



**March 2026
OMR Review**

History of OMR Reviews

- Full Review in 2016 (V8)
 - Reduced Feathering Propeller Drag Factors
 - Reduced Impact of Rotating Mast
 - Removed Sail Efficiency Factors
 - Introduced RL Factor
- Administrative Review 2021
 - Updated Specifications / Preamble
 - Procedural Changes for Weighing
 - New Forms
- Full Review in 2023 (V9)
 - Modified screacher and spinnaker impacts
 - Added upwind screacher
 - Introduced crew weight allowance



Changes Made in V10

- Modified Upwind Screacher Impacts
- Modified Crew Weight Allowance
- Added Canting Rig Factor
- Added Rudder Foils Factor
- Added Sail Configurations with No Jib
- Added Sail Utility Factor for High Performance Boats
- Modified formulae to avoid #name? error
- Updated procedural aspects



Modified Upwind Screacher

- Changed delineation from midgirth being 52% of foot to 54%.
 - This recognises that screachers in this range can have some utility as upwind screachers – zero utility at 54%.
- Modified Coefficients
 - In recognition that modern screachers can be used in a wider range of conditions and a greater percentage of the time.



Modified Crew Weight Allowance

- Small change to % used for shorter vessels
 - Reduces impact of CWA on shorter vessels

Added Factors

- Added canting rig factor – 1.008
- Added rudder T foil factor – 1.004
- Accounts for expected performance gains from these aspects.



Added Sail Configurations with No Jib

- Previously OMR assumed all vessels would have an effective jib or genoa.
- Removing the jib or genoa from a boat introduced anomalies.
- Cat rigged vessels therefore received a benefit.
- New sail configurations have been added for sail configurations with no jib or genoa
 - Account for the additional power from the main in cat rigged vessels
 - Account for the fact that a screacher is generally carried more often



Added Sail Utility Factor For High Performance Vessels

- Very high power to weight vessels, often with limited or no accommodation, can generate higher speed and higher apparent wind and therefore use downwind sails differently.
- These vessels often use smaller downwind sails than might have traditionally been seen for the size of boats, and use them very efficiently to fly a hull or hulls.
- Added a sail utility factor for these type of vessels to account for this. The sail utility increases the performance impacts of downwind sails for these boats.



Administrative Changes

- Improved clarity on crew changes during regattas
 - The number of crew each race in a regatta should not change;
 - The actual crew weight in each race should never be less than the declared weight of crew; and
 - The actual crew weight in each race should never be more than 25kg higher than the declared weight of crew.
- Added sections on administration and use of OMR by Race Committees
- Increased onus on owners to have all measurements and crew weights sent in at least 48 hours before racing
- All screechers carried on a boat need to be measured
- Added summary version of OMR Specifications
- Modified formulae to avoid #name? Excel error when used on some devices / software.



OMR Version 10

- Reduces the variance in recent race results.
- Would not typically have changed race positions in recent events but would have brought corrected times closer.
- Will start to be used from March 9th 2026 onwards and will replace V9.
- Will be monitored over coming races.
- Factors may be fine tuned as required.

