OFFSHORE RACING COUNCIL

World Leader in Rating Technology

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Annual General Meeting held on 13th November 2002

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Minutes of the Annual General Meeting of the Offshore Racing Council held at 0900 on 13th November 2002 in the Four Seasons Hotel, Limassol, Cyprus

Council Members Present:

Chairman	Hans Zuiderbaan	Benelux Countries
Deputy Chiarman	John Osmond	USA
Deputy Chairman	Bruno Finzi	Italy
	George Andreadis	ISAF Exec. - Greece
	Kjell Borking	Scandinavia
	Estanislao Duran	Iberian peninsula
	José Frers	South America
	Don Genitempo	USA
	Giovanni Iannucci	Italy
	David Kellett	ISAF Exec.
	Pasquale Landolfi	Italy
	Patrick Lindqvist	Scandinavia
	David Lyons	Australia
	Paolo Massarini	Affiliated Classes
	Tony Mooney	AYF
	Jean Bertrand Mothes-Masse	France
	James Muldoon	US Sailing
	Abraham Rosemberg	Brazil
	Peter Rutter	UK, RYA
	Wolfgang Schäfer	Germany
	Olin Stephens	Hon. Councillor
	Minoru Tomita	Japan
	Ecky von der Mosel	Germany
	Marcel Wagenaar	Benelux Countries
Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	David Edwards	Hon. Councillor
	Arne Hubregtse	Benelux Countries
	Terry Robinson	RORC/UK
	Juan Carlos Rodriguez Toubes	Iberian Peninsula
	Oscar Strugstad	Honorary Treasurer
	Peter Taylor	New Zealand
	Antonio Tio	Iberian Peninsula
Officers present:	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer
	Ken Weller	ORC Club Consultant
Committee Chairmen	David Pedrick	ITC Chairman
	Alan Green	Special Regulations Chairman
Committee Members	Gianfranco Alberini	Offshore Classes
	Thomas Blixt	Offshore Classes
	Jean Louis Conti	ORC Club
	Bengt–Olof Holmberg	Offshore Classes
	Friedrich Judel	ITC
	Gerd Kall	Measurement
	Flemming Nielsen	Measurement
	Dan Nowland	Measurement
	Miguel Rosa	Measurement
	Timo Sarainmaa	Race Management
	Jim Teeters	ITC
	Lazaros Tsalikis	Race Management
	Theodossis Tsaltas	Measurement

Observers	John Bourke	RORC/UK
	Pablo Ferrer	Spain
	Roula Galani	Greece
	Janet Grosvenor	UK, RORC
	Eva Holmsten	Sweden
	Peter Reichelsdorfer	USA
	Annick Renaudie	France
	Konstadina Sfakianaki	Greece
	Mike Urwin	UK
	Peter Wykeham Martin	UK, RORC
	David Williams	UK, RORC

1. OPENING

The Chairman welcomed all councilors and the other attendees to the meeting.

2. APPROVAL OF MINUTES

The following minutes were approved:

Annual General Meeting of 15th November 2001
Extraordinary General Meeting of 11th November 2002, approved as printed with the additional note, suggested by David Kellett, that the Constitutional Changes will be also presented to ISAF.

3. CHAIRMAN'S REPORT

The Chairman welcomed everybody and apologized for the tight schedule having one day less and went briefly trough the previous year as minuted in the EGM minutes.
The Chairman reported that ORC Limited is now settled again with a good relationship with ISAF and that this allows us to continue making good rules for our sailors.

The Chairman wanted to thank Judy Garrett Jenkins for the way she did her job as Secretary of the ORC. She had a difficult task in dealing with our very specialised kind of work which she had to do all on her own in Southampton. When the Management Committee had its meeting in London she was presented a gift at a dinner. She had passed along her greetings to all ORC Councillors & Committee Members.

4. TREASURER'S REPORT AND AUDITED ACCOUNTS

Ken Weller reported.

It was noted that due to the change of financial year's period change, the year had not ended yet and therefore only a preliminary report could be given.

The audited accounts of 2001 had been approved during the EGM in July in Porto Cervo. Another EGM will be scheduled during the spring in order to approve the audited accounts of 2002.

It was agreed that the traditional ORC Financial Year cycle would be restored; i.e., 1 October to 30 September, as this facilitated approving audited accounts at the AGM, preparation of the Budget and determination of levies. Therefore, the 2003 Financial Year would be 1 January to 30 September.

A 2003 Budget was approved as presented, with arithmetic corrections.

4.1 Levy:

It was approved that the levies for certificates issued for the year commencing 1st January 2003would be charged in Euro as follows:

Euro 22.00 for ORC Club certificates and Euro 40.00 for the full IMS certificates

5. APPOINTMENT OF AUDITORS

The re-appointment of Hayes MacIntyre as auditors for the year 2003 was proposed and agreed.

6. APPOINTMENT OF HONORARY TREASURER

Due to the retirement of Oscar Strugstad, the Chairman recommended the appointment of Mr. Philip Tolhurst (UK) as Honorary Treasurer and this being moved and seconded, the appointment was agreed.

7. MEMBERSHIP OF COMMITTEES

7.1 Management Committee

Hans Zuiderbaan and John Osmond wished to retire from the Committee. Josè Frers (Argentina) and Luis Saenz de Mariscal (Spain) were appointed as new members.

7.2 ITC

David Pedrick stepped down after six years as a member and Chairman the ITC. Committee member Manuel Ruiz de Elvira (Spain) was appointed to succeed him.

Jim Teeters (US) was appointed as Director of Research.

Michael Richelsen (Denmark) and Rob Pallard (Canada) were appointed as new members of the ITC .

7.3 Race Management Committee

Eva Holmsten was appointed, replacing Adrian Moggré who had sadly died early in the year.

7.4 Measurement Committee

Javier Mendez (Argentina), Mark Robinson (Australia) and Pablo Ferrer (Spain) were appointed new members and Edward Walters and John Green retired after many years of service. They were thanked for their substantial contributions.

7.5 Club Working Group

Marcel Wagenaar (Netherlands) was appointed a new member, replacing Jan van Berkel, who will remain as an advisor for the ITC and the Measurement Committee.

7.6 Promotion & Development Committee

Miguel Rosa (Spain) was appointed to the Committee, replacing Adrian Moggré**.**

7.7 Committee of Honour

In recognition of his many years of dedicated service to the ORC and offshore racing community, Hans Zuiderbaan was added to the Committee of Honour, this recommendation having been regretably missed out of the Management Committee minutes.

7.8 Roll of Honour

The names of the late Paul Bennett, Adrian Moggré and Jean Peytel were added to the Roll of Honour.

8. INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman, David Pedrick, reported.

8.1 Minutes of September 2002 Meeting

Minutes of the previous meeting in Newport, Rhode Island, USA had been approved with minor corrections.

8.2 ORC Chief Measurer's Report

The Chief Measurer reported that IMS 2002 has continued to provide good racing with few difficulties. Participation in IMS Grand Prix events increased, as well as in general racing.

The Rolex IMS World Championship Regatta in May, sailed in Italy in Capri, attracted 86 yachts. Different sizes and types of yachts each won races in close racing on different days, reflected in the final standings. Similar experiences were achieved in many other regattas in the Mediterranean and elsewhere.

Italy has implemented a system of crew eligibility that has been successful in protecting therefore strengthening amateur racing.

Spain has such an active IMS racing schedule that fewer yachts are making time to travel to regattas in other countries. The 7th Spanish Grand Prix IMS Championship has again been scored on 15 events all over the Iberian peninsula and the Canary Islands.

On the other end of the Mediterranean, the second Aegean Regatta was held this year, attracting both rally cruisers and some high profile competitors.

Other committee members and observers reported good competition in other areas, including Germany with the top event continuing to be the successful Kieler Woche, Scandinavia with the Gotland Rundt, and the Bermuda Race in the US reaching its record with almost 200 IMS yachts entered. Areas having larger fleets usually maintained the separation of Racers from Cruiser/Racers, and/or Full IMS from ORC Club.

There has been evidence of some type-forming handicapping biases. There is a perception among Owners and Sailors that stability seems somewhat over-assessed for windward-leeward racing in areas having predominantly light winds. However, where yachts have experimented with keels having lower VCG, the evidence is not one-sided. A number of yachts have found greater success competitively by increasing stability. This characteristic should be watched closely for potential handicapping improvement.

It was also perceived by some competitors that heavier yachts may be favored over light ones.

There were a few measurement anomalies in the beginning of the season. However, when measurements were repeated later and performed by different Measurers and equipments, the repeatability of measurements – righting moment in particular – was very good.

8.3 Aerodynamic Modeling (FIV 1, FIV 5, KNVW 1, KNVW 2, USSA 1, USSA 3)

8.3.1 Overall Goals: Based on comparing existing IMS sail force coefficients with the results of wind tunnel testing of sails as reported to Council during the past few years, the committee found several characteristics that were individually biased, although reasonably balanced in their overall effect on the relationship of fractional and masthead rigs. In addressing the improvement of coefficients for each of the different elements of the sail plan, the committee has intended to preserve the general balance of performance between fractional and masthead rigs.

The research project has taken place in the last few years in two different wind tunnel test facilities, the earlier in the US, on which a paper was presented by Bob Razenbach and Jim Teeters at the last CSYS we attended. The test was dealing with downwind coefficients, and was sponsored by North Sails, Inc. The work was completed for the windward configuration in the UK, performed by the Wolfson Unit, coordinated by ITC member Andy Claughton, and sponsored by Peter Rutter, Commodore of the RORC.

The following conclusions were obtained from this work:

- Sail forces on spinnakers are being over-predicted;
- Masthead rigs are favored upwind somewhat;
- Non-overlapping jibs are favored in heavy air and dis-favored in light air; and,
- The coefficients of various types of sails should not be constant, but, rather, dependent on the size and proximity of other sails being flown.

VPP test runs of the combined changes in upwind and downwind sail force coefficients were reviewed, and the committee recommends to Council that this set of changes to the sail force modeling of the VPP be approved for IMS 2003.
Council agreed on the proposed changes

8.3.2 Upwind Sail Force Coefficients: Tests of windward sails at the Wolfson Unit showed that the induced drag of fractional rigs is under-predicted, and that the coefficients of mains and jibs are different for each combination of fractionality and overlap. The windward sail force coefficients were modified to reflect the increase in induced drag as a function of jib fractionality. Taken alone, the change in upwind prediction resulting from wind tunnel test analysis slowed the predicted performance of fractional rigs.

8.3.3 Downwind Sail Force Coefficients: Tests of symmetric and asymmetric spinnakers at the Glen L Martin Wind Tunnel showed that forces on spinnakers are currently being over-predicted, and mainsail forces downwind are being under-predicted. This has favored fractional rigs downwind. Accordingly, spinnaker coefficients were decreased approximately 10%. Mainsail coefficients were increased correspondingly downwind and were faired into the existing upwind coefficients. This change, as indicated by wind tunnel tests, addresses concerns that have been raised about type-forming toward smaller spinnakers. Taken alone, the change in downwind prediction resulting from wind tunnel test analysis sped up the predicted performance of fractional rigs.

8.3.4 Asymmetric and Symmetric Spinnaker Prediction and Measurement: The committee has amended the VPP so that, when both types of spinnakers are present, the respective speeds for each type of spinnaker according to its own sail measurements and respective areas will be computed and the faster speed taken. The measurements SL, SMW and SF apply to symmetric spinnakers, while asymmetric use SLU, SLE, SMG and SFA. SLA is to be the asymmetric spinnaker luff length according to the formula in Rule 820.2. The matter of showing the additional terms in the DAT file and on the rating certificate is referred to the Measurement Committee. The ITC recommends this change to Council for IMS 2003.

8.3.5 Jib Overlap: The effect of jib overlap is complicated by the different manner of sail reduction occurring on rigs that begin with overlapping jibs and shorten sail to non-overlapping jibs in higher wind strength versus rigs that are always non-overlapping. The VPP mechanism to address this properly requires a different jib reduction procedure than currently exists. An optimizer that iterates sail optimization during the VPP's equilibrium solution is required. Work on this has begun and is continued into the committee's 2003 agenda.

8.3.6 Simple Rig Allowances: (FIV1) Aerodynamic allowances for simplified rig controls were investigated. The committee reviewed the existing curves of mainsail lift and drag coefficients with and without adjustable stays below the hounds, and concluded that the credit for such simplified rigs is too great in magnitude and extends over too great an apparent wind angle. The credit for simple rigs was reduced by approximately one-third and a test run was reviewed. This change is recommended to Council for IMS 2003.

The committee also investigated the influence of an adjustable topmast backstay or forestay on fractional rigs whose backstay meets the mast by at least 0.15*IG above the forestay. A procedure to pro-rate the effect of forestay tensioning according to different topmast lengths, rather than the specific 15% limit, was developed. However, the effect would be very small and implementation of the details was subordinated to the more substantial priorities of this meeting. The project will continue on the committee's 2003 agenda. (Eliminate whole paragraph?)

8.3.7 Upwind Performance Prediction: The committee recognizes that the VPP under-predicts performance upwind. This is believed to be due to aerodynamic modeling rather than hydrodynamics. Sailing performance data from several, accurately instrumented yachts has been obtained to help correlate the VPP with actual performance. The committee has been working on this matter, which remains on its 2003 agenda.

8.4 Hydrodynamic Research

8.4.1 Overall Status: Several areas of hydrodynamic performance modeling and testing are being pursued by the committee. Each of these is affected by difficulties that require further time before making recommendations for the VPP. Progress in these is reported below.

8.4.2 Model Tests: As was reported in the minutes of the committee's September 2002 meeting, several tank models were tested in 2002. These include Delft models 60, 61 and 62 (midship section series based on the IMD parent model 5) and IMD models 7, 8 and 9 (beam variations on light hull). Note that Delft 60 is the same as IMD 5 (the parent model), but to a different scale. Because some anomalies appear in the revised regression when combining these various sources of data, the committee needs to confirm uniformity of tank data from the various test facilities before introducing these new models into the IMS database. Meanwhile, it is anticipated that the final three models of the US Sailing systematic series will be tested at the Institute for Marine Dynamics (IMD), together with two new models that Delft has offered to test this year. The committee also plans to renew discussions with the Athens Technical University Towing Tank regarding some specific research.

8.4.3 Effective Sailing Length: The committee has studied several approaches to improve the assessment of effective sailing length during the past year. These include the means by which the immersed length LSM4, is determined, as an indicator of high-speed sailing length. The committee has also investigated a "dynamic length" approach by which the VPP combines proportions of low-speed length (LSM1 and LSM2) with high-speed length (LSM4) according to sailing speed. As of the September meeting, these were not sufficiently advanced to propose for IMS 2003, and were referred to next year's agenda.

8.4.4 Midship Section Parameters: Towing tank data of different midship section fullness was obtained during the year from Delft, but awaits the overall updating of the model database. The committee plans to test at least one further model of this series at Delft in 2003.

8.4.5 Transom Tails: As part of the sailing length review, the committee plans to re-visit the LPP formulation for the mathematical tail extension applied to immersed transoms. It is proposed to test a smaller-scale model of the IMD parent hull with several extents of after overhang, ranging from well immersed at low speed to aft of the wetted length at high speed. This new data for a moderate IMS hull form will be used to improve the transom tail formulation. It is expected that funding will be required for model construction through the ORC Research Fund.

8.4.6 Resistance Due to Heel: Study of the increment in drag due to heel at zero side force continues to be limited by insufficient test data. The committee anticipates solving that limitation by analyzing a wide range of hull forms through the SPLASH computational fluid dynamics (CFD) code. US Sailing has initiated the validation stage of the code, as well as funding the re-writing of the code's panelization procedure for improved accuracy in predicting wide, heeled shapes. The committee is in the planning stage of a research program for heeled drag obtained by CFD. Funding for this project will be required from the ORC Research Fund, in partnership with US Sailing and perhaps other parties, beginning in 2003 and extending into 2004.

8.4.7 Added Resistance in Waves: The committee investigated added resistance in waves as a means of addressing IMS's current, apparent bias toward heavier displacement. The BTR term in the added resistance calculation – the term most closely related to displacement while maintaining LBR – was removed. This produced a favorable, moderate change in handicaps. Heavier boats of a given size are sped up relative to lighter boats. Furthermore, when comparing two yachts at equal handicap – one being short and light and the other long and heavy – the intended displacement effect remains, even after allowing for the characteristic bias of increased added resistance of smaller yachts versus larger ones. However, examination of a test run showed that yachts that are presently unfavored tended to be more sped-up than more competitive yachts, which is opposite to what is desired. Although the committee would have liked to recommend a proposal of this type to address the matter of displacement bias, the added resistance approach can not be recommended at this time. Improvements in the modeling of added resistance in waves has been included in the committee's 2003 agenda.

8.5 Wind Averaging (USSA 2)

IMS includes a wind averaging procedure to account for the variability of actual wind speeds during a race around the nominal wind strength for which a yacht is scored. The existing bandwidth of winds used in the computation of wind-averaged performance at each, standard wind speed is quite broad. While this is reasonable for long-distance races, it is inappropriate for short courses. The committee obtained actual data of true wind during races from several yachts, from which the statistical "standard deviation" of wind variability could be obtained. Two standard deviations encompass about 97% of all of the data. The data indicated a typical value of +/- 2.4 knots for this. The effect of wind averaging is to slow a yacht's performance curve compared to not using wind averaging. Yachts that are heavy and have low sail area have steeper performance curves, which increases their handicaps at a greater rate than for lighter, high-powered yachts.

A test run of the proposed, inshore wind averaging scheme versus no wind averaging shows that, in general, older, heavier, low-sail-area yachts will be rated more favorably than newer, higher powered yachts when wind averaging is used. The committee recommends that the existing wind-averaging scheme be applied only to races of long duration. The proposed, narrower wind averaging basis should be used for scoring short races, such as windward/leeward and Olympic courses, made available for race scoring. The table of handicaps on the certificate remains not wind-averaged.

When single-number scoring is used, whether TMF or TOD, it is important that the appropriate single-number handicap be used. That is, the Inshore handicap, which is based on ILC with no wind averaging, should be used for short, inshore races. GPH, which incorporates the existing wind-averaging spread suitable for long races, should be used for the scoring of offshore races only, and not inshore races.

8.6 Scoring (DSV 2, NSF 3, NSF 4, SSF 1)

8.6.1 Scratch Boat for PLS: The committee reviewed the DSV submission to use a scratch boat that is in the approximate middle of the fleet, rather than an atypically fast scratch limit, per the submission's rationale. A yacht having typical characteristics at a GPH of approximately 600 would be recommended.

The PLS terms that correspond to such a yacht are proposed as:

Offshore, PLT = 0.79, PLD = 72; Inshore, PLT = 0.95, PLD = 257.

8.6.2 Selected Courses: The committee agrees only in part with the NSF submissions. It agrees that the existing windward/leeward selected course should remain, per NSF 3. However, the committee disagrees with the proposed change from "Ocean for PCS" to "Circular Random." The IMS ocean course mix was derived after some years of experience in applying the circular random mix to point-to-point races. It was found that the circular random mix – which is, in fact, a closed course – has a greater windward content than is appropriate for many actual, point-to-point ocean races. The committee recommends not changing from the ocean course for either the existing "Ocean for PCS" selected course (NSF 3) or the simplified, offshore scoring option for PLS (NSF 4).

NSF 4 proposed replacing the simplified, inshore scoring option for PLS, which is now based on an Olympic course, with windward/leeward. The Committee had not disagreed with the proposal (but also see Race Management item 13.1).

8.6.3 User-Friendly PCS Scoring Program on ORC web site: SSF 1.

The Chief Measurer pointed out that this is best provided by the "Altura" program, which is DOS-based. The ORC IMS scoring program has not been maintained to be current.
A presentation of the program was given to an expert audience during the joint RMC and MC meeting.
The Chief Measurer noted that the author of the Altura scoring program intends to upgrade it to the Windows environment soon, and he will monitor this development.

It was reported that the German "Velum" program is working well. Its authors plan to have a Windows version in 2004.

The committee believes that the anticipated Windows version of Altura is preferable to the alternative effort that may be required to upgrade the ORC Race Management Software.

Other programs are in existence and being used for IMS racing, and they will continue to be monitored.

A specs "pack" with all possible inputs and outputs for a given fleet will be made available with the new publications.

8.6.4 Performance Line Sort Parameter: The Chief Measurer and the US Offshore Director have recommended that a "sort" parameter for PLS be established. W/L 12 is recommended for this as being used in the US.

8.7 Water Ballast (AYF 1)

The AYF submission requests that water ballast, which is presently accepted in ORC Club, be permitted in regular IMS racing.

The committee supports this submission in principle, and has an implementation detailed proposal for its use, but anticipates possible difficulty in providing accurate handicaps for downwind sailing in true wind speeds above 16 knots. This is due to limitations that now exist in the IMS model test data, which does not extend to the high speeds that new, very fast, water-ballasted yachts can achieve. Actual speeds of such yachts in the order of Froude number (Fn) = 0.75 have been reported from San Francisco in a little over twenty knots of true wind. Because existing regression data does not exist above Fn = 0.6, a particular yacht's resistance curve might have to estimated up to at least Fn = 0.75 in order to compute handicaps. The high-speed VPP database will be improved after the IMD towing tank tests the six, existing US Sailing models up to these speeds, which is planned within the next year. Until there is data for very high Froude numbers in which the committee has confidence, it cautions that the certificate handicaps for a water-ballasted yacht will not have the level of accuracy that exists in the IMS handicaps of conventional, non-water-ballasted yachts.

The committee investigated the means to determine the righting moment contribution of water ballast according to yacht measurement, and then to apply the increased righting moment to the yacht's sailing trim.

As a quick response to this submission, a righting moment procedure was developed so that such yachts may begin to compete in IMS events whose organizers wish to be inclusive, while assuring no handicap advantage with respect to the regular fleet.

The ITC proposes to measure and rate the use of water ballast under IMS using the following procedure:

- Water ballast tanks shall be symmetrical about the yacht's centerline.
- For measurement, the tanks will be pressed full, and the volume of tanks on one side determined either by the use of a flow meter on all tank(s) port and starboard respectively and the average value of the two sides taken; or by comparing the freeboards with the tanks empty and dividing the displacement increase by two, taking into account the SG uf the water used to fill the tanks.
- The additional righting moment due to the water ballast will be found from the following formula: RM_water_ballast = [mean volume of all tank(s) on either side (litres)] * 1.025 * 1.25 * CRA.
- The additional righting moment due to water ballast will be applied in the VPP for the prediction of handicaps. However, the water ballast weight will not be included in the yacht's sailing trim displacement.

- Because of the behavior of water-ballasted yachts in the region of the limit of positive stability, the Stability Index is to be increased by 5 degrees for such yachts. IMS Regulation 201 is to be modified as follows:

ORC Race Category	Minimum Stability Index (without Water Ballast)	Minimum Stability Index (with Water Ballast)
0	120	125
1	115	120
2	110	115

It recommends that IMS certificates be permitted for water-ballasted yachts in 2003, with the certificates appropriately completed in the comments fields by a statement like:" valid only when a race organizer permits water ballast in its NoR".

Unless water ballast is specifically permitted according to the NOR, any such yacht must comply with a valid certificate excluding the use of water ballast.

The committee encourages IMS race organizers who wish to include water-ballasted yachts to accept 2003 IMS "water-ballast" certificates for the event. Details of certificate implementation are referred to the Chief Measurer.

Canting-keel yachts, which are presently accepted in ORC Club, were also discussed. However, reasonable assessment of canting keel yachts for regular IMS, including their unusual appendage configuration, will require more study than this meeting permitted. Both the canting-keel and water-ballast configurations are on the committee's 2003 agenda for further development.

8.8 ORC Club (FFV 3, FFV 4, FIV 2, NSF 2)

8.8.1 Special Features for ORC Club: FFV 3 and FIV 2 point to a number of details, most of which are referred to the ORC Club Working Party. Sail area considerations are addressed elsewhere in these minutes, as is attention to better speed assessments for differences in displacement and stability. The committee agrees to review the keel tip definitions to identify bulb keels so that they are not counted as winged keels. The committee maintains that the allowance for winged keels remains reasonable for well-designed winglets.

8.8.2 Rate Sails for Their Actual Size: FFV 4 proposes to rate jib area based on luff length and LP. The committee would recommend it only for ORC Club cruising headsails that are not maximized for their fore triangle limits, in which case the actual jib luff length JL could be used.

The formula, JL (Jib Luff Length) would then replace SQRT(IG^2 x J^2) in the area calculation for ORC Club only. JL would require a new field in the DAT file.

8.8.3 Difference between ORC Club and IMS Ratings: NSF 2 claims a systematic bias between IMS and ORC Club. The committee points out that ORC Club and IMS use the same VPP. If a fully measured yacht has its

data processed for ORC Club, the handicaps will be the same as for IMS. ORC Club is more lenient in what is allowed and not allowed for measurement. Where some items of a specific yacht are not by full measurement, default values are a conservative estimate to assure that no advantage may be gained through lack of measurement. An owner who is concerned about any such conservative bias may submit one's yacht for more accurate measurement. German empirical evidence is that the handicap bias between default and fully measured values is about a half-percent, plus-or-minus a quarter percent. The righting moment by an inclining is believed to be the principal area of potential improvement in the accuracy of a yacht's ORC Club handicaps.

8.9 Other Submissions (DSV3, DSV4, FFV 2, FIV 4, IMS 50 – 1, USSA 4)

8.9.1 IMS Typeforming (DSV 3): See Minutes 3 (in entirety) and 4.7 regarding measures recommended herein with typeforming trends in mind. In addition to the investigation of added resistance in waves to address the trend of heavier displacement, the committee attempted to improve the treatment of stability by an aerodynamic modeling detail. However, a successful result for that was not possible as of this meeting. These matters are recognized and will be worked on as part of the committee's 2003 agenda.

8.9.2 Battens in Mainsail and Large Roach (DSV 4): The committee reviewed geometric relationships of excess mainsail girth to penalty assessment, including the effect of added roach area above MGT due to a batten in the upper eighth of the mainsail. The DSV submission is recommended to Council except to change the EC penalty as follows. In the last sentence of Rule, replace the existing formula for EC from (HB/(HBLimit*E)) to (HB/(0.22*E) + 0.818)*E.

8.9.3 Cockpit Parameters (FFV 2): The limiting parameters on cruiser/racer cockpits were developed after thorough review of production cruiser/racers at the time. The committee is reluctant to change these without careful re-visiting of data for a large number of yachts. However, it would consider a soft limit approach to the requirements of cockpits that nearly but do not fully comply with existing hard limits. Such soft limits would be confined to the cockpit only and are not to be mixed with interior accommodation regulations. The committee will welcome input from the FFV and other parties who have expressed interest in such an approach.

8.9.4 IMS 700 Class (FIV 4): The establishment of an IMS 700 Class is referred to the Offshore Classes & Events Committee. Once the constituents of this class are defined and a representative group of yachts meant to be included are identified, the committee can define appropriate class parameters. The committee has the opinion that such a class should have a critical mass of owners supporting this class before committing volunteer time to establish rules and parameters. It can assist the Offshore Classes & Events Committee by providing a list of existing yachts in the IMS fleet that have GPH handicaps in this nominal range.

8.9.5 Spinnaker Configuration (USSA 4): This submission seems to be useful in clarifying the wording that defines alternative spinnaker configurations. The committee recommends a minor revision is in the wording of the proposed Rule 804.1.c) to read, "Asymmetric and symmetric spinnakers allowed, spinnaker poles allowed." Also, use the words "symmetric" and "asymmetric" throughout.

8.10 ORC Research Fund

The committee's work this year relied primarily on wind tunnel tests that had been funded in prior years through partnerships of the ORC Research Fund, US Sailing, North Sails, Quantum Sails, the Wolfson Unit and the Glenn L Martin Wind Tunnel. At last year's AGM, the committee anticipated initiating several IMS research projects during 2002 with an anticipated budget in the order of GBS 30,000. However, the anticipated projects had been postponed until 2003 and no requests for research funding were made during the year.

Projects now planned for 2003 include: development of hullforms and computational fluid dynamic (CFD) runs to study dynamic length effects, residuary drag and heeled drag effects; construction of a towing tank model to study after overhang truncation; and code programming for real-time sail force optimization. These projects are expected to cost in the same order as estimated last year.

Additionally, the difficulties of making revisions to the existing, twenty-five-year-old Fortran VPP code and the amount of code improvements that are planned for next year make this a suitable time for a major re-writing of the VPP code. The scope of specifications for re-writing the code have not been sufficiently defined to suggest a firm estimate of costs. The Management Committee will examine specific proposals for funding when the full details become available.

ITC 2003 Agenda

The ITC's principal projects for next year are:

- Develop real-time aerodynamic optimizer
- Continue to investigate jib overlap effects
- Investigate mainsail girth effects
- Investigate spinnakers having SMW or SMG less than current default value
- Revise assessment of effective sailing length, including tail effects
- Integrate new model data into residuary resistance database
- Develop new models for residuary resistance
- Investigate "delta" based residuary regression method
- Begin heeled drag database using CFD
- Review the assessment of added resistance in waves
- Revise DA distribution to correspond to course content

Additional projects include:

- Review factors influencing windward performance assessment
- Introduce soft-limit assessment of adjustable forestay tension
- Investigate soft-limit approach for cruiser/racer cockpits
- Revise keel tip parameters to identify and properly rate bulb keels
- Develop performance evaluation approaches for water ballast and canting keels
- Investigate the defining characteristics of the proposed IMS 700 Class

Note that the ITC will also be supporting the proposed re-writing of the VPP/LPP code, provided that this project is authorized by Council.

8.12 Next Meeting

The next meeting of the ITC is planned for March 22-24, 2003 in Annapolis, Maryland, USA. This is timed to coincide with the Chesapeake Sailing Yacht Symposium on March 21-22.

9. ORC Club

Chairman, Ken Weller, reported.

9.1 Submissions

DSV 1 – Correction of Club Certificate Print

Due to the limitation on Club programming and graphics resources during the preparation of the 2002 Club certificate revisions, the backstay graphics and provision for comments had been put off until this year's revisions are programmed. The revision involving the propeller information on the certificate is not supported by the data as it is currently provided in the system files and would require a programming effort which was felt to be out of proportion to the relative minor convenience of the improvement. For this reason it is not likely to be implemented in the short term.

FFV 1 – Offset Library Clean-up

The project is detailed and time-consuming, including in some cases difficult and subjective determinations and liaison with Rating Offices to research the background and circumstances of various offset files. This is work which is difficult to systematize and progress will be slow.

FFV 3 – "Modified VPP" for ORC Club

The submission primarily involved a list of "special features" to be assessed under Club, but which are not currently assessed or, in some cases, permitted under IMS. A number of these have existing schemes, usually partially manual, for optional application in national Club programmes and which are to be recognized as options in the revised Club Rule booklet (e.g., canting keels). Others would require development of future lines processing and VPP routines or even research before introduction in the VPP (e.g., drag credit for twin rudders and bilge keels).

FFV 5 – Move Girth Print to Respective Girth Positions on Leech of Certificate Graphics

The display of mainsail girth values was added to the Club certificate last year as a small table. It would be more in keeping with the self-explanatory principles of the certificate if they were displayed in their correct positions along the leech of the mainsail. This will be done if time permits.

FFV 6 – Correct the Backstay Representation on the Club Certificate

Rated features of the adjustable stay configuration of the yacht are identified in the rig graphic, but there has been a problem with the display of a certain configuration of backstay. The Chief Measurer and Jean-Louis Conti will prepare a specification for programming the correction for the 2003 certificate.

FIV 2 – Insert Club "Special Features" Prescriptions in Club Rule Booklet

These will be added to the revised booklet (see also FFV 3).

NSF 1 – Require Internationally a Single Set of Input Parameters

This submission would require that even when more complete measurement data was available for a Club certificate that the certificate would be processed with the current Club rule minimum required input and the Club default values would be calculated for missing data. This proposal was also taken up by Measurement Committee and not agreed. At the extreme, it would mean that even existing measured inclining data for a yacht would be replaced by Club estimated RM, possibly having safety implications as well as potentially degrading the rating quality. It would also result in extensive revision and downgrading of the accuracy of existing Club ratings for yachts in almost all countries. The Working Group strongly recommends this proposal not be adopted.

NSF 2 – Abandon Systematic Bias to Faster Predictions in Club Default Data Calculations

It is inevitable that default and estimated measurement values will have a spread of error about a mean. It is not right that in 50% of the cases this error be to the advantage of the yacht's rating. The ITC also examined this proposal and their Minutes (8.3) provide an excellent statement of the opinion of the Working Group that the proposal should not be adopted.

NSF 5 – Change Club Scoring Selection "A" from PL Offshore to PL Circular Random

The Working Group felt that there was no demonstrable evidence that this change would be an improvement and that in scoring materials presented to race committees and owners, change itself is disruptive and confusing and should be avoided unless there exist compelling reasons for it. The Race Management Committee had also agreed that the proposal should not be adopted.

SSF 2 – Prohibit all Local/National Flexibility in Club Inputs, Processing & Scoring Selections

The Working Group felt strongly that flexibility to suit fleet and national circumstances and preferences was one of the strengths which has led to the popularity of ORC Club. It was agreed by both the Working Group and the Race Management Committee to recommend that this proposal not be adopted.

9.2 Review and Refinement of Club Default Calculations

The Club default measurement calculations have not been reviewed since the original implementation of ORC Club. The Working Group agreed to undertake a review of these during the coming year with the aim of seeking refinements in some of the various default schemes. For example, the propeller installation schemes for constructing surrogates for measured inputs are rather simplified and will be examined in the context of a more extensive sampling of measured fleet data. The possibility of using forestay length input directly, as is done in one or two other popular simplified rules, would make easier the production of a Club certificates from existing certificates of these rules and this will be studied as well.

9.3 Change in Working Group Membership

It was felt beneficial to keep the size of the Club Working Group small. However, if acceptable to Management Committee, it is proposed to add Netherlands Chief Measurer and Rating Officer, Marcel Wagenaar, who has been attending meetings of the Group.

10. MEASUREMENT COMMITTEE

Chairman, Nicola Sironi, reported

10.1 Committee Membership

The Committee welcomed the new member Pablo Ferrer, and noted the retirement of Edward Walters from Holland and John Green from Australia. Javier Mendez from Argentina has been proposed for membership.

10.2 Use of Water Ballast (also Submission AYF1)

The Committee agrees on the scheme proposed by ITC, which only requires the measurement of the tank capacity. It was confirmed that the measurement could be done directly with an appropriate flow meter, or by calculation, measuring freeboards with tanks empty and then again with tanks on both sides pressed up and deriving through the LPP hydrostatic output for the two trims the correct tanks capacity.
An additional field reporting the capacity of the ballast water tank both in the data file and on the Certificate will be provided for the boats equipped with water ballast.

10.3 Inclining test/instruments

No progress has been made on the availability of new electronic instruments, but the existing ones have shown improved reliability. It was noted that in the past the minimum time for each reading was set in the past at 20" as a minimum, but it was recommended to extend this time whenever possible to the period of 60" built in the software, to improve the measurement reliability.
It was also reminded that some software is available which allows to slow down the clock of modern fast computers to enable the use of the existing hardware and software.

10.4 Hull Measurement Machines / Maintenance

The introduction of a new equipment based on laser tracking technology that was presented last year made slow progress, but Dan Nowlan reported that a new equipment has been purchased by US Sailing thanks to some US Owners donation. The difficult part of the process is a software capable of deriving a standard Offsets file from the points measured with the laser equipment. A dedicated software for the application that would not require expensive packages and the skill of special operators is being developed in the US.

10.5 ORC Club practices – "special" features evaluation

A submission was received last year from Italy, and approved in principle, although not included in the ORC Club book. The same submission was presented again, and a similar one came from France. The Committee recommends to include these features in the ORC Club book, with specific and detailed guidelines on how to implement it.

10.6 Territorial jurisdiction

The question was discussed again, due to the experience of Owners crossing borders to get a "better" measurement, and/or Measurers operating in countries different from theirs without informing the respective National Authorities, causing problems in more than one occasion.
It was noted that IMS Rule 102.2 does cover this, but it is recommended to add to the paragraph some wording requiring Owners and Measurers to inform both Rating Offices involved before the measurement takes place.

10.7 Appendix 5 revision (see also FIV 3)

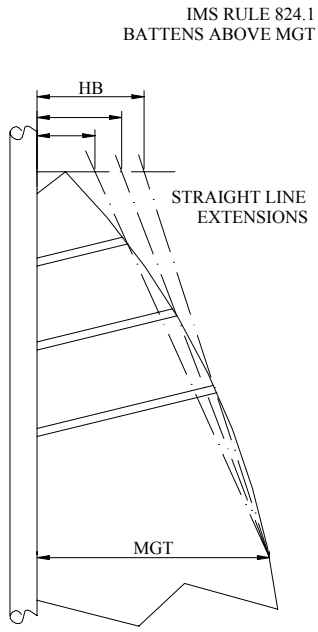
After considerable discussion, the Committee did not agree to approve this Submission, which proposes to allow a change of rating in the course of a race, deferring it to a wider discussion involving also Race Officers and Judges.

10.8 Submissions

AYF 1 - Equitable handicapping of water ballast
- See Par. 10.2

DSV 1 - ORC Club Certificates **+ FFV1 -** Offset Files Cleaning up- ORC Club certificate format
- deferred to Club Working Group

DSV 4 - Battens in Mainsail and large roach
It was agreed to allow battens above the MGT measurement point, currently not permitted, measuring HB in this case as the distance between the upper mainsail corner and the projection of the leech, whether or not a headboard exists, along the following scheme:



KNWV 2 - Spinnaker data + **USSA 3 -** Asymmetric Spinnaker Measurements
It was agreed to recommend the inclusion in the data file of 3 new fields with the asymmetric spinnaker ASL, ASF and AMG, where "A" stands for asymmetric. These additional data will be shown on the certificate.

NSF 1 – Input parameters to ORC Club certificates
The Committee – while acknowledging the differences resulting from the use of different practices for "assuming" unknown measurement data in ORC Club recommends to maintain the current practice, intended to result in an improved rating when more real measurements are acquired. See also ITC and Club WG minutes.

RFEV1 – Storm sails as safety equipment when measuring afloat
Storm sails are required on board as a safety equipment, hence some confusion arises on whether they have to be on board or not at the time of measurement. The Committee agreed that "no sails on board" prevails, so they have to be unloaded – as the rest of the sails – when performing the in water measurement.

RFEV2 – Anchors & Rope position when measuring afloat
The Committee agreed that there is not a problem in the wording, and confirmed that the anchor rope has to be abaft the mast for the in water measurement.

RFEV3 – Liferaft on board when measuring afloat
The proposal of leaving life rafts on board for the in water measurement was rejected.

RFEV4 – Sails measurement
The question raised is already covered in the ISAF RRS and the associated Sail Measurement manual.

RFEV5 – Measurement on spinnaker pole
The Committee does not see any problem with the existing wording, left unchanged from the very beginning of the IOR. Olin Stephens was very precise in describing the reasons that led in his times to require the spinnaker pole to be measured in its athwart ship position.

RFEV6 – Definition of symmetric spinnakers
The question of spinnakers qualifying as symmetric but featuring an asymmetric shape has been raised again during the year. It was agreed to add to the wording of IMS 816.1b "in shape, material and cut", following an interpretation that was issued by Robin Glover in 1984.

11. SPECIAL REGULATIONS COMMITTEE

Chairman, Alan Green, reported.

11.1 **A** Special Regulations working party, led by Patrick Lindqvist, had completed a draft of Category 5 regulations following a submission from the previous year. As the Spec Regs booklet is not yet due to be reprinted, the Committee had recommended that it be published as a separate document in the interim.

11.2 The revised Appx A, Part 2, specifying minimum requirements for liferafts, had been circulated widely to maufacturers of rafts. Although this had not elicited a great deal of response, it was heartening that at least one manufacturer, Lifeguard, were in the process of producing a model which complied with the recommendations. It appeared that a U.S. manufacturer had similar plans. As the ISO specifications (not yet finalized) incorporated a number of these requirements, it was intended that in the long term, the ISO standard would replace the Special Regs specification.

11.3 The Committee had made final changes to Appendix G, Training, which would be printed as a separate document for the time being. Training intitiatives had been generally welcomed by those who took part.

11.4 Government regulations for radar reflectors were coming under scrutiny. At the same time, frequencies and band width used by marine radar are being changed and new equipment will be required by all ships within the next few years. This situation would be monitored. Some radar reflectors (typically small cylinders with metal foil corners inside) which do not meet the SR 10 square meter minimum by a large margin have been presented at regattas and the chairman reminded Council of the risks in relying on such equipment.

NOTE: Full details of the Special Regulations Committee meeting are available at www.sailing.org.

12. OFFSHORE CLASSES & EVENTS COMMITTEE

Chairman, Don Genitempo, reported.

12.1 The minutes of the meeting of November 13th 2001 were approved.

12.2 Report of Worlds Championships

The Chairman gave reports of the three ORC events of 2002.

The Rolex IMS Offshore World Championship organized by the Yacht Club Costa Smeralda in Capri had been a great success. 86 yachts from 16 countries participated in two divisions.

In September the Maxi Yacht Rolex Cup organized by the YCCS in Porto Cervo was equally successful with 23 yachts from 63 to 140 ft. coming to the starting line.

The third event was the inaugural World Championship of the IMS 600 Class. It was organized by the Monte Real Club de Yates in Bayona, Spain during October. 17 yachts from 5 nations participated in this event. Six different manufacturers of the production cruiser/racer were represented in the fleet. Despite difficult weather conditions the Championship was successfully completed.

Full reports and results of these events are available.

The IMS 50 Class elected to cancel their World Championship due to a crowded schedule of intense racing.

The IMS 30 Class whose championship was scheduled in Brazil was also cancelled because of sponsorship problems.

Bruno Finzi gave a report on the progress of the Team World Championship. The event has been confirmed by ISAF for September 2004 to be held in conjunction with the Sardinia Cup. While all details are not completed, it is expected that a Committee comprised of members from ISAF, ORC, YCCS and owners, will recommend 2 or 3 boats teams nominated by National Authorities (no more than 2 teams per country). It is expected the Championship will remain in Porto Cervo for three events. The Pre-Notice of Race will be published in March 2003.

A discussion of the philosophy of World Championships issued by Gianfranco Alberini suggested that the Committee might not want to attempt an event if there are reservations about the degree of success. It was suggested that incorporating a World Championship adjacent to or concurrent with other major events might give a better opportunity for success.

Iannucci asked the Committee to discuss fleet size, its division for the Rolex IMS Worlds. While the event is restricted to only two divisions, it was agreed that the organizing body would endeavour to make the split and starts as equitable as possible for all participants.

12.3 Reports from the Affiliated Classes

a) IMA – Gianfranco Alberini reported that the Maxi Association has taken the decision to remain in Porto Cervo for the Maxi Yacht Rolex Cup. The Class has elected for the time being, to forego its World Championship because of the restrictions it imposes on divisions of its fleet. While the racing division is happy with their full IMS handicapping, the Wally and Cruising Class have asked the ORC Chief Measurer to study the ORC Club application presently used for their group.

b) Pasquale Landolfi reported on the IMS 50 ft. Class meeting held in Palma during August. The Class Members agreed on five events to comprise their circuit:

1 IMS Worlds in Capri
2 Punta Ala
3 Copa de La Reina
4 World Championship (Valencia)
5 Copa del Rey

The World Championship in Valencia will begin prior to Copa de La Reina, but will share some of the races of the series. For these races the yachts will be given separate starts and scored for both events.

c) Don Genitempo reported on the IMS 600 Class. The first meeting of owners of these yachts was held during the World Championship. It was agreed that the concept of one world wide Class organization was not practical. In order to give all owners and areas a voice, it was agreed that National and or regional organizations should be formed. These groups would then have direct input to the Offshore Classes & Events Committee and to the ORC Council. The ORC would the have the responsibility and ability to service the owners in all areas.

The owners fully discussed the Class Rules and agreed they remain as written with minor .. corrections.
In the Committee it was agreed Race organizers should be encouraged to start the IMS 600 fleet in their own Class.

Rule 5, regarding professionals was debated. It was agreed it shall remain for at least the coming year & be re-evaluated at that time. Paolo Massarini dissented.

The Chairman said he would explore with ITC & Chief Measurer some method for aiding the older designs with the new boats coming on line.

d) The status of the IMS 30 Class was discussed. Many new as well as older production boats are appearing in regattas near the GPH range of the IMS 30. The Committee agreed to request guidance from the ITC in establishing a rating band that would include these smaller sisters of the IMS 600 and to ask ISAF for a name change.
It was also noted that similarly many new productions boats in the 550 $\pm$ GPH are appearing. We should also ask the ITC to look at that fleet.

It appears there is an opportunity to adopt the IMS 600 concept & rules to these two size ranges. Possibly resulting in ORC rating band classes of IMS 550 $\pm$, IMS 600, IMS 650, IMS 700 joining the Affiliated Classes of Maxi & IMS 50 ft. Class.

Event organizers could be encouraged to include these as individual Classes in their events.

12.4 Submissions

FIV 4 - IMS 700 Class
Committee approves subject to an ITC review & confirmation of bands.
The Committee would be agreeable to manage and monitor the Class for a year before substituting it for the ILC 25.

FIV 6 - Limitation on the number of entries
Approval with the following modifications: increase the maximum number of yachts per hosting country to 50 unless expressly waived by the ORC.

FIV 7 - ORC representative in the Race Committee
The Committee approves the concept of having input into the Race Committee procedures but prefers a Green Book modification that states: "The ORC Representative should also have the right to consult with the Race Committee during the course of the event".

FIV 8 - Time limit for the Offshore Race
Again the Committee agrees with the concept but would prefer the wording as follows: "each yachts time limit in the inshore and offshore race should be based on its ILC and GPH numbers respectively; Organizing Authorities, with ORC approval, may opt for a single time limit number, if they feel that the racing schedule could be affected".

IMS 50 1 - Modification of Class Limits
Because of the new developments in the Class, the Committee withholds an opinion until the limits are reviewed by the Class Associations.

IMS 50 2 - Assignment of 2003 World Championship
Approved.

RFEV 7 - Qualification for a World Championship
Approved with clarification: "in order for a yacht to fulfil its entry status in the regatta, it must sail and finish at least one of the scheduled races, except for major damage that would preclude further participation."

RFEV 9 - Courses in a World Championship
Approved

RFEV 10 - Marks in a World Championship
Approved

12.5 Revisions to the Green Book

- **Page 3 – Paragraph 2.1**
  Modify a) to include all classes
  b) designate which are authorized to hold World Championships
  c) note which are "affiliated and which are "ORC"
  d) re-title paragraphs
  e) add ISAF/ORC Team World Championship

- **Page 9 – Paragraph 6**
  Modify: (I) "divide the fleet into 2 or 3 divisions as it deems necessary

- **Page 10 – Paragraph 6**
  Modify: "and hold an IMS/ORC Club certificate or their derivation"

- **Page 11 – Paragraph 7.1**
  Add: The scoring for the IMS World Championship shall be PCS.,
  For Classes: inshore TMF for inshore races & offshore TMF for offshore races

- **Page 12 – Paragraph 7.2 - "For Offshore Races"**
  Add in (a) : "20% penalty as calculated in RRS 44.3 shall….."

- **Page 14 – Paragraph 11.3 – Corinthian Trophy**
  Add: (currently applies only to IMS 600 Class)

  1st sentence – Modify: "to be eligible for the Corinthian Trophy, every crew member of a competing yacht must qualify as a category 1 under ISAF Competitors Classification Code"

- **Page 15 – Paragraphs 11.4**

  Modify: "if the fleet is divided into two or three Divisions"

- **Page 15 – Paragraph 12**
  Modify Title to: Class Rules

  Eliminate: 1st paragraph

- **Page 16 – IMS 600**
  Substitute corrected Rules

- **Page 18 – IMS 30/IMS 650**
  Modify: To reflect new band per ITC
  Delete: LOA
  Include: Rules based on IMS 600

12.6 Calendar of ORC Events

17th – 24th May	Rolex IMS Offshore World Championship	Capri
31st May – 7th June	Mediterranean IMS Championship	Punta Ala
16th – 21st June	IMS 600 World Championship	Porto Cervo
21st – 28th June	IMS European Championship	Croatia
1st – 7th July	IMS 50 World Championship	Valencia
27th July – 2nd August	IMS 600 European Championship	Borgholm
9th – 13th September	Maxi Yacht Rolex Cup	Porto Cervo
	IMA Championship (IMS)	

12.7 Other business

A kind invitation was extended by the Spanish Sailing Federation to host the 2004 Rolex IMS World Championship. The event organizer & sponsor will be consulted.

13. RACE MANAGEMENT COMMITTEE

Chairman, Ecky von der Mosel, reported.

13.1 **Submissions**

SSF 1 - Need of a user-friendly IMS Scoring Software
It is a misunderstanding that there is no software with PCS on the webside. Nicola Sironi made an extensive presentation of the latest version of the Altura-Software. Ecky von der Mosel reports about a new development of a Windows based scoring software of Harald Schnitzler (Velum Software).
The committee supports SSF 1 as far as it says, that there should be a functional and user-friendly scoring program.

DSV 1 - Revise the scratch boat for PLS
This submission was accepted last year but was not programmed in the software. It is now (on the conference) done. DSV 1 was therefore considered outdated.

FIV 7 - Additional ORC-Representative on Green-Book-Events.
After a intensive discussion about probable mistakes of an event organizer, the committee was not sure these problems can be avoided by another ORC Representative, who –in our understanding- would not have the power to decide matters against the organizer.
ORC should understand itself as a service-organization and should offer its support, wherever a lack of experience is discovered.
RMS is recommending a less mandatory wording of the proposed modification to Par.5.2 of the Green Book:

"An additional ORC Representive *as a consultant may* be appointed *to* the Race Committee."
The suggested sentence from the Offshore Class Committee was approved.

FIV 8 - Time Limit for the Offshore Race Green-Book-Events.
This submission was divided into the three questions: Do we wish any time limit on offshore races? Do we want to regulate it? if yes, how should it be done?

The Committee wished to support a regulation about time limit, but could not come to a common meaning about how this should be executed. There is a tendency towards an individual time limit for each yacht.
The suggested sentence from the Offshore Class Committee was approved.

NFS 3, NFS 4 &NFS 5 - Changes of items on the IMS/ORC-Certificates
There was discussion about the necessity of "Ocean for PCS" and "Non Spinnaker". Even though the group of users of these factors is getting smaller, there are still some users which demand to have these handicaps printed on the certificate. As there is some space left on the actual design of the certificate we are suggesting to add the "Circular Random" under the above mentioned figures. This was approved.

Although the idea and the logical put forward for the other proposed changes was understood, the submissions were not supported. It was believed that now constancy in the design of the certificates is more important than the very best and accurate description. Every change bears the risk of confusing our customers, the sailors and race administrators.

13.2 IMS Guide

A draft version of a new IMS Guide was presented for review. Comments are welcome and would be considered for the Guide.

13.4 Future Jobs

A short version of the IMS Guide addressed to the sailors is planned.

14. PROMOTION AND DEVELOPMENT COMMITTEE

Chairman, Giovanni Iannucci, reported.

14.1 Review of Activity and Results

The Committee reviewed the activity and recommendations made to the Council since the establishment of the Working Party in Palma four years ago and observed that all the possible initiatives to start the promotional process have been explored and recommended . However, the results of their implementation have been just marginal for several reasons but mainly because the employment of a professional to carry out the proposals has never been achieved.
It was noted that the employment of a Marketing/PR expert was considered by the Committee the key requirement from the beginning.
The Committee concluded that the recommendations made in the past, which were reviewed for Council, were still valid and stress the point that to obtain positive results in their implementation it is mandatory that a marketing/PR expert be employed full or part time.

14.2 Recommendations

14.2.1 To employ a Marketing/PR expert full or part time.

14.2.2 To implement as many of the orignal recommendations still pending as possible, subject to availability of funds.

14.2.3 To form a panel with all interested parties with the aim of creating a widely sought new international grand prix rule. Such initiative would offer a valuable promotional return to the ORC.

14.3 Budget

The Committee request that £25,000, which represent less than 10% of the total ORC expenditure for year 2001, be allocated to the Promotion and Development budget for year 2003, in addition to £10,000 budgeted and not spent in 2002.
It is the intention of the Committee to spend most of its budget for the salary and expenses of a Marketing/PR expert, considering that many of the initiatives on the shelf can be implemented at little or no cost once the expert is hired.

This was discussed in Council, but any decision was deferred to the Management Committee at its 2003 meetings.

14.4 Web Site

The Committee reminded Council and the Management Committee of its recommendations of 1999, which they felt were still valid and asked the Management Committee to give serious consideration to acting on the recommendations as soon as possible.

15. MANAGEMENT COMMITTEE

15.1 Bruno Finzi reported to the Council that a Team Event has been awarded to the Sardinia Cup in 2004.

15.2 After information from Councillors about the proposed Special Resolution an amendment had been drafted and agreed.

15.3 It was decided that countries could have up to three Council Members according to the number of certificates issued and that the Founding Nominating Bodies, RORC and US Sailing, would be entitled to each have one Councillor in excess of the number to which they were otherwise entitled according to certificates issued. The composition of the Council was discussed and expiry dates of nominations were reviewed .

Both 15.2 and 15.3 proposals had been approved by Council at the preceding Extraordinary General Meeting.

15.4 **Scoring Software**

The Management discussed with Ecky von der Mosel (Chairman of the Race Management Committee) the project of updating the Velum Scoring Program and the possibility of ORC financing its Windows version under a proprietary agreement. It had also been approved to support the "conversion" into Windows of the Altura Scoring Programme.

15.5 The remarks of Peter Rutter regarding the investigation of possibilities for a new Grand Prix Rule were discussed and it was agreed that ORC would monitor this initiative.

An extensive discussion took place about initiatives in different countries to investigate the current situation with regards to handicap rules at the highest level.
Hans Zuiderbaan noted that at present IMS is the only international handicap rule for that level of competition but that it is not supported world wide. In order to be successful it is of first priority that an initiative has full support from all countries involved in this kind of racing. Attempts in the past without universal support failed for that reason.

Kjell Borking cautioned the Council that we should be very careful not to give the impression that a new rule will replace the old one because that will have immediate negative effects on building activity of new boats.

Pasquale Landolfi stated that we should not close the eyes but give the message that at the moment IMS is the most expanded rule, that we are very happy about it, is working well and that we are only trying to improve it in order to make sailors more happy with it.

Wolfgang Schaefer suggested creating a working group to investigate the situation, to examine the parameters and the solutions of the various problems and to come with recommendations for the improvement of the actual rule.

Peter Reichelsdorfer was asked to explain US Sailing's view. He explained that a working party of US Sailing was formed three weeks ago with a similar task.

The Council was asked to approve the idea of a Working Party with members of the ORC, RORC and US Sailing. The Working Party would report their recommendations to the ORC and to the ISAF Offshore Committee. This was agreed.

16. REPORT ON ISAF MATTERS

The Chairman reported that there was nothing to add to what had already been discussed at the EGM and in the Chairman's Report.

17. MEETINGS DATES

February 2003	Management Committee	(venue to be decided)
March 2003	ITC	Annapolis,USA
5th - 11th	Annual General Meeting	Singapore.

For the Annual General Meeting it was agreed to check the dates with ISAF and to coordinate with the schedule of ORC meetings in order to have no overlapping and less congested Agenda.

18. ELECTION OF COUNCIL CHAIRMAN

Council elected Bruno Finzi as the new Chairman of the Offshore Racing Council.

19. ELECTION OF DEPUTY CHAIRMEN

Council elected Wolfgang Schaefer and Don Genitempo as the new Deputy Chairmen of the Offshore Racing Council.

20. ANY OTHER BUSINESS

Bruno Finzi took over the Chair from Hans Zuiderbaan and thanked him for the very tough job of holding the helm in the rough waters of the past years.

The new Chair expressed his main goals with the following intents:

- Reinforce ORC traditions as main reference for National Authorities involved with Handicap Offshore Racing
- Continue to develop and administer ORC principal assets such as IMS, ORC Club and Special Regulation
- Improve ORC measurement and scoring tools
- Improve ORC web to help offshore community to access ORC publications, events and rules
- Strengthen the relationship with US Sailing and RORC in the attempt to unify worldwide the rating systems
- Invest in R&D with the guidance of the ITC to continue to improve its rules and regulations
- Revitalize Level Classes following new criteria suggested by the market
- Settle and harmonize the relationship with ISAF keeping in mind the needs of all offshore sailors.

The meeting adjourned at 13:15, local time.