OFFSHORE RACING CONGRESS

World Leader in Rating Technology

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Annual General Meeting held on 11th November, 2003

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MINUTES of the Annual General Meeting of the Offshore Racing Council, Limited held at 0930 on 11th November 2003 in Le Meredien Hotel, Barcelona, Spain.

Council Members Present:

Chairman:	Bruno Finzi	Italy
Deputy Chiarman:	Don Genitempo	USA
Deputy Chairman:	Wolfgang Schaefer	Germany/Austria
	George Andreadis	ISAF & Greece
	Kjell Borking	Scandinavia
	Marcelino Botin	Spain
	Estanislao Duran	Iberian peninsula
	Bruno Frank	Switzerland
	José Frers	South America
	Zoran Grubisa	Croatia
	Giovanni Iannucci	Italy
	David Kellett	ISAF
	Chris Little	UK
	Patrick Lindqvist	Scandinavia
	David Lyons	Australia
	John Osmond	USA
	Abraham Rosemberg	Brazil
	Peter Rutter	RORC
	Dierk Thomsen	Germany/Austria
	Minoru Tomita	Japan
	Ecky von der Mosel	Germany
	Hans Zuiderbaan	Benelux Countries
Nominated Alternates:	Francoise Pascal for J.B. Mothes-Masse	France
	Miguel Rosa for Jaime Ensenat	Spain
	Tullio Giraldi for Pasquale Landolfi	Italy
	Peter Reicheldorfer for James Muldoon	USA
Councillor of Honour:	Olin Stephens	
Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	Arne Hubregtse	Benelux Countries
	Peter Taylor	New Zealand
Officers present:	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer
	Philip Tolhurst	Hon. Treasurer
	Ken Weller	ORC Club Consultant
	Jeremy Tolhurst	P.R. Consultant
Committee Chairmen:	Manolo Ruiz de Elvira	ITC
	Alan Green	Special Regulations

Committee Members:	Gianfranco Alberini	Offshore Classes
	John Bourke	Committee of Honour
	Jean Louis Conti	Measurement / ORC Club
	Emilio Feliu Serra	Promotion & Development
	Boris Hepp	Measurement
	Bengt–Olof Holmberg	Offshore Classes
	Eva Holmsten	Race Management
	Friedrich Judel	ITC
	Pablo Ferrer	Measurement
	Gerd Kall	Measurement
	Paolo Massarini	Offshore Classes
	Dan Nowlan	Measurement
	Jim Schmicker	ITC
	Jim Teeters	ITC
	Theodossis Tsaltas	Measurement
	Akis Tsalikis	Race Management
Observers	Neven Baran	Croatia
	Roula Galani	Greece
	Lorenzo Giovannotti	Italy
	Janet Grosvenor	UK, RORC
	Carin Hildebrand	Sweden
	Javier Romero	Spain
	Konstadina Sfakianaki	Greece
	Peter Wykeham Martin	UK, RORC
	Hanna Zuiderbaan	The Netherlands

1. APPROVAL OF MINUTES:

The Minutes (immediately below as underlined) of the Extraordinary General Meeting of 9th November, 2003 were reviewed:

1. Approval of Minutes

1.1 The Minutes of the Annual General Meeting of November 2002 were approved.

1.2 The Minutes of the Extraordinary General Meeting to approve the Audited Financial Report to year end 2002 were approved.

1.3 Changes In Council Membership

The Chairman introduced and welcomed the newly nominated Councillors from Croatia, Germany, Greece and Switzerland. He expressed his satisfaction with the growing number of Councillors which reflected an increasing number of rating certificates under IMS and ORC Club.

1.4 Report Of The Management Committee

.1 Submissions – Allocation to Committees

The Chairman had reported that most of the Submissions had already been discussed in the Committees as assigned and any proposals would be brought to the AGM and included in the relevant Committee reports. The allocation to committees was approved.

.2 Arrangements for the Week

The evening Annual Dinner would take place at the Restaurant Il Principal following the AGM.

.3 ISAF Matters

Honorary Treasurer, Philip Tolhurst, had been dealing with ISAF discussions during the year. He had reported briefly on the following matters.

The Special Regulations license had been agreed and would be signed during the Barcelona Meetings.

The ORC's status as an Affiliated Member of ISAF had been reported by David Kellett to have been agreed by the ISAF Executive Committee and this would be presented to the ISAF Council for ratification.

1.5 Fleet Statistics -- 2003

Bruno Finzi reported on the fleet statistics for the year.

Preliminary reports of certificates issued had been received from nearly all offices, including all the major ones. Some countries are showing diminishing numbers in IMS, whilst the ORC Club numbers are increasing in most countries. It was to be noted that last year's totals were for a 12 month period and those available during the current November Week were for nine months only.

1.6 Preliminary Financial Report

The Treasurer had delivered the preliminary Financial Report. He had expressed his concern with the procedure used by the auditors of classifying certain portions of the current year's levy income as deferred income and asked Council if he might take this matter up with the auditors with the aim of including the whole of the 2002 levy income within the accounts for the period to 30th September 2003 as otherwise the report was rather confusing, if not misleading. This had been agreed. He also planned to ask the auditor's assistant in transferring the accounts to industry standard accounting software, now that they already been converted from manual records to computer spreadsheets.

1.7 Special Resolution Modifying Objects Of The Constitution

The Treasurer had summarized the background to the proposed changes to the Constitution, which had been distributed to Council prior to the meeting in draft form, explaining in more detail the parts that had been changed following discussions ISAF and also those to better express the actual objectives of the Council.

1.8 Special Resolution Revising Miscellaneous Administrative Items Of The Constitution

Other changes involving name changes (Council to Company), the lead time for Notices to Members and the alternative of using the e-mail for communications were also explained.

The changes as circulated, with several small corrections as enumerated by the Treasurer during the presentation, were approved by Council at the EGM with 23 in favor and 1 abstention.

At the AGM, the Treasurer proposed a clarification and correction to the draft approved at the EGM: to add, in Article 6 (1) (2) & (3), the words 'to represent those certificate holders' and in Article 37 to replace postal vote with 'electronic vote (email and fax)'.

1.9 Special Resolution Changing The Name Of The Company –Constitution

The change of the name of the Company from "Offshore Racing Council" to "Offshore Racing Congress" was approved with 21 in favor and 3 abstentions.

1.10 Amendment To Paragraph 101 Of The IMS Rule

As a consequence of the change of name and of the new functions of the Management Committee, the Treasurer recommended the following wording to amend IMS Rule 101:

Delete the final sentence and substitute with:

"The ORC Chief Measurer may at any time issue interpretations (only) of the IMS and Measurement Rules and any such interpretations shall be published and then deemed final unless and until overruled by the Management Committee or decisions of the Congress. Changes to a rule may be approved by Congress by electronic vote."

The Minutes of the EGM of 9th November 2003 were approved.

2. THE CHAIRMAN'S REPORT

Chairman Bruno Finzi opened the meeting saying that the ORC is in strong shape, with 25 countries using ORC Club totalling more than 5000 certificates, and 28 using IMS with a total over 3500 certificates. The Company had now a new name, a modernized structure and an enlarged staff. The Grand Prix Rule Working Party had done a very good job in moving forward on the creation of new Grand Prix classes around the 30, 40 and 50 footer levels.

The ITC had worked hard on IMS and was able to produce by the end of the meetings a beta version of the program which could be distributed to Designers and Rating Offices immediately. The research and development work was continuing, in the direction of producing fun, fast and seaworthy yachts. The ITC was getting stronger with the addition of two very good elements and some of the research work would be contracted to specialized institutions.

The Team Event, under development for several years, will be introduced June 2004 and it has been promised that from 2005 the ORC will be in control of this event.

A number of contentious issues had been resolved with ISAF and a paper had been signed dealing with the Special Regulations licensing. A future is foreseen with the prospect of working together to bring more and more people to racing in offshore boats.

Council Member Giovanni Iannucci wished then to record his objection to the procedures which led to the publication of the ORC Special Regulations booklet by ISAF and eventually to the necessity of a license agreement with ISAF. Most particularly he objected to the previous Chairman having agreed informally with the ISAF Secretary General that ISAF could produce the 2002/2003 edition of an ORC property under ISAF name without informing, or seeking approval of, Council. This, he felt, was effectively giving away an ORC property unconstitutionally.

3. THE TREASURER'S REPORT AND AUDITED ACCOUNTS

The audited accounts were approved as presented during the EGM, as amended by the Treasurer.

4. LEVIES FOR CERTIFICATES VALID 2004

In view of increasing costs the ORC will incur in the next year due to commitment to the Grand Prix Rule development, the increased size of the ITC and research proposals, and given that the levies were not increased for the last six years, it was proposed to increase the levies for 2004 to 45 Euro for IMS certificates and to 25 Euro for ORC Club certificates. This was agreed.

5. APPOINTMENT OF AUDITORS

The Chairman moved, Hans Zuiderbaan seconded and it was agreed to re-appoint Hayes-McIntyre as the ORC's Auditors for the coming year.

6. APPOINTMENT OF HONORARY TREASURER

The Chairman's proposal to re-appoint Philip Tolhurst Honorary Treasurer was agreed.

7. MEMBERSHIP OF COMMITTEES

The following changes were agreed with effect from 11th November 2003:

ITC -- Roberto Biscontini and Marcel Botin were co-opted.

Measurement Committee -- Boris Hepp will join the Committee.

Special Regulations -- Peter Taylor retires from the Committee.

Offshore Classes & Events -- Peter Taylor and Mark Essle retire from the Committee. Representatives of the IMS 50, 600, 670 and Sportboat Classes were yet to be nominated.

Race Management Committee -- Tony Mooney and Dan Nowlan will replace John Mendez and Ken Morrison.

Promotion & Development Committee -- Emilio Feliu Serra will replace Giovanni Iannucci as Chairman, with Giovanni remaining as a member of the Committee. Sven Christensen and Tony Mooney would join the Committee, replacing Ken Morrison and David Lyons.

Club Working Group -- Jan van Berkel retires from the Group and Boris Hepp replaces Friedrich Judel.

8. INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Manolo Ruiz de Elvira reported.

8.1 Minutes of September 2003 Meeting:

Minutes of the previous meeting in London were reviewed. Errors in the PIPA formulae are corrected herein.

8.2 ORC Chief Measurer's Report:

Most of the items that had led to action and discussions during the year had been dealt with in the Submissions and were part of the general ITC business.

Some promising developments had emerged during the year in regard to potential new IMS measurement equipment, both for hull lines measurement and for the inclining test. These would be studied further in 2004.

Alternative equipment to the existing instruments is being tested for the hull measurement and could be adapted for IMS. More testing and a more detailed definition of procedures and software have yet to be finalized.

For the inclining experiment, alternative prototypes for new units are under development and progress had been reported. Additional evaluation is needed, but the units and the software have already been tested and appear to be reliable and consistent for the intended use. Once the evaluation is completed, they could be used for valid IMS measurements.

8.3 Aerodynamic Modeling (FIV 1):

8.3.1 Upwind aerodynamics: The ITC had concluded that the VPP overestimates the loss of aerodynamic driving force with heel, ultimately encouraging less stability. Therefore, in the wind triangle solution of the VPP, a heel angle smaller than the otherwise predicted heel is now used. If the predicted heel is less than five degrees, zero heel is assumed. This has the effect of widening the apparent wind angle and accounts for the ability of the trimmers to compensate for the effect of heel by effectively rotating the sail plan. The result of the changes is to speed up the whole fleet with more realistic upwind speeds, encouraging to somewhat boats with more stability.

More detailed analysis is required is required in this area as well as a better evaluation of the overlap. The ITC is planning to perform wind tunnel tests and CFD studies in order to help address this matter.

8.3.2 Downwind aerodynamics: After a review of the 2003 season and the effect of the change applied in the 2003 VPP increasing the effectiveness of the headsails relative to the mainsail, the ITC decided to go ahead with one further step in the same direction of re-balancing the relative forces between mainsails and spinnakers. For 2003, spinnaker coefficients were decreased approximately 10% and mainsail coefficients increased correspondingly. For 2004, the two will be adjusted by a further 5%. This change was already included in the 2004 Beta VPP, except for 2004 the poled jib downwind coefficients, not previously adjusted, will also be included.

8.3.3. Simple Rig Allowances (FIV1): A graduated scale of effect was defined for adjustable backstays in such a way that yachts with a "fractionality" of 85% of IG will get 80% of the current credit, 100% credit for configurations with a "fractionality" of 70% of IG and none for 100% of IG. Test runs indicated this change should address a long-standing, type-forming problem and have only a small impact on the current fleet.

The changes in rule wording would be effectively as follows in 810.1 and onward:

"1. Forestay Tension Control.

a) Where forestay tension can be controlled by an adjustable backstay attached to the mast top, this shall be recorded as 'forestay adjustable aft' and the yacht will receive a variable increase in the jib lift coefficient depending on fractionality (see IMS 848).

b) Where runners according to 810.2 c) are fitted, the forestay is qualified as 'forestay adjustable aft ' and the yacht will receive the full increase of the jib lift coefficient (see IMS 848)."

810.2 re-titled to:

"2. Inner fore and aft stays below the mast top"

810.2(c) modified to:

"Where there are one or more pairs of backstays (runners, checkstays, etc.), these shall be recorded as "runners". A backstay leading to the top of the mast shall not be counted as a pair or runners. The number of pairs, based on the attachment points on the mast, shall also be recorded (see also 724.6). A secondary runner tension adjuster, running to the mast approximately perpendicular to the runner itself, shall not be counted."

848 (with the 2003 numbering) changed to:

"848. Forestay Tension Control.

Where a yacht has been recorded as having the means to control forestay tension while racing (see 810.1), the jib lift coefficients are increased in the aerodynamic model varying with fractionality. A masthead rig will get the full increase, while a rig with 70 % fractionality receives no increase. A full increase of the jib lift coefficients is applied, when runners according to 810.2c are fitted."

And 849 (with the 2003 numbering) to:

"849. Adjustable inner fore and aft stays below the mast top

Where a yacht has been recorded as having the means to adjust inner stays while racing (see 810.2), the mainsail lift coefficients are increased and the drag coefficients decreased in the aerodynamic model."

8.3.4. Hull windage drag (FIV10, RFEV1):

The Committee had discussed the implications of a 2003 yacht designed with radical rocker in the sheerline, evidently intended to misrepresent the rated topside area relative to the actual area in order to take advantage of the hull windage credit which has been based on the weighted average of freeboard height measurements at only the forward and aft freeboard stations. The Committee agreed to implement a full calculation of the actual exposed area of the hull topsides using heights at all measurement stations, while retaining the relative fore-&-aft weighting applied in the current averaging formula.

There was also a general perception that the current model slightly overestimates the hull windage drag and therefore the ITC agreed to reduce the drag coefficient by 5%.

A provision was made to prevent unmeasured jib area where the freeboard might otherwise be intentionally reduced in way of the tack. Changes to wording would be effectively as follows:

812.8 to read:

"812.8. No jib shall have a luff length exceeding MXJL. (IM^2+J^2)^0.5."

A new measurement rule for Jib Luff Length (JL) to be added with wording to the following effect:

"8xx. Longest Luff of Jibs (JL).

1. JL shall be the length of the luff of the jib measured along the edge of the sail from head to tack. JL shall be the largest such dimension found on the jibs carried on the yacht".

The current 844.2 (that would become 844.3) would be modified to read:

"Jib: The area of the jib is determined as JL*(LP)/2."

Paragraph 847.4 inserted (848.4 after renumbering) that reads as follows:

"JL: JL shall not be taken as less than 0.95*(IM^2+J^2)^0.5"

And the existing points following to be renumbered accordingly.

8.4 Hydrodynamic Research:

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

8.4.2 General Residuary Resistance: Revisions of the residuary resistance formulation had been evaluated and discussed in the last year, including adding test data now available for new models, improved data, new parameters and revisions in the formulation of existing parameters. However no satisfactory results had been achieved and research will continue in the coming year.

8.4.3 Resistance Due to Heel (FIV4, RFEV4): A refined model from the initial proposal last May had been implemented in the 2004 Beta VPP. It provided a substantial improvement over the previous heeled drag model.

The new model uses upright beam-to-draft ratio, length-to-displacement and length-to-beam ratios as well as the ratio of heeled to upright lengths. Using this method, the major effect of these parameters is captured. The ITC felt there was room for further improvement, but additional data is required in order to proceed with confidence.

Relative to the model tentatively agreed in September, a few new test results had been added and the regression improved with only small changes in the performance predictions.

8.5 Movable Ballast -- Water Ballast and Canting Keels (AYF 1):

The Committee consensus at the previous meeting was that there is a legitimate need to more equitably rate yachts with these features, but in a mildly conservative way, ensuring that they are not inadvertently type-formed a feature required to be competitive.

Following this principle, the Committee had agreed an outline of procedures for moving forward:

<u>Measurement – Canting Keels</u>:

1. Measure the hull ashore with keel on centerline (K=0 where K is the angle of keel cant) and any bow rudder or forward dagger board (1 of 1 or 1 of 2), if able to be lifted, in lowered position. Measure daggerboard manually so as to establish wetted area and append to hull file at Rating Office, to be assumed to be on the yacht's centerline at the measured fore/aft location.

OUTCOME = *.OFF offset file

2. Measure boat afloat with keel on centerline and any daggerboards raised.

   OUTCOME = FFM, FAM, RMC(K = 0°)

3. Measure boat afloat with keel at max. cant (K = Kmax°) and any daggerboards raised.

   OUTCOME = Angle of list (ΦL) at Kmax°
   Record ΦL, Kmax°

Measurement – Water Ballast:

1. Measure boat afloat in a non-ballasted condition.

2. Determine water ballast tank capacity.

3. Determine water ballast lever arm: either by direct measurement/estimation or measure freeboards with both tanks full and infer added weight and location.

VPP - Canting Keels:

1. 2 x RA curves produce 2 VPP matrices. The RA curve with keel fully canted is derived by adding the RA at the angle of list to the zero cant angle value.
   (RA (K= Kmax) = RA0 + RAΦL)

2. Produce composite certificate using highest predicted speeds from two matrices (Teff = Tmax, derived with keel on centerline). Note: If too "punitive", try Teff = n.Tmax with N < 1.0.

   Notes:
   a) For initial introduction of canting keels, ignore wetted area of forward rudder or dagger board to ensure boats with these keels are not favoured.

   b) Asymmetry of canted keel ignored in buoyancy calculations.

VPP - Water Ballast:

Restrict the calculations to two conditions, with and without water ballast, run two certificates and compute a composite table of time allowances. This is intended to prevent longitudinal trim optimization since at this time the IMS VPP cannot handle the effect of aft trimming tanks, therefore it is proposed to restrict water ballast tanks either to positions forward of, say 20% LOA forward of the transom or outboard of say 35% of local beam from the centreline

Stability Regulations Starting Point – Canting Keels:

1. The IMS Stability Index has been widely used by race organisers and who will expect Regulations be provided for canting keel boats as well.

2. Recommended treatment in following parts:

   a) Minimum Stability Index requirement to be met with keel fully canted, crew placed on yacht's centreline, such that ABS.[RA] > some value at 90-95°

b) "Panic button" to return keel to K = 0° in emergency, accessible from helm and companionway, with manual back-up.

c) Race Organiser recommended to require evidence that installation was designed and fabricated to a satisfactory standard, which may include independent engineering certification.

Further work:

Need to compare knock-down energy (maybe non-dimensionalized), in both directions of heel, of typical canting keel boats (e.g., Schock 40, Wild Oats) with "equivalent" fixed keel boats of similar size. Generally compare GZ curve characteristics.

Consider also the gust-strike behaviour, effects of hydrodynamic and aerodynamic damping, there is no "over-shoot" etc.

Stability Regulations Starting Point – Water Ballast:

The IMS Stability Index has been widely used by race organisers who will expect Regulations to be provided for water-ballasted boats as well. Pending final recommendations following the research to be conducted leading up to implementation of detailed provisions for water ballast boats in spring 2004, the ITC recommends that the current IMS Regulation 201, which specifies a somewhat more stringent specification for water ballast yachts, be continued.

Seaworthiness – Further work:

The ITC agreed that there was a requirement to explore more fully the stability characteristics of canting keel (CK) and water ballasted (WB) yachts before proposing stability criteria. The requirement is to establish righting arm curves for typical canting keel yachts, and compare these to conventional yachts, for which the stability index has proved to be a reliable criterion.

The process would be comprised of two stages:

1. Data preparation:

a) Preparation of righting arm curves for typical IMS yachts in size bands, 30'- 90'.

b) Develop hull geometries for feasible canting keel and water ballast yachts based on existing boats and input from interested designers.

c) Establish some criteria for selecting "similar boats", same LOA, same sec/mile, same sail area.

d) Prepare a review of existing safety criteria applicable to these types of boat, e.g. ISO standards and Volvo 70 rule, together with extant race entry criteria.

2. Criteria Development:

Review the data from 1, together with typical operational profiles, to define safety criteria that may be applied to different categories of race

The bulk of the work of Item 1 is engineering calculation using defined geometry and weight distributions which will be determined through consultation with designers.

This process may be carried out by the ITC as part of its voluntary research program, but it would be more speedily accomplished by placing a research contract with a suitably qualified and independent Naval Architectural research organisation. This would provide data for item 2 of the task in the form of a technical report.

To this end the Wolfson Unit will provide a proposal for this work, including liaison with other ITC members and designers, to the ORC. It is anticipated that this would require approximately 20 man days of effort.

Item 2 of the project is most readily accomplished by committee discussion in the ITC, with contributions from other interested parties.

3. Time Scale:

It was agreed to fund the project with an anticipated report presentation at the February ITC meeting and implementation of related IMS Rule and VPP changes approximately late March in time for the bulk of the 2004 season.

8.6 Propeller installation drag (FIV2, RFEV5, RFEV6):

Following the proposed changes in the PIPA calculation at the September ITC meeting, three strut units had been tank tested at the "Canal de Experiencias Hidrodinámicas de El Pardo" (CEHIPAR) strongly supporting the assumption that the current IMS formulation overstates the hub drag for streamlined strut installations as it assumes full separation of flow in the maximum section.

A modified formulation for the strut drive drag calculation was implemented in the 2004 VPP beta and the tank testing results support including this change in the final 2004 VPP. *Note: Subsequent to the November Week meetings, errors were found in both the September ITC Minutes and the Beta program code. Correcting these errors made only very small differences in ITC's September VPP test run results and, with the approval of the Management Committee, the corrections have been incorporated in the 2004 VPP and the PIPA formulae as given below.*

A somewhat smaller reduction in drag was applied for exposed shaft installations. A reduction in drag was applied also for solid propellers in order to avoid encouraging racing boats to explore rating optimization through this strategy.

The 2004 PIPA formulae of IMS Part 6 are:

Out of Aperture

608.1(a), Folding	PIPA = IPA+0.65*(0.9*PHD)^2
608.1(a), Feathering	PIPA = IPA+0.70*(0.9*PHD)^2
608.1(b), Solid 2-blade	PIPA = IPA+0.10*(PRD)^2
608.1(b), Solid 3-blade	PIPA = IPA+0.12*(PRD)^2

Strut Drive

608.3(a), Fold or 2-blade Feather	PIPA = 0.06*ST1*(ST5-0.5*ST4)+0.4*(0.8*ST4)^2
608.3(b), Feathering 3-blade	PIPA = 0.06*ST1*(ST5-0.5*ST4)+0.42*(0.8*ST4)^2
608.3(c), Solid 2-blade	PIPA = 0.06*ST1*(ST5-0.5*ST4)+0.10*(PRD)^2
608.3(d), Solid 3-blade	PIPA = 0.06*ST1*(ST5-0.5*ST4)+0.12*(PRD)^2

The Committee observed that the quality of the finish of production strut drives can make a significant difference beyond the pure dimensions used for the PIPA calculations. For this reason it was agreed

to allow fairing of strut drive units, provided the full functionality of the unit is preserved. The as-manufactured dimensions of a unit may not be reduced by fairing and the dimensions on which a unit is rated shall be those of the unit as manufactured, ignoring any fairing.

It was agreed to add to IMS 604.2 words to the following effect:

> "The shape of the strut may be modified, but the full functionality of the standard model has to be retained and ST1-ST4 values may not be reduced below the unmodified standard dimensions. For calculation purposes ST1-ST4 shall not be taken bigger than the unmodified standard dimensions."

In addition 607.2, 607.3, 607.4 and 607.6 would have a comment added at the end, as: "(see 604.2 a)"

8.7 Other Submissions: (FIV 3, FIV 5, RFEV 3, RFEV 12, RFEV 13)

8.7.1 IMS L Sensitivity (FIV 3): The ITC had reviewed different residuary drag alternatives, including definitions of L, regression runs and tests and no satisfactory alternatives emerged. There would be continued research in this area during 2004.

C/R Gyradius adjustment (FIV 5): The Committee found that the gyradius adjustment for C/R has a very small effect in ratings and actually some of the C/R requirements imply an increase in the gyradius, so the adjustment remains unmodified for the 2004 VPP.

Related to this, using the same gyradius correction for carbon hulls in C/R as for racers was also discussed. The committee considered that since these types of yachts do not have to comply with the C/R internal panel weights, the difference in treatment was justified and should be preserved. The committee was confident these corrections, especially when combined, have only a very small effect in rating and should not be a design driver.

8.7.3 Requirements to comply with Part 4 of the IMS Regulations (RFEV 3): Discussion on the was incorporated as part of a more general one related to C/R.

8.7.4 Limit mast dimensions (RFEV 13): The need to prevent intentional shape variations in order to get measurement advantages was recognized and IMS 105 provides an effective tool to deal with this. It was felt the Measurement Committee is the body to make determinations on such issues.

8.7.5 Allow manual measurement of appendages (RFEV 12): The ITC considered this is a measurement issue and as far as it is concerned, any measurement procedure that provides an offset file which is a fair and accurate representation of the hull and complies with the measurement prescriptions is acceptable for producing a valid certificate. Measurers should consult with the Chief Measurer regarding any measurement issues that might be considered outside the established procedures.

8.8 Dynamic Allowance (FIV6, RFEV2):

It was agreed to modify the Dynamic Allowance (DA) scheme, with the effect of reducing the maximum allowance and providing DA values which vary by true wind speed and angle.

Calculations use individual components over the full matrix of wind speeds and angles before reducing the overall DA to a single number. The internal factors for the DA are greatest in the windward region, lowest in the reaching range, and a little greater running than when reaching. The committee believes that the desired result will occur by reporting the table of handicaps as the individually computed values that already exist in the calculations leading up to the final DA, which can then be applied to particular course constructs in the intended proportions. The single DA number as presently calculated should, in 2004, remain only as a relative measure of a yacht's Dynamic Allowance credits.

It was proposed as well to remove the stability component (IMS Appendix 8.1(d) from DA since this term proved to be behaving in a different manner than was originally intended.

Inconsistencies with the sail area used for calculating downwind DA credit have been corrected.

As a consequence of the proposed revisions, the global effect of DA will be reduced, especially for those courses with smaller upwind and downwind components, given that in reaching conditions the importance of dynamic effects quickly decreases.

The Committee examined test runs based on these bases and agreed to include the new model for the 2004 VPP.

This change had been included in the 2004 Beta VPP.

8.9 Summary of VPP Changes agreed for 2004:

A new Heeled Drag model to replace the one that has been in place for 10 years.

Downwind sail coefficients revised for decreased spinnaker and increased mainsail forces.

The hard limit for fixed forestay credit has been replaced by a graduated scale.

The upwind aero model has been revised with a correction to apparent wind angle with heel.

The PIPA formulation has been revised as suggested by tank tests of struts.

DA modified to better represent the dynamic effects for different wind speeds and directions.

Hull windage to include all station heights and its drag coefficient reduced by 5%.

Jib Luff Length will be used for Foresail Area Calculation (no effect on current fleet).

8.10 Recommendations on GPH limits:

The proposed changes to the VPP result in a significant increase in predicted speeds across the fleet.

It is suggested that where GPH-based class breaks are determined and published prior to the season, that organizers consider shifting GPH limits faster by 10 sec/mi.

Any organizers who have been using DA as a reference for determining divisions are cautioned that the value displayed on 2004 certificates no longer represents a single percentage applied to all points of sail and wind velocities. Also, the general magnitude of DA will change from 2003 to 2004, so it may be advisable for local or national authorities to consider the changes in determining its use for establishing divisions.

8.11 VPP Documentation:

The committee reviewed the most recent revisions to the new ORC publication, "Formulations of the IMS" by Committee member Andy Claughton and recommended that the ORC proceed with publication when these have been incorporated.

8.12 Research Funding:

The Committee's work this year had relied primarily on previous wind tunnel and tank results. For the coming year a number of projects are planned that would require funding, including wind tunnel tests for upwind aerodynamics, new tank tests that might require additional funding and stability studies related to canting keels and water ballasted yachts.

In addition, there have been proposals to validate CFD codes and then use CFD for hydrodynamic projects if those validations are satisfactory. The intention is to try to get external funding to cover as much as possible the cost of some of these projects. However, in order to schedule this research the Committee estimated a cost of approximately 50,000 euros.

It was noted that a estimate had been made the previous year of $50,000 to fund a complete rewrite of the FORTRAN VPP, which had not been done since the ORC had been administering IMS. It was felt this would make the program easier to maintain in future and easier for subscribers to the software to follow various math models in the program.

It was agreed that the Management Committee would consider the details of funding needs in the context of overall priorities and resources at its next meeting.

8.13 ITC 2004 Agenda -- Principle Items:

Development of a real-time aerodynamic optimizer.
Continue to investigate jib overlap effects.
Investigate effect of re-trimming sails in light air, related to the effect of stability on performance (wind tunnel testing of heeled aerodynamics).
Investigate mainsail girth effects.
Review performance data from full scale boat tests of various spinnaker sizes to help adjust mainsail and spinnaker coefficients.
Revise assessment of effective sailing length, including tail effects (IMD tank testing of transoms is finished, analysis required).
Review residuary resistance regression analyses.
Continue investigation of heeled resistance including new parameters and using CFD.
Develop new models for residuary resistance.
Review the assessment of added resistance in waves.
Review the treatment of winged keels.
Study stability regulations as related to canting keel and water ballasted yachts.
Investigate in general, cruiser/racer features and performance differences.

It was noted that ITC would also be supporting any approved recoding of the VPP.

The Congress expressed its gratitude for the ITC Chairman's excellent presentation and the work of the Committee.

9. MEASUREMENT COMMITTEE REPORT

Chairman Nicola Sironi reported:

9.1 Use of Water Ballast (also Submission AYF1)

The Committee agreed and confirmed the scheme approved last year which only requires the measurement of the tank capacity. It was reported that the measurement is better when done with an appropriate flow meter, the cost of which is reasonable. The measurement by calculation, measuring freeboards with tanks empty and then again with tanks on both sides pressed up and then deriving through the VPP hydrostatic output for the two trims the correct capacity of the tanks had proved to be somewhat cumbersome.

The movable ballast lever measurement as described in the ITC report had not been addressed.

9.2 Inclining test/instruments

Good progress had been made in the last year on the availability of new electronic instruments for inclining. Two different working prototypes were presented at the meeting, complete with software: One has been developed by El Pardo Institution near Madrid using a commercial, certified sensor which the RFEV intends to produce in a small production series once it will be approved so it can be used for official IMS measurements. The second, which had already been shown in an earlier version, uses an innovative, custom sensor. It was agreed that in order to obtain approval some testing was needed by the Chief Measurer and a few selected Measurers. The prototypes would be sent for this purpose.

A third option had been identified as well; a commercially available unit, manufactured by Applied Geomechanics in California. Its software would have to be modified to fit the needs of the inclining test. The company, which was contacted earlier in the year, has declared they would be prepared to make software modifications if they were assured of selling a number of units.

The existing electronic inclinometers have shown, however, a consistent reliability.

The Committee agreed to put together and publish specifications for the new instruments under development and the exact algorithms to be used to reduce the recorded angle data into PD measurements. This will be deferred until the existing model calculation details are known.

9.3 Hull Measurement Machines

Progress had also been achieved in the identification of new equipment for hull lines measurement. In addition to the experiments carried out by US Sailing using the laser tracker (SMX) that was purchased in 2002, some alternative experiments had been carried out in Europe. An expensive and sophisticated 3-D laser scanner had been used to measure boats on two occasions in two countries. The equipment is capable of acquiring an enormous number of points, but the extraction of the points that are really needed to build an IMS offset hull file without the need of a surface creation requires further work. This is being developed, but has not been finalized.

Two more boats had been measured using less sophisticated and much less expensive laser-based topographic theodolites. The equipment is able to produce an IMS offset file without too much work for data reduction and requires an amount of labor comparable with what is needed with the current "wanding" machines. As these instruments are commercially available and not dedicated to hull measurement, they could be hired, borrowed or shared with other people able to use them for other applications without needing the large investment of a purchase.

The Chief Measurer asked to be kept informed on the experiments being carried out in different countries, reminding measurers present that they are not to be used to produce an "official" offset file until a standard procedure and testing of different equipment can be completed for ORC approval.

9.4 Submissions

AYF 1- see ITC Minutes

KNWV 1 It was agreed to include a new separate field in the DAT file for TPS to improve the assessment of different spinnaker areas. It will be used for Asymmetric spinnakers only, and not have an influence on the calculation of the Symmetric spinnaker area.

KNWV 2 It was noted that with a "pdf" writer a computer image of an ORC Club certificate could be obtained, without the need of printing it on paper. Some cheaper alternatives to the original Acrobat software to write a "pdf" file are available on the market.

KNWV 3 The Committee agreed in concept with the publishing IMS / ORC Club certificates on websites, recognizing however that the question has some national variations with regard to legal implications in some countries and that it cannot be done centrally. Discretion should be given to relevant Rating Offices for their websites.

KNWV 4 The current way to handle measurement data does not permit calculation of the actual area of sails that are cut in different shapes for different purposes. Therefore the proposal, which was also raised in previous meetings, cannot currently be implemented.

FIV 1 The Committee agreed on the Submission, permitting halyard locks, but only on boats with LOA greater than 20m.

FIV 10 & RFEV 1 -- see ITC Minutes 8.3.4

RFEV 3 The proposal to tighten the Cruiser/Racer Regulations was not supported.

RFEV 5 Strut Drive installations. see ITC Minutes 8.6. The Committee had agreed on the publication of the standard measurements for the known units in production.

RFEV 7 Some complaints had been received about the Chief Measurer's Interpretations not being circulated widely enough. The CM agreed to publish them on the ORC website in the future and to consider it as the most effective method of publication.

RFEV 10 HMI Maintenance -- The maintenance of machines by US Sailing had become difficult and expensive. Dan Nowlan agreed to put together a list of the main components of the HMI assembly so that they can be ordered and serviced by those users who are capable of doing so without having to ship the machine to US Sailing. The discussion on the topic ranged also over possible alternative solutions for replacing unrepairable parts, in particular self-leveling laser lines able to trace a vertical plane. The device could be used as a replacement for a faulty encoder arm strain gauge on the US HMIs or the laser of the German instruments.

RFEV 11 New Hull measurement machines – see 9.3 above.

RFEV 12 It was agreed that a yacht's hull and appendages must fully assembles and in one unit for the initial hull measurement, therefore measurement of hull and appendages separately is not permitted. In order to clarify this a wording change in the Rule was recommended in Par. 401.1 as follows: "….Any appendage and any fairings,…"

However, manual measurements intended to modify offsets files according to actual modifications, errors found or any other inconsistency can be done, but at the discretion of the relevant Rating Office. It was therefore recommended to add to Rule 503 the following wording:

> "…appendages).Manual measurements of partial modifications of hull and/or appendages are permitted, at the discretion of the Rating Office."

It was also noted that the modified requirements of station spacing in the bow that were approved in 2000 have not been included in the Rulebook wording. It was therefore recommended to add to the last paragraph of Rule 505.4 the following wording:

> "…than 0.05*LOA. In the forward 15% of LOA, the spacing between stations of the two sides combined shall not be greater than 0.025% LOA"

RFEV 13 The Committee agreed that any modification to the mast longitudinal dimension in way of the deck would be bridged for the measurement of "J".

10. OFFSHORE CLASSES & EVENTS COMMITTEE REPORT

Chairman Don Genitempo reported:

10.1 Reports of World Championships.

The ORC representatives gave reports of the various events of the year:

a) Bruno Finzi had reported that the Rolex IMS World Championships in May at Capri was again an outstanding success both on the water and the social events ashore. Organized by the YCCS the event attracted 62 yachts from 8 nations, which were split into 3 divisions. They sailed 5 inshore and one long offshore race of approximately 200 miles. Production yachts dominated the standing with the Rodman 42 Telefonica Movistar winning division 1 and the Grand Soleil 42 Italtel taking division 2 and a Beneteau 36.7 Di Mare Tec winning division 3.

b) Gianfranco Alberini had reported that 34 Maxi yachts arrived in Porto Cervo in September to compete for the Maxi Yacht Rolex Cup. They sailed a series of inshore and island races in 4 divisions.

c) Bruno Finzi had reported that the 50 ft class elected to sail a circuit of events for their Royal Cup in place of one championship event. The circuit included the IMS Mediterranean Championship in Punta Ala, the Trofeo S. M. La Reina in Valencia and the Copa del Rey in Palma de Mallorca. Caixa Galicia won the 13 boat event.

d) The IMS 600 Class held the European Championship reported by Bengt-Olof Holmberg. Held in Borgholm, Sweden it was organized by the Borgholm and Kalmar Yacht Clubs – sixteen yachts from 5 countries took part. Seven different production yachts were represented and produced very close racing with the championship not decided until the very last race.

e) ORC representative Emilio Feliu had reported on the 2003 IMS European Championship, which was held in a new venue that proved an outstanding success The sailing club of Rejeka in Cres, Croatia organized the event that was attended by 91 yachts from 7 countries producing a large multinational fleet of current generation yachts and skilled crews. The three divisions sailed 7 races of combined offshore and inshore courses. It was a tremendously popular and enjoyable event, exceptionally organized. Congratulations to Zoran Grubisa and Neven Baran and the excellent race officers that they assembled.

10.2 Reports from affiliated Classes

a) IMA - Class Secretary Gianfranco Alberini had reported the owners association is requesting a review and modification of their handicapping and simplified scoring system to better equalize the diverse types of boats making up the fleet. It was agreed that a letter be directed to the class indicating the ORC's desire to accommodate their needs and a proposal to have the Chief Measurer who is also the Class' Technical Assistant to work towards a simplified system tailored to these unique yachts.

b) IMS 50 Class Association - The Spanish Federation and the Class would agree on using the same speed limits for the class and the Federation's class parameters. It had been noted that many of the Mediterranean 50s are being sold to South America and the USA and those fleets are becoming more active.

c) IMS600 Class Association – In View of the FIV submissions the Rules of the 600 Class had been extensively discussed. The Committee had agreed that the original concept of the Class should remain oriented to production Cruiser/Racer yachts suitable for family/dual purpose use and to preserve the large Corinthian fleets, no changes should be made in crew make up for sanctioned events. It is anticipated that the new Grand Prix Rule would relieve some of the pressure on the Class. Therefore no changes to the Rules for 2004 are recommended. The Committee did recommend to the Management Committee that once the data for the 2004 VPP is available the Class Rating band be adjusted to include all yachts that were 600 yachts in 2003, even if it means expanding the band beyond the 20 second width.

10.3 Submissions

FIV 11- IMS 700 The Committee had been fortunate to have input from Mr. Bruno Frank of Switzerland who was present, and Mr. Jens Hartwig by message. The existing fleets encompass the ILC 25 yachts and most of the modern sport boats, totalling approx. 300 active yachts. They are the natural replacement for the ILC 25 already with racing circuit in place. The Committee unanimously recommended to accept this submission, subject to renaming it "ORC Sportboat Class" and subject to a working party developing standardized Class Rules and parameters. These Rules and parameters had been completed and accepted.

FIV 12 – IMS 600 The Committee did not recommend acceptance of this submission for reasons stated in the discussions above mentioned.

FIV 13 – World Championship program The Committee recommended not to accept this submission as the requested program is already included in the Green Book.

IMS 50 Class Association 1 – Modify Class limits The Committee recommended approval of this submission as it is necessary to the integrity of the Class.

IMS 50 Class Association 2 – 2004 World Championship The Committee recommended approval of this submission.

IMS 50 Class Association 3 –Title of Grand Prix Class The Committee felt it could not recommend this submission as it is out of the scope of the Committee's remit.

RFEV 9 - New IMS 670 Class The Committee recommended approval of this submission. It was felt that this group of yachts is the natural replacement of the ILC 30 Class and is presently existing and racing in significant numbers. The recommendation is subject to completion of Class Rules similar to IMS 600 Class Rules with modifications as specified in submission.

10.4 Green Book Recommendations

a) Paragraph 4.4 – Modify 1st sentence to read: "Each yacht's rating certificate shall be presented in duplicate before 0900 hrs on the first day of inspections unless otherwise specified in the Notice of Race"

b) Paragraph 6.1 – To correct an error in qualification for a World Championship: Replace the phrase "coefficients must be at least 6.25" with " coefficients must be at least 5.25"

c) Paragraph 7.1 – Modify the sentence "PCS scoring will be used" to "PCS is recommended for use for the Rolex ...etc."

d) Paragraph 7.2 – Delete the sentence beginning "For inshore races it, ...etc."
Delete the sentence beginning "For offshore races, it ... etc".

The Committee reaffirmed that all requirements of the Green Book must be adhered to for all World Championship events and are strongly recommended for regional events.

2004 Calendar

The Calendar for 2004 had been discussed. The committee had received applications from the Sailing Club of Rijeka, Cres, Croatia and also from the four combined clubs of Trieste to host the IMS 600 World Championship for 2004. After reviewing the presentation of both groups the committee had accepted the invitation of the Sailing Club of Rijeka.

An application had been received from the Kieler Yacht club of Kiel Germany to host the IMS 600 European Championship. The Committee was pleased to award the event to the Kieler Y.C.
The committee had been also pleased to announce the newly recognized ORC Sportboat European Championship at Brunnen Switzerland.

The 2004 event calendar is reported in Item 14.

The Offshore Classes and Events Committee recommendations were agreed.

11. RACE MANAGEMENT COMMITTEE REPORT

Chairman Ecky von der Mosel reported:

11.1 IMS Guide

A draft version of the renewed IMS Guide had been reviewed. Comments were collected and will lead to minor changes in the wording and content. The main items were:

- The title should be: "Guide to Race Management and Scoring of IMS and ORC Club"
- Add an appendix for ORC Club
- Add an appendix for Constructed Course Explanations

11.2 New Windows-based Version of the scoring program, VELUM

Dr. Harald Schnitzler ("Velum") and Markus Wegmann ("Next Regatta Generation") had been working on new windows-based scoring software. Ecky von der Mosel had demonstrated a beta-demo version of Velum/NG. The main features are:

Multi-language Capability
Scoring types: IMS, Club, single-number systems , one-design classes, yardstick systems
Unlimited number of:
- competitors
- races
- groups

Group definition allows for:
- unlimited number of scoring and starting groups
- evaluating different scoring types, courses, etc., in the same race

Race definitions and IMS course specification:
- similar as previously in the parent Velum and NRG software
- compatible with the ORC Club specification

Import of TXT, ASCII, CSV, old Velum / NRG file types

Output (HTML listings) of:
- competitors
- scoring groups
- race finishing times
- race results
- series results

Anyone with further questions was invited to send an mail to "Markus.Wegmann@i499.de".

It is planned to finish the software by April and to test it by parallel use with other scoring software.

Nicola Sironi had reported ongoing developments with the Altura software, which remains the calculations benchmark for other IMS scoring programs. It had been made freely available through the ORC website for the last few years. A comprehensive manual in English had been recently added to the website. He reported that the author, Juan Paradela, is also working on a Windows version of Altura, which should be available in a short time.

A few recommendations for changes to Altura were collected by Nicola, who will report these to Juan Paradela in order that they may be implemented for the 2004 edition.

12. PROMOTION AND DEVELOPMENT COMMITTEE REPORT

Chairman Giovanni Iannucci reported:

After welcoming the Committee members present and the numerous guests, the Chairman introduced Jeremy Tolhurst, the new member of the ORC staff who will be primarily involved in the implementation of promotional projects, thus eventually fulfilling a key requirement repeatedly recommended by the Committee for the last five years.

12.1 Review of Activities and Results

A report forwarded by the Promotion & Development Committee Chairman to the Management Committee in March was circulated and discussed. It was noted that several questions which had been posed, such as the policy about acquisition and distribution of promotional items and the IMS Ranking List, were still waiting for a decision.

The recommendation to organize an ORC dinner for guests in Cowes on the occasion of the Admiral's Cup had been approved. A very successful dinner party was held in the Pavilion of the Royal Yacht Squadron. ORC Christmas Cards have been printed with the intention to give them to Council and Committee Members at the November meetings and send them to ORC Rating Offices. However, they had had to be mailed to Barcelona and he hoped they would be delivered in time to be distributed.

In conclusion, the results achieved were again marginal, mainly due to the available staff being already burdened with running the routine requirements and all other business of the ORC.

12.2 Tasks Assigned by the Management Committee

A list of key promotional items which the Management Committee had felt worthy of early attention was circulated and discussed. It was noted that the following items reflect recommendations already formulated by the P&D Committee in its five years of activity:

Website upgrade
Newsletter
Press Releases
Link with Designers
Link with Builders
Link with NA's and Yacht Clubs
Magazine Articles
Information about ITC Work

The following ones:

Simplified Scoring and Single Number
Name change for the IMS

were options being considered by the Management Committee which had been offered for evaluation of their promotional impact on the offshore sailing community.

The last one:

Sharpen the ORC image

would be enhanced by the initiatives listed above. The Committee felt that it would be achieved once the key decisions were made by the Council and a proactive promotional and information campaign was initiated and sustained.

12.3 Discussion on the Items in Section 2 above

12.3.1 Website upgrade:

It was decided that the upgrade and update initiated by Nicola Sironi be continued by Jeremy Tolhurst with the assistance and supervision of a yet undecided member of the Management Committee or of the P&D Committee. The main requirement is the expansion and continual updating of information on the website, to include a redesign of the site, providing downloadable promotional material such as presentation files, photos, video clips and desk top accessories.

12.3.2 Newsletter:

The Committee recommends the distribution of a Newsletter. The means of dissemination, the frequency and the content of the newsletter were discussed. It was decided that it should be a monthly issue posted on the web site and sent by e-mail to a wide list of addressees. It should include, but not be limited to, news, technical issues, around the world reports, results and interviews. Miguel Rosa had volunteered to oversee the producing of the newsletter, that Jeremy Tolhurst will put on the web site and dispatch by e-mail. Input from Council and Committee Members, as well as from individuals and organizations in the offshore constituency, are vital to maintain the agreed frequency of the newsletter and keep the initiative current and informative. A short presentation to Council on the subject was made.

12.3.3 Press Releases:

It was decided that in the event of significant news and when timeliness is a factor, press releases should be launched immediately and not delayed until the monthly newsletter. Of particular importance is the timely issue of a press release about the ongoing Annual Meetings. This must clearly reflect and explain the current news about the ORC.

12.3.4 Link with Designers:

It was recognized that links with designers are important. The first step should be to include them in the mailing list and other initiatives intended to establish better communication channels. It was suggested that sailmakers, who are very close to owners and sailors, should receive equal attention.

12.3.5 Link with Builders:

In addition to including builders in the ORC mailing list, the committee again recommends that ORC provide promotional packages including a complimentary pro forma certificate for the first year, to each new boat. Although certainly not easy to put into effect and requiring the involvement of the relevant NAs for the issuing of certificates, the possibility will be explored again. The assistance of the ORC Members with the major boat builders in their countries would be of great help to facilitate initial contacts with the builders and obtain early measurement of new production boats. In addition, there could be an invitation to new owners to get in touch with the ORC through a form, which would include them in the mailing list for the newsletter, other useful information about their boats and ORC racing and developments.

12.3.6 Link with the National Authorities and with Yacht Clubs:

NAs and Rating Offices will be at the forefront of our mailing list, not only for the newsletter and the press releases, but for the publications, all technical updates and any promotional vehicle which might be developed. Yacht Clubs which are known to organize offshore races would also be included in the mailing list. The Committee would rely on ORC Councillors and Committee Members to add additional clubs and organizations to the list.

12.3.7 Articles:

In addition to the routine articles in “Seahorse” the access to other wide-distribution English language magazines will be pursued. Councillors and Committee Members are encouraged to contribute and to assure the ORC presence in sailing magazines in their countries.

12.3.8 Information about ITC Work:

Any information received from the ITC would be assigned high priority for distribution.

12.3.9 Simplified Scoring and Single Number:

This item was discussed at length. The opinion prevailing by a slim margin was that the IMS offers a wide range of scoring options, which range from the single number (GPH or ILC) to performance scoring through TMF and Performance-Line. It seems awkward and often inappropriate to impose a single scoring system on events or organizations.

The suggested policy is to give wide publicity to the various options available and use all available means to recommend the use of the simplest of them whenever there are doubts about the ability of the Race Committee to handle correctly the more complicated ones.

The P&D Committee recommends the establishment of a race management/scorer point of contact in the rating offices of the member countries. This individual would be available to assist in scoring issues, as well as available to educate race management officials regarding ORC scoring.

12.3.10 Name for the IMS:

This item received much attention and a thorough discussion. The opinion which prevailed, again by a slim margin, was that the IMS is still very successful in certain parts of the world and that changing its name would not change the negative attitude towards it which is present in other parts of the world. It was therefore recommended that the name remain unchanged and wide publicity be given to the ITC achievements and to the promising trend in the research activity.

12.3.11 New Image for the ORC:

A new, better image for the ORC would certainly be achieved if all the above initiatives and recommendations receive attention and support by the Council, the Management Committee and the P&D Committee Members. The necessary funding for implementation must be budgeted by ORC.

12.4 Successor to the P&D Committee Chairman:

The Chairman confirmed his intention, as anticipated last year, to step down after five years, to be replaced by Emilio Feliu Serra from Spain, subject to the approval of the Council and of the relevant Nominating Body. He also expressed his willingness to continue to offer his contribution to the promotional activities as a Member of the P&D Committee.

The Council thanked Giovanni for his excellent report and expressed its gratitude for his hard work and service as P&D Chairman over the past five years.

13. MANAGEMENT COMMITTEE REPORT

13.1 ISAF Matters:

The relationship with ISAF had been discussed and it had been agreed to request of ISAF the following:

- Signature of Special Regulations license agreement
- Status as Affiliated Member (as prior to the merger plan)
- Cease referring to the ORC as the "IMS Group"
- To be nominated the custodian of the Offshore Team Worlds from next year's edition
- To have a permanent seat in ISAF's Council for an ORC representative
- Hold and extend the discussion of the Offshore Forum to more individuals with offshore racing backgrounds
- Change Paragraph 18.7 of the ISAF Regulation to include the Team Event with a guarantee to maintain this regulation for the future

Philip Tolhurst had reported on his various meetings and discussions with Arve Sundheim, who confirmed that the signature of the license agreement for the Special Regulations is on the Executive Committee's Agenda. The version of the agreement to be signed, including the amendments made in the month of July, had been checked by the Chairman and Honorary Treasurer.

13.2 Submissions:

The Committee reviewed the submissions allocated to the Management Committee:

IMS 50' 4 – ITC guidance and decisions by September
The Management Committee was already working with the ITC in this direction

KNWV 3 – Publishing of certificates on internet
The Management Committee agreed National Authorities might publish them, but leaves it up to each National Authority.

FIV 7 – Halyard locks
The Submission was agreed. see also Measurement Committee 9.4

FIV 8 – Permitted Materials
The Submission to deregulate permitted materials in very large yachts was agreed in principle, subject to careful review of materials and wording by the ITC member David Lyons prior to publication.

RFEV 6 – Tank testing of the most common strut drives
This had already been performed in Madrid.

RFEV 7 - Rule interpretation procedure
The Management Committee proposed amendments to support the submission and these had been proposed and agreed. See also Measurement Committee 9.4 and EGM 1.10.

RFEV 8 – To define a clear working system
The Management Committee proposed amendments to support the submission

RFEV 14 – Allow the use of lifelines with sleeving
The Management Committee supported the submission

13.3 The renewal of the contract for the Scoring Software "Altura" was agreed for a period of four years. It was observed that it is appropriate to offer a choice in scoring software and therefore the same level of promotion will be given to both "Altura" and the German scoring software.

13.3 The Committee had agreed to recommend an ORC commitment to fund one third of the joint Rule Working Party budget for the coming year.

13.4 The Management Committee felt that there is a need for the position of general manager of the Company and would interview accordingly.

14. CALENDAR FOR 2004 -- MEETINGS AND EVENTS

15th – 22nd May	Rolex IMS Offshore World Championship	Capri
30th May – 5th June	IMS European Championships	Punta Ala
20th - 27th June	Sardinia Rolex Cup (Offshore Team Worlds)	Porto Cervo
Last week of June	IMS 600 European Championship	Kiel
1st – 4th July	IMS 50' World Championship	Valencia

30th July – 8th August	Copa del Rey	Palma de Mallorca
13th – 17th August	ORC Sportboat Europeans	Brunnen (Switzerland)
4th – 10th September	Maxi Yacht Rolex Cup	Porto Cervo
11th – 18th September	IMS 600 World Championship	Cres (Croatia)

The 2004 Annual November Week meetings will take place from the 3rd to the 9th November in Copenhagen, Denmark.

There being no further business, the meeting was adjourned at 13:15.

2003 IMS/Club Fleet Statistics

IMS/ORC Club Fleet Statistics

	1998		1999		2000		2001		2002		2003	
Country	**IMS**	**Club**	**IMS**	**Club**	**IMS**	**Club**	**IMS**	**Club**	**IMS**	**Club**	**IMS**	**Club**
Argentina	78		101		101	58	110	50	69	15	89	58
Australia	346		292		264		264		191		173	
Austria									28	13	9	8
Belgium	8	1	6	75		25	3	13			11	12
Brazil	250		139		63	57	60	85	85	110	75	65
Canada												26
Chile	0		5	15			10	24	106	11	72	25
Croatia	15		30	80	30	140	40	152	41	100	59	110
Denmark	10		15		8		6		4		2	
Ecuador									10		5	
Estonia									7	5	7	7
Finland	130		139		130	5	112	4	120	14	107	24
France	84	13	66	267	40	188	43	198	33	446	41	398
Germany	595	202	505	226	522	243	533	259	520	282	476	290
Greece	233		195	94	216	245	225	320	228	338	194	396
Italy	557	103	598	437	572	351	594	496	699	615	664	734
Japan	185		126		106		113	484	98	682	78	759
Malta								10		13	1	23
Netherlands	520		430	674	517	1000	488	1070	410	1061	468	1241
New Zealand	61		15	90	10	200	10	230	9	258	8	100
Norway	14	2	4	20	4	45	13	107	11	116	20	14
Peru									13		15	7
Poland										32	3	47
Portugal	9	7	7	51	3	48	4	87	17	36	23	95
Russia											2	
South Africa	33		24		21							
Spain	611	212	708	305	680	380	615	394	689	496	702	497
Sweden	188		178	44	180	40	171	83	147	114	107	124
Switzerland				136		231		281		295		323
Turkey			10		6	12	5		5		5	
UK	76		35		11		12		7		7	
Uruguay											6	2
USA	627	36	555	14	583	2	379		347		277	

Totals Club	576		2528		3270		4347		5052		5385	
Totals IMS	4630		4183		4067		3810		3894		3706	
Total Full & Club	5206		6711		7337		8157		8946		9091