Now in its second year, the **2023 ORC Double-Handed World Championship** was held over 9-15 September in Barcelona, Spain with Real Club Nautico de Barcelona as host and organizing authority. 53 entries from 9 countries attended, an impressive turnout for this stand-alone event. Class A had 15 entries from AUT, ESP, FIN, FRA, GRE, HKG, ITA, and NED, Class B had 22 entries from BEL, ESP, FRA, GER, GRE, NED and USA, and Class C had 16 entries from BEL and ESP.

Boat types entered in the event were quite varied, ranging from specialty short-handed designs to production cruiser/racers adapted to DH sailing.

The format of racing started with one long Offshore race of 183 miles in length for Classes A and B with Class C racing a 163-mile course, with all fleets sailing northeast along the Catalan coast, passing through the Midas Islands and rounding the ODAS Begur sea buoy before returning to Barcelona. The second race of the event was a coastal course that ran from Barcelona to ODAS Blanes and return, 65 miles in length. This race featured light to moderate conditions, with most competitors finishing in the late evening and early morning hours after the midday start.

With two races scored, winners of Class A were Pep Soldevila and Pol Servent (ESP) racing ES TES UNNO..., their Dufour 44, 1.5 points ahead of Silver medallists Fernando Julio and Retegui Bernardeau (ESP) who raced their DK 46 #URBANIA. Bronze medals were awarded to Marco Corno and David Bella (ESP) racing their X41 MAGICA, and also winning the Corinthian Division in this class.

On the strength of a 1-3 scorecard, Jonathan McKee and Peter Isler (USA) on RED RUBY won Gold medals for Class B. While this is the first time both have raced together, this DH Worlds title is in addition to numerous other medal-winning titles each have won in other classes in the Olympics, America's Cup and other Grand Prix-level races and events. Silver medallists in Class B were Lluís Blanchar and Pablo Calbeto (ESP) racing their X-35 COMETA, and winning Bronze medals were Juan and Thierry Lallemand (ESP) racing their Sun Fast 3300 GUAGUANCO IV. COMETA also won the class's Corinthian division award.

As with many ORC championship events, the racing in this event was perhaps closest in Class C, with the winner in one race decided in corrected time by only 12 seconds and the Silver and Bronze medal teams decided on a tie-break. However, in the end the Gold medallists that prevailed in this class was Jesus de Miguel & Unai Cilleruelo's (ESP) X-332 O'MARYLOU, who also won the top Corinthian division prize. Silver medal winners in Class C were David Garcia and Jordi Bosch's (ESP) Sun Odyssey 36.i TARTERITA, followed in the tie-break by Bronze medalists Toni and Josep Pons's (ESP) Sun Fast 3200 CHICA TXECA.

Complete race details are available at <https://orc.org/dhworlds2023>



The **2023 ORC Double Handed European Championship** was held in Helsingør, DEN over 10-18 June organized in conjunction with the Round Zealand Race Week by the Helsingør Sejlklub. This was the first-ever ORC DH European Championship event and featured 31 entries from 8 countries who competed in one long offshore race of 290 miles.

In mostly light air conditions, the fleet traversed north from the start at Helsingør through the Kattegat Strait separating Denmark and Sweden. The course was complex: not only did the fleet round several marks in the region, but they also had to avoid numerous restricted areas around the course.

The composition of boat types in the fleet was varied mix of production Racer and Cruiser/Racer yachts from 30 to 44 feet in length. From the results it was clear there was no dominance of boat type in ORC scoring: all nine podium finishers in three classes raced in different boat types.

Leading the pack around the course throughout the race was Karl and Maren Book from Norway, racing their Landmark 43 WHITE SHADOW. Their elapsed time of 50H 50M 15S was fast enough to yield a corrected time victory margin of 6 hours over reigning ORC DH Class A World Champions Anders Dahlsjø and Martin Stromberg from Sweden in their Z30+ ZEUS. Finishing after 70 hours of racing and 1.5 hours back in corrected time for third place was Kristian Jerpetjon and Andreas Tinglum from Norway racing their Figaro 2 TETRAKTYS, who finished as the top Corinthian entry as well.

For the father-son team of Jorgen and Rasmus Rosengren from Sweden on their J105 ROSE OF SWEDEN, their margin of victory in Class B was much closer: only 42 minutes after over 60 hours of racing. In fact, their closest rival, the Farr 30 GARANTUM raced by Lars Bergkvist and Michael Wahlroos also from Sweden, crossed the finish line at Helsingør castle just 10 minutes ahead of them. Third in Class B was Michael Hoefgen and Jasper Marwege from Germany on their JPK 10.30 LIGHTWORKS. There were no confirmed Corinthian Division entries in Class B.

In Class C racing their First 34.7 LETHE, Øyvind Knudsen and Mortin Knudsen from Norway had a similar dominant win as WHITE SHADOW with a 3-hour corrected time victory over runner-up MRS FRECKLES, a Corby 33 raced by Swedes Lena Having and Eivind Boymo-Malm. They were also the top Corinthian entry in the class. Finishing in third were Finns Kim Jämskeläinen and Turo Nummi racing their Mat 1010 GOODIO.

As an added bonus to their European Champion titles and an important cross-promotion to help encourage more DH racing, winners in each class received Wild Card invitations to compete in select events on the **Marina Militare Nastro Rosa Tour**. This tour of competitive Double Handed races featured four events in the Mediterranean held in June, July, October and November.

Complete race details are available at <https://orc.org/dheuropeans2023>

The **2023 ORC Sportboats European Championship** was raced in Kalamaki, GRE over 27 September to 1 October and hosted by the Nautical Club of Kalamaki with support from the Hellenic Sailing Federation. 14 entries from 5 countries attended and raced one 26-mile coastal race and four hour-long inshore races on windward/leeward courses.

The four race days featured a variety of racing conditions to test the teams, from very light air to solid sea breezes, and close race results using ORC Polar Curve Scoring. Some races were resolved by only seconds in corrected time even after an hour of racing, and some places in some races had to be shared due to ties in corrected time.

On the strength of a 1-2-6-2 scoreline, Enrico Michel's (ITA) Melges 24 NEVER 2 LATE, helmed by Manu Hens, is the new ORC Sportboat European Champion. When asked about the secret to their winning



performance, Hens said: “We have no secret, we are actually a group of Snipe sailors, we’ve known each other for quite some time who jumped into the Melges 24. That’s probably our ‘secret.’”

Winning Silver medals was Ott Kikkas’s (EST) team on his Corsa 915 SUGAR, the defending champions from 2022, who were 3 points back on a score line of 4-3-2-4-3. And the Bronze medalists were Arif Guerdenil’s (TUR) Istanbul-based Farr 25 OD ORIENT XS with a score line of 3-1-7-3-8, 9 points from the lead.

Winning the all-amateur Corinthian division was Vasilis Gourgiotis’s (GRE) J-24 EVNIKI, 2.5 points ahead of Andrea Pietrolucci’s (ITA) Este 24 MILU’ 4 and 16 points ahead of Kostas Koufoudakis’s (GRE) J-80 JUNIOR.

Complete results details are available at <https://orc.org/sportboateuropeans2023>

7. Future ORC Championship events

Future confirmed ORC Championship events include:

- 2024 ORC World Championship in Newport (USA), 27 September - 5 October 2024
- 2024 ORC European Championship in Marianhamn (ALA), FIN, 9-17 August 2024
- 2024 ORC Double-Handed World Championship in Oslo-Tønsberg (NOR), 8-16 June 2024
- 2024 ORC Double-Handed European Championship in Caorle (ITA), 30 April – 1 May 2024
- 2024 ORC Sportboat European Championship in Valencia (ESP), 1 – 7 July 2024

Other future ORC championship events will be determined by the Offshore Classes and Events Committee Meeting held on 11 November and the ORC Congress meeting held on 14 November, both meetings are at the ORC AGM in Malaga.

8. WS Sailor Categorization Code

Application of the WS Sailor Categorization Code is a regular feature to all ORC Championship events: World, European, Mediterranean, Double-Handed and European Sportboat Championships in defining the criteria for entries eligible for Corinthian Trophies offered in each event.

The normal difficulties in use of the Code were this year compounded by the poor condition of accessing the online service database and search tools.

At the World Championship, Commission member Dobbs Davis worked hard during Registration to screen crew lists and with the help of the OA, Commission Chairman Glen Stanaway and WS staff. Troubleshooting individual cases was resolved by on-site interviews.

9. Fleet Statistics

On the following pages are the following:

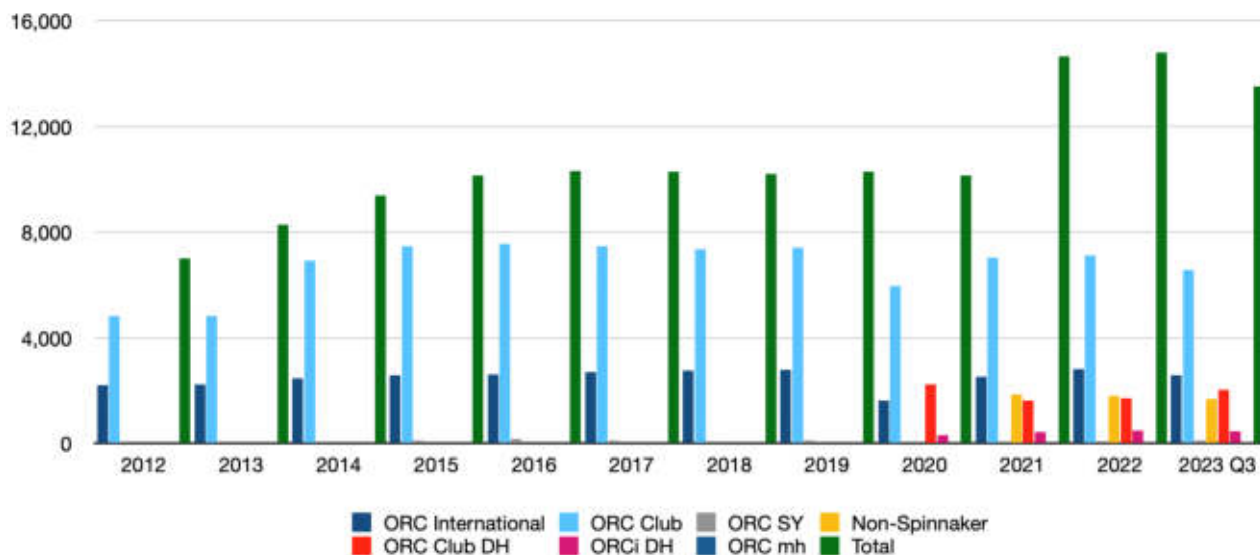
- (1) a summary table of countries and the numbers of issued ORC International, ORC Club, Double Handed, and Non-Spinnaker certificates and number of boats as of 30 September 2023.
- (2) a chart showing ORC certificates for 2012 – 2023 Q3.



Nation	Boat Count		9/30/23						9/30/22					
	9/30/23	9/30/22	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi
ARG	102	86	80	68	22	3			68	19	10			
AUS	370	411	289	137	89	20	149	22	296	194	2	7	24	4
AUT	47	60	38	10	4	4	2		54	7	13		7	
BRA	50	76	41	36					53	55		1		1
BUL	63	64	65	13	1		3		72	10	1	1	3	1
CAN	73	69	72	6	2				60	8	5	1		
CRO	142	106	123	20	5	1	14		85	24	2	1	12	
CYP	28	23	25	2			3		22	4			4	
DEN	35	7	25	16		2	2		1	7		1		
ECU	25	22	3	27					1	29				
ESP	1146	1079	665	657	98	235	121	16	567	616	102	153	107	14
EST	132	148	96	62	13	3	7	1	120	68	14	4	8	1
FIN	363	359	416	38	279	26	157	6	413	44	220	35	92	5
FRA	358	360	359	7	16	2	1		355	17	9		1	
GBR	51	32	42	6		1	2	2	22	8	1		1	1
GER	456	499	317	182	128	31	23		382	145	171	30	38	
GRE	631	648	458	138	49	18	112	1	489	119	55	25	94	1
HKG	18	38	23	1	1				47					
HUN	35	37	47						38	1				
ISR	40	44	38	1			2		46	1	2		1	
ITA	1312	1332	667	528	9	1	15		716	552	22	53	26	
JPN	45	42	43	3	44	3			58	5	48	4		
KOR	53	57	56	1	1				63					
LAT	24	21	23	10	10		2		22	6	5	2		
LTU	48	59	39	11					53	6				
MLT	18	12	4	15		2			8	2		2		
MNE	2	3	2						3					
MRI		8							9					
NED	528	669	465	54	111	12	17		660	64	612	29	41	
NOR	862	867	842	15	891	10	862		847	44	910	10	889	
PER	19	26	9	21					14	36				
POL	64	70	25	44	21	34	16	26	38	43	27	34	24	32
POR	77	85	56	32	14	11	8	3	69	32	24	9	14	2
ROU	52	54	38	34			13	9	23	37			11	11
RSA	174	184	200	2	144		175		210		204		203	
SLO	31	19	20	9	4		3		9	10	6	2	1	
SUI	152	145	148	2	2				139	6	2			
SWE	50	78	9	37	6	19			3	50	3	42		
TUR	64	48	67	4					55	2				
USA	883	838	638	346	56	27	68	9	580	290	28	6	18	
Total	8623	8785	6573	2595	2020	465	1777	95	6770	2561	2498	452	1619	73



ORC Certificates 2012 - 2023 Q3



	ORC International	ORC Club	ORCi DH	ORC Club DH	Non-Spinnaker	ORC SY	ORC mh	Total
2023 (Q3)	2,595	6,573	465	2,020	1,872	100	19	13,525
2022	2,812	7,135	487	1,715	1,792	98		14,789
2021	2,515	7,042	437	1,615	1,682	55		14,667
2020	1,635	5,950	326	2,243		42		10,154
2019	2,796	7,402				115		10,303
2018	2,771	7,351				74		10,196
2017	2,716	7,482				108		10,306
2016	2,608	7,545				158		10,311
2015	2,576	7,459				107		10,142
2014	2,480	6,924						9,404
2013	2,249	4,813						8,282
2012	2,196	4,813						7,009