

OFFSHORE RACING CONGRESS

World Leader in Rating Technology

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Annual General Meeting held on 8th November 2005

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MINUTES of the **Annual General Meeting** of the Offshore Racing Congress, Ltd. held at 1430 on 8th November 2005 at the Grand Copthorne Waterfront Hotel, Singapore

Congress Members Present:

Bruno Finzi (Chairman)	Italy
Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
George Andreadis	ISAF & Greece
Gustavo Benavent	Spain
Sten Edholm	Scandinavia
José Frers	S. America (except Brazil)
Zoran Grubisa	Croatia
Giovanni Iannucci	Italy
Noboru Kobayashi	Japan
Chris Little	U.K.
Patrick Lindqvist	Scandinavia
David Lyons	Australia
Alessandro Nazareth	Italy
Peter Reichelsdorfer	USA
Abraham Rosenberg	Brazil
Dierk Thomsen	Germany/Austria
Ecky von der Mosel	Germany
Tatsumitsu Yamasaki	Japan
Hans Zuiderbaan	Benelux Countries

Apologies for absence:

H.M. King Harald V of Norway	Honorary President
David Edwards	Councillor of Honour
Olin Stephens	Councillor of Honour
Don Genitempo (Deputy Chiarman)	USA
Marcelino Botin	Spain
Jaime Ensenat	Spain
Bruno Frank	Switzerland
Peter de Ridder	Benelux Countries
David Kellett	ISAF
J.B. Mothes Masse	France
Ioannis Marackoudakis	Greece
Francoise Pascal	France
Peter Taylor	New Zealand
John Winder	USA

Officers present:

Paolo Massarini	Level Class Director
Vivian Rodriguez	Secretary
Nicola Sironi	Chief Measurer
Pilip Tolhurst	Management & Treasurer
Ken Weller	ORC Club Consultant

Committee Chairmen:

Manolo Ruiz de Elvira	ITC Chairman
Alan Green	Special Regulations Chairman

Committee Members:

Per Boymo	Measurement
Eva Holmsten	Race Management
Friedrich Judel	ITC
Axel Mohnhaupt	ITC
Tony Mooney	Measurement
Dan Nowlan	Measurement
Edoardo Recchi	Offshore Classes & Promotion & Development
Minoru Tomita	Special Regulations
Theodossis Tsaltas	Measurement

Observers:

Bereniche Chiarello	
Maria Dayianti	Crete
Yoshikazu Fukuda	Japan
Ken Hayashi	Japan
George Hourdakis	Crete
Roula Galani	Greece
Janet Grosvenor	U.K./RORC
Georgakis Philippos	Cyprus
Konstadina Sfakianaki	Greece
George Sykaris	Greece
Peter Wykeham-Martin	U.K./RORC
Ichiro Yokoyama	Japan

1. MEMBERSHIP

Chairman Bruno Finzi welcomed all to the meetings and introduced the new Congress Members - Gustavo Benavent (Iberian Peninsula), Noboru Kobayashi (Japan), Alessandro Nazareth (Italy), Peter Reichelsdorfer (USA), and Tatsumitsu Yamasaki (Japan). He thanked the retiring Congress Members – Larry Bulman (USA), Estanislao Duran (Iberian Peninsula), and Minoru Tomita (Japan). There were also proposals for new committee members and other committee changes which would be taken up during the meeting.

2. THE CHAIRMAN'S REPORT

ORC has had a positive 2005. Major investments have been made for the future and the ORC Level Grand Prix Classes have been established. There has been excellent racing at the highest levels and new countries have entered the ORC community. ORC communication with the sailing community has also improved through a new website, newsletters and seminars in several countries.

Three new ORC Level Classes were officially launched in September. I would like to take this opportunity to thank all the designers and builders who have supported ORC in this task. There are now several designers working on these classes, for example, the Spanish Botin & Carkeek, the Italian Felci Yacht Design, the German Judel & Vrolijk and the American designers Nelson & Marek. The first ORC42 boat, designed by Farr Yacht Design, has already started construction at Latini Marine yard near Rome. It is my hope that these Grand Prix boats will attract sufficient numbers of professional IMS sailors to alleviate pressure at the top end of IMS. The work to form class associations as well as to organize race circuits for 2006 is well under way. A meeting with representatives from several nations was held in Genoa during the boat show, and another one will be held in Stamford, Connecticut in mid-November.

ORC has started a major investment plan to rewrite the computer software for the VPP. It is foreseen to be finalized in 2006. This will consolidate IMS as a scientifically based and transparent rule. Wind tunnel tests have recently been performed to better define the effects of mainsail roach and overlapping jibs. R&D continues to be funded by ORC to keep improving the accuracy of IMS as well as ORC Club. Work in the International Technical Committee has been somewhat affected by several members' commitment with America's Cup design teams, but we are proud that they are a part of the ORC team.

The ORC management structure has been improved in 2005. Some new resources have joined existing ones and committee work is being reviewed to allow a constant flow and exchange of ideas during the year. The new website has doubled the number of visitors. We have also seen an official request from Cyprus to join ORC while Hungary has also expressed interest. ORC will support any such approaches by emerging new countries in the offshore area by organizing training seminars.

The ORC is also in the process of reorganizing and facilitating access to the immense database of hull shapes and offset files in a way that ORC Club certificates may be processed without having to measure boats and thus facilitating owners and production boat yards.

The Australian Yachting Association has put forward an important proposal to use IMS principles as a way to certify yacht stability. ORC is investigating all the possibilities relating to the pure measurement side of IMS, as we are conscious that this part is still the only universally recognized standard and reliable approach when measuring offshore yachts. One small sign of that is the TP52 class, having huge success with close racing in elapsed time with different designs.

The triple number simplified scoring adopted in 2005 has been a great success in allowing Race Organizers, who are not wishing to cope with the full capabilities of IMS, to score in a fair and easy way through different wind conditions. In the Maxi group, ORC was also glad to read the announcement of a newly formed IMA Mini Maxi division (18 to 23.99 m LOA) to adopt IMS/ORC Club.

3. THE TREASURER'S REPORT AND AUDITED ACCOUNTS

Philip Tolhurst reported on the audited accounts for the 2005 Financial Year. He reported that after one year of testing, the accounts are now being run with a computer based program and that, as agreed last year, all financial reporting is in Euros. The small year-end deficit had been less than budgeted, despite investments in research and programme development. Some of the outstanding levies for past years had now been settled, but others remain pending. Those which cannot be settled within the next year will have to be written off. He presented the budget for the 2006 financial year, which was approved.

Giovanni Iannucci objected to another increase in the ORC Club levy rate, however the increase agreed at last year's meeting was confirmed at Euro 35 for 2006.

The Audited Accounts were proposed, seconded and duly approved by Congress.

4. APPOINTMENT OF AUDITORS

A motion from the Chairman to re-appoint Hays McIntyre as auditors for the coming year was seconded and agreed.

5. APPOINTMENT OF HONORARY TREASURER

Members approved the Chairman's proposal that Philip Tolhurst be re-appointed Honorary Treasurer.

6. MEMBERSHIP OF COMMITTEES

The following changes were agreed with effect from 10th November, 2005:

ITC	Fabio Fossati to join the committee as Research Associate
Measurement Committee	Per Boymo to replace Flemming Nielsen Tony Mooney to replace Mark Robinson
Special Regulations Committee With effect from 1 st January 2006	Patrick Lindqvist as Chairman to replace Alan Green who will leave the Committee Minoru Tomita and Sten Edholm as full members, not co-opted
Offshore Classes & Events Committee	Peter de Ridder nominated as Classes Deputy Chairman Zoran Grubisa nominated as Events Deputy Chairman Juan Amanero to replace Estanislao Duran Thomas Nilsson to replace Thomas Blixt Edoardo Recchi to replace Gianfranco Alberini
Promotion & Development Committee	Zoran Grubisa to replace Sven Christensen Larry Bulman will leave the Committee

REPORTS & RECOMMENDATIONS OF COMMITTEES

7. INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Manolo Ruiz de Elvira reported.

7.1 Previous Minutes

A correction had been made to the September Minutes, item 11, where it should have read “below 24 m” instead of “above 24 m”.

7.2 Test fleet Update

It was agreed to update the Test Fleet with the latest production designs as well as a number of representative TP52 designs.

7.3 Aerodynamic Modeling.

7.3.1. Upwind aerodynamics – Overlap effects (KNWV 2) and mainsail roach :

As already noted in the minutes of the last ITC meeting in Hamburg last September, during the last week of August ORC aerodynamic tests were performed in the wind tunnel facility at the Politecnico de Milano (Italy) under the supervision of Fabio Fossati. During these tests three different configurations of Mainsail roach were evaluated as well as three different headsails with different degrees of overlap (100, 135 and 150%) with different heel angles.

The sail fabrication was contributed by the North Sails sail loft at Carasco (Italy) under the supervision of Gigio Russo who personally attended the tests and performed the sail trim. Fabio Fossati had compiled a comprehensive report and the first impression from the ITC was that the results represented very high quality data which the Committee has just begun to be properly analyze.

The ITC expressed its gratitude for the efforts of Fabio Fossati and the Politecnico de Milano wind tunnel team, Gigio Russo and the North sail loft, the Committee members directly involved in the preparation and coordination of the project, as well as Peter Reichelsdorfer and The North Sails Group who donated the model sails used during the tests.

However although large effort was made to obtain valid conclusions to be implemented for the 2006 VPP, the ITC does not feel comfortable with the results believing that a partial implementation would not have the desired effects. Ongoing work will continue through 2006 with the purpose of finalizing a complete proposal for the upwind aerodynamic model for next year which will include a more realistic depowering scheme for boats with overlap that accounts for the jib base reduction.

This also affects the mainsail roach studies, where a partial implementation of the center of effort height calculation was discarded, since without the model for the effective span, it would not provide a correct evaluation of its effects on performance.

7.3.2. Spinnakers with wings (KNWV 5):

After some discussion, the ITC concluded that the aero model does not have the means to evaluate in a correct way such sails. It was agreed not to allow them for racing under IMS leaving open the possibility of allowing their use restricted to ORC club, and suggesting that in that case, the area of the wings should be added to the spinnaker area to obtain a total to be used for the VPP calculations.

7.4 Hydrodynamic Modeling

7.4.1 Residuary Drag correction for overhangs length :

The effect of overhang length on residuary resistance was worked out on the basis of the master thesis of Evert Lataire of Delft University. The main principle is that all models of the Delft Systematic Series have a constant LWL/(LWL+Overhang) ratio of .83, while this ratio for the IMS-fleet ranges from .78 to .1. When boats with a

different overhang ratio travel at higher speeds, the effective Froude Number (F_n) is also different from those observed during the model tests.

A F_n transformation has been introduced, which uses at higher speeds the waterline plus the overhang length as the relevant wavemaking length. This has the effect that the predicted residuary resistance at higher speeds decreases for boats with longer overhangs than the Delft Models relative to the ones with shorter overhangs.

The ITC evaluated the effect of this change on the test fleet and decided that the effects were according to expectations and perceptions. Its implementation for the 2006 VPP was agreed.

7.4.2. Effect of sail induced trim :

Currently the IMS LPP/VPP does not consider the effect of the sail induced trim other than what is implicit in the tank test experiments. However this has a significant effect in a number of factors like length, wetted surfaces and even the data used to perform the tank data expansion for the residuary resistance regressions. With this in mind the ITC plans to include this effect in future studies with the intention of defining a sensible scheme for its use and effect in calculations.

7.4.3. Appendage tip influence on effective draft (DSV3):

As already reported after the September meeting, a number of keel geometries with different types of tips including bulbs with different shapes, simple keels, winglets and a combination of these were generated and analyzed with the help of CFD by CRAIN in France under the supervision of Philippe Pallu de la Barriere. Some additional configurations were calculated during the last month and added to the original results. This has shown to be a better way of evaluating the effect of keel tips of different shape.

A full model for bulb and wings has been generated. This provides a better evaluation for wings and shows that for normal bulb configurations some smaller corrections with regard to effective draft might be reasonable. However after studying test runs the Committee proposed just a partial implementation at this stage, due to some potential problems resulting from the level of noise in some measured offset files that will require further work in order to avoid any anomalies. A more sophisticated wing/bulb identification code will be designed at some point in the future.

For 2006 it was agreed to replace the current winged keel treatment by the new formulation in those offset files in which stations include the point code "4" (or for U.S. files, the wing flag is true), but limited to the wing effects only (not the bulb ones). After anomalies are studied and solved the complete model including all bulb and wing geometry combinations will be implemented.

The proposed change will treat in a more favorable way the current configurations with wings, especially those in yachts with wings in shallow draft keels.

The second paragraph of IMS 528, Maximum Draft Including Keel (DHK), will be revised to the effect,

"Where a keel has been classified Wing Keel, the Effective Keel Draft (D) is adjusted by a Keel Endplate Depth Adjustment (KEDA) of not less than zero. The adjustment is based on two shape functions taking into account the span of the winglets, the draft at the point of maximum span and the maximum draft, DHK0. The VPP uses D to calculate induced drag due to keel side force."

7.5 Crew weight and position:

7.5.1. Crew Weight (DSV2):

DSV proposed to apply the "penalty system" for crew weight (consisting of ignoring the weight for calculation of the sailing displacement) above the lower weight limit instead of the limit as one way to encourage "yacht stability" vs. "crew stability". The results of some test runs showed undesired effects with some boats taking an unfair advantage of the change thus this approach was not considered appropriate for implementation

7.5.2. Default Crew Position Fore & Aft:

The crew position, which effects the longitudinal trim of a yacht, was examined and agreed to be moved further forward when calculating the sailing trim. The modified crew position better represented the practice in trimming of modern yachts and provided more realistic modeling the yacht parameters.

Test runs showed more realistic results for some anomalous yachts and thus the implementation of the default position 0.10*LSM0 aft of the longitudinal center of buoyancy in Measurement Trim (instead of the current 0.15*LSM0) is proposed for the 2006 VPP. Accordingly Rule 716 will be modified to read as follows:

*“CGWL is taken as 0.10*LSMO abaft the longitudinal center of buoyancy in Measurement Trim.”*

7.6 Strut Drive Standard Dimensions (DSV4)

The ITC agreed that using standard measurements for standard strut drives is a reasonable approach that eliminates measurement uncertainties. This will be in the form of an ORC measurement instruction to Rating Offices.

Relating to this, an error in the wording of rule 608.3 was detected (however the current VPP implementation is correct) thus the following paragraph:

“For the purpose of the strut drive calculations above, ST4 shall not be taken as less the 0.1 nor greater...”

should be replaced by

“For the purpose of the strut drive calculations above, ST4 shall not be taken as less than 0.1 (except for those units with a physical measurement of ST4 below 0.1) nor greater...”

7.7 Age allowance (FIV1):

It was agreed not to propose averaging Age and Series dates since it would imply an unfair treatment for production boats that fully maintain the original design, for example, one-design classes that race in mixed fleets.

7.8 Interior requirements for the racing class (FIV2)

With regard to the IMS Regulations proposed changes it was agreed:

- To maintain the current limits of interior height since the proposed reduction is considered excessive when interior height requirement is considered necessary for racing yachts.
- To delete the requirement in rule 307 for some berths to be of the hard bottom construction for yachts with an AL of 8.5m or greater since this has little impact on performance.
- To maintain Rule 310 as it stands.

It was also noted that IMS Regulations 101 gives discretion of application to event organizers which could be exercised to deem that Grand Prix yachts which complied with the ORC GP Rules were automatically qualified for IMS Regs Racing Division.

7.9 Limit of internal ballast (FIV3):

The ITC believed that, although limiting the amount of internal ballast for Cruiser/Racer yachts would be desirable, it is difficult to define and enforce such a restriction, since there are a number of ways to achieve the same end by artificially increasing the weight of some elements of the yacht (see also 14.1).

7.10 Stability requirements (YA1):

The Committee has reservations about modifying BLRI without undertaking further study as ISO12217-2 does not clearly address yachts with movable and variable ballast. In the meantime it was agreed that righting arm data for Appendix 10 yachts could be printed on the IMS certificate together with the center of effort height of the mainsail plus fore-triangle. This would provide sufficient information for independent calculation of other stability factors such as FKR and FIS which are required in ISAF Special Regulations Appendix K.

7.11 Scantlings

Following a day of the Committee's September meeting which was kindly hosted by Germanischer Lloyd in Hamburg, it was agreed that a "user profile" indicating the basic requirements for a new scantling rule would be considered and forwarded to the Classification Society as an aid to its work in developing its rules. Accordingly, the Committee felt that ongoing work in this area should focus on the needs of all offshore racing yachts, which include:

- Plan approval for the designs up to say 30m LOA.
- A practical way of checking if the yacht's construction is in accordance with the plans.
- Materials property verification and building process approval.
- Suitability of the rules for use in Special Regulations categories 0-4 perhaps with graded compliance.
- Inclusion of newer design features such as canting keels and water ballast.
- Evidence of compliance for Race Organisers.
- A gauge of the rules' scantlings versus the draft ISO 12215.
- Affordability for the yacht owner and usefulness for insurers.

The committee is willing to continue its assistance to Germanischer Lloyd.

7.12 LPP/VPP rewrite status

The full LPP/VPP rewrite has already started and the immediate target will be having the current code working with the same results by spring next year within a new development environment that allows full Windows XP compatibility. After that, new features will be added which will be defined for the next meeting for continuing work with the research programmer in charge of this project.

7.13 Summary of Proposed VPP Changes for the 2006 VPP.

New treatment for winged keels.

- Modification of the crew longitudinal position for sailing trim.
- Residuary drag correction for overhang length.

7.14 Recommendations on GPH Class limits

The proposed changes to the VPP result in a minimal change in speeds compared to the 2005 version and for this reason no recommendation was made that class breaks be reviewed.

The Congress was grateful for the work of the ITC and agreed the rule proposals for 2006 as a single package.

7.15 ORC Research Fund

For the incoming year one of the ongoing projects, the LPP/VPP rewrite is already covered by previously approved budget,

Besides this project, ITC plans to perform CFD calculations and possibly some additional Wind Tunnel tests. Congress agreed to allocate up to 20,000 Euros for this project.

7.16 ITC 2006 Agenda

The ITC's principal projects for next year are:

- Continue the rewrite of the IMS LPP/VPP.
- Continued research on overhangs with added truncated transoms treatment.
- Studies of sail trim moment effect and Residuary Drag in general.
- Development and implementation of a fully revised upwind aerodynamic model.
- Study the possibility to evaluate "Code zero" sails and long spinnaker poles.
- Further refine the treatment of bulb and winged keels
- Review and address Centerboard treatment

8. CLUB WORKING GROUP

The Club Working Group meeting had been held in England 8th & 9th October, as some members would be unable to attend in Singapore. Working Group member Ken Weller reported on behalf Chairman Boris Hepp.

8.1 ORC Club Certificate Print:

The Working Group had itemized existing print program problems with, and revisions to, the Club certificate. Contact with Microsoft Technical Support had revealed that a known, but undocumented software bug existed in all versions of Microsoft Access software to date. This bug was preventing the addition of new data fields and graphic revisions to the Club certificate. The original US Sailing programmer had spent many hours attempting to work around this impasse, but had so far not been entirely successful and could no longer contribute much time to the problem due to his primary assignments at USSA. The WG was making arrangements for an alternative resource for solving the issues, which might include converting the code to Visual Basic or other alternative program platform. Outstanding Club print issues included:

- a backstay may be shown in the graphic as adjustable when it is not
- the rule change permitting both asymmetric & symmetric spinnakers requires Club print changes
- rule change allowing asym on pole also requires Club print changes
- rule change introducing Jib Luff (JL) measurement requires Club print changes
- the addition of an office comment line is needed
- new hiking & trapeze options require changes to Club print
- CB extension should be added to the Club print

The WG had also discussed the future provision of a second page or backside to the Club certificate which would list useful information not shown elsewhere, such as the sail inventory limits for the yacht and so forth. It was agreed this would be useful enhancement in the long term, but priority would be given to solving the existing issues.

8.2 Standardized DAT Files for Production Boats:

The Group reviewed the work so far done by Jean-Louis Conti to produce "standardized" measurement data for a number of production designs. It was agreed the project should be broadened and accelerated. The standard dimensions listings and DAT files should be made available to all ORC Rating Offices to facilitate processing Club certificates.

The basic procedure is to use fully-measured IMS files, averaging the input values, while excluding the extremes. Jean-Louis had volunteered to continue building this database with additional models and a scheme for distribution would be established. In a number of cases, it would be necessary to provide explanatory information on variations of production options within a production series.

8.3 Fleet Database:

Ken Weller reported on progress with the general database project. A full distillation of the fleet database had last been done in 1998. A number of screens for duplicate offset files, widows and orphans, different offset files with the same file name and so forth had been performed at that time. The file distillation schemes were being re-established with programming assistance of Panayotis Papapostolou from Greece and several beta runs had now been performed at various stages of development. Ken Weller displayed for Congress members an example of the listing of all production models which had been rated. This has been posted on the ORC website for the benefit of owners and others interested in learning if their particular model already has measurements on file which would facilitate obtaining a rating certificate.

Further refinements to the system will be necessary to ensure that the database provides the necessary information to make it useful to rating officers, who will then be provided with the means for secure access to the files they require over the Internet. This work is under way and when complete will ensure rapid retrieval of needed files and also relieve Nicola, Ken and others of time-consuming searching for, and delivering, specific file requests from rating officers. This work will be a high priority for 2006.

The WG had considered improvements in the file-name encoding of Club offset file types to prevent them from being mistakenly used for IMS purposes. Using the 3-character file-name extension was tentatively agreed, the procedure being to add file-type extensions incorporating the letter "c", e.g., offset file name "US12345.ofc"

would be a Club offset file, which might have derived from designer's lines drawings, rather than having been field measured. This scheme would require program changes to recognize the additional file types.

The Chief Measurer observed that it could be possible that in the future rating offices would run the VPP remotely over the web, using a web page to enter input and in return receiving a certificate ready to print and distribute.

Advantages and disadvantages were discussed and with regard to support of local races and measurement processing in the field. There is a significant concern against the plan. Internet coverage is still a problem in remote areas and even in modern harbors where wireless LAN connections need a password or key. Not having the IMS VPP installed locally on a desktop computer or laptop will make it impossible for rating officers to deliver the type of flexible service to customers they need and are used to. Problems like printing the certificate "in the field", who is sending out the invoice, internet security, different national organizational structures etc. were raised during discussion.

8.4 OFF-Finder / OFF-Builder Software:

Certain current inconveniences with the software tool used by some rating offices to develop rational surrogate offset files for Club boats had been discussed. The OFF-finder software is not using the latest offsets and the OFF-builder has some bugs. Jean-Louis, Nicola and Ken reported problems in installing the program and problems of working with it once successfully installed. The Group wished to get the problems solved, because they believe this type of program is useful and a great help in producing offset files for ORC Club.

Offset finder ideally should be developed in the direction of searching the whole offset database available, rather than 200 hull variations as now. It could do the leveling of offsets and clipping of appendages automatically. Installation problems need to be researched and cured and the run made stable (e.g., don't give odd fault messages, don't stop after fault messages, be more self explanatory, don't stop writing offset files after finishing the scaling, etc.).

The suggestion was made to stretch and shrink boats including the appendages, to make life easier and more secure for rating offices not equipped with naval architects. This might give better and more intuitive results than clipping the appendages off the offsets first and adding some basic "standard" appendages. A meeting with Andreas Franzen, the programmer, would be planned.

8.5 Offsets Screen Digitizing Tool for Scanned Lines Drawing:

A report on Marcel Wagenaar's lines-digitizing program had been made. There have been some modifications since the introduction of the program at the Delft Measurers Conference in February. A revised version was received from Marcel, but time ran out to work with it during the meeting.

Nicola had reported on a similar program developed by Andrzej Arminski, former Chief Measurer in Poland, which had also been demonstrated at the Measurers Conference. The program is the only one working under WinXP and able to show the offset lines on the screen as the Offedit used to do under Win98. Another option might be the use of the IWM from Nautatec. An installation of the Polish program on the Chairman's laptop during the meeting was not running correctly. Currently it will not process offsets in feet, doesn't change the offset file datum after finishing even without doing changes to the file, but has some promise.

8.6 ORC Club Application Form:

There had been a need to update the "model" ORC Club Application Form on the ORC website. The Working Group discussed two versions of the Form -- a German model and the ORC one presently used, but with necessary updates. With other more important jobs to be done in the very near future, the Group agreed to stick with the existing form. The updates discussed had since been made and posted on the web. An example of the revised form was projected on the screen for Congress.

The procedures followed for submitting Club Application Forms, fees charged, etc., in the several countries represented at the CWG meeting had been outlined. It was agreed that a survey would be circulated to Rating offices in order that the Group would have a better understanding of current international practices.

8.7 Club Rule Booklet:

A number of revisions were now due for the Club Rule booklet and Ken Weller would send a draft of these round to the Group in due course. Among those to be included were the Club "shortcut" versions of the IMS revised asymmetric/symmetric spinnaker provisions, the addition of the JL measurement, recognition of water-ballast and canting keel configurations and others.

8.8 Scoring Options on Club Certificate:

The Chief Measurer observed that the Performance Line scoring approximation of Performance Curve scoring could give doubtful results in some circumstances, especially with yachts finishing closely together in very light air, as the line and the curve tend to diverge significantly at the ends of the wind velocity continuum. This was discussed, but Jean-Louis and others felt that more damage could be done by changing once again the ORC's scoring recommendations, which practice was seen as tending to keep users in a constant state of confusion. Several possible remedies were mooted, each with its own disadvantages. It had been agreed to add a word of caution in the Guide and in the Club Rule booklet and also to ask ITC if they have any advice in the matter.

The CWG felt strongly that Club certificates should remain flexible and provide for those options local fleets may feel best suit their particular fleets, whether they be the most accurate choices or choices that agree with the historical preferences of an existing fleet. It has been demonstrated that it is a marketing attribute of Club that it can be tailored to local preferences regarding scoring options.

8.9 Submissions:

DSV1, certificate updates needed, Application Form updates and Club levy. Certificate and Application Form updates had been covered in 8.1 and 8.6 above, except the point regarding PIPA.

Rating Offices would be reminded that in no circumstances is PIPA to be entered directly for Club certificates, but declared or standard prop installation figures are to be used. If PIPA is entered directly in place of prop measurement data and later ITC changes the formulation for calculating PIPA (as has happened in the past), then all existing direct-entry-PIPA measurement files will contain an incorrect PIPA with no simple way to go back and correct it.

Manufacturers' strut drive dimensions can be supplied as standard, as provided by the DSV table or from Jean-Louis's standard dimensions work already done last year. Jean-Louis reported that he did considerable work in collecting data of all types of boats with all sorts of engine and prop installations. Jean-Louis's standards and those of the DSV would be reconciled and the resulting table distributed to all rating offices, subject to agreement of the Measurement Committee.

Regarding DSV1, Item f, 2006 increase in Club levies -- the Group agreed that the lower levy as compared to IMS was an effective incentive for new Club fleets and that the Club levies should not be increased again for 2006, having just been increased for 2005. ORC Club is still bringing people into ORC handicap sailing. Prices are found to be high enough in almost all countries having given input prior to CWG meeting (France, Italy, Switzerland, Germany). The CWG strongly supported the position of the DSV on the Club levy rate. (Note: See Minute 14.1)

KNWV3, merge ORC Club and IRC handicapping systems -- NOTE: the KNWV submissions were received without KNWV identification during the CWG meeting 8-9 October and no assignment to committees had yet been made. Therefore, CWG action on the KNWV submissions was not recorded in the CWG Minutes presented. However, the items in those submissions were actually discussed at the CWG meeting and these minutes reflect that discussion.

The Group did not feel it would be possible nor even desirable to attempt to combine two systems so fundamentally divergent in their approaches to handicapping. To compromise the formulations on which Club is based would, by definition, ensure that the resulting rule would no longer be scoring-compatible with IMS, that it would incur in future the maintenance cost and manpower overhead of an independent rating system instead of borrowing ITC/IMS technical developments and would no longer fill owner and organizer demand for the best technology at an affordable cost with flexible scoring options, these having been the cornerstones of Club's demonstrated success in the offshore racing community. It was further noted that IRC was a secret rule and therefore it was not possible to assess the fundamentals of what Club was proposed to be "merged" with.

KNWV4, alternatively to KNWV3, design a common input sheet for various handicapping systems and offer availability of second and other certificates at reduced rates -- The feasibility of combining different rating systems input sheets into a single, universal input sheet would require considerable investigation outside the scope of the 2005 meetings. The item was carried over to the 2006 CWG agenda. It was noted that, as issue of IMS/ORC Club certificates is performed by the ORC Rating Authorities and IRC and other certificates by clubs and other authorities, the ORC is not in position to ensure such arrangements could be made.

SWE2, that Club rating credit for “verified” measurement input should be given -- the Group did not agree with this submission. This would be in the direction of buying a better rating by increased spending on measurement. The intention of the ORC Club rule is to be the basic rule for newcomers into the handicap sailing field. People should not be frustrated by pressure to spend more money to be more competitive. The system is already designed with a small bias favoring more measurement inputs compared to boats without all measurements taken into account (e.g., MWT, MCT, MSW, JL are delivering a small bonus already) and that should be enough.

SWE3, the Club scoring options should be the “Tri-Number” TMFs and PL should be abandoned -- The Group did not agree with abandoning the option of using simplified form of applying VPP handicapping with automatic accounting of wind velocity. This would be to remove ultimate advantage of ORC’s unique VPP handicapping tool.-- wind-adjusted scoring with no intervention of the race committee. The Tri-Number scoring option is already available on the Optional Club Scoring Sheet. The Club Working Group’s views on maintaining Club flexibility to suit the preferences of national and local fleets were already made in clear in other sections of the Minutes. ORC Club should not be internationally identical, but flexible and adjustable for local or national needs.

The Group did not support this submission and felt that ORC’s trend over past years was in the direction of ignoring the risks of inventing new scoring-option recommendations every other year. This, itself, is causing serious confusion among sailors and race organizers and contributing to the perception that ORC scoring is far too complex.

SWS1, updates to Club certificate -- covered under 8.1.

SWS3, develop rating office Club hull tools -- covered under 8.4 and 8.5.

Congress agreed the proposals of the Club Working Group as a package..

8.10 Other Business:

Double-Handed Crew in ORC Club

The Chairman had noted that double-handed events enjoyed some popularity and the Group discussed the possibility of reflecting this in Declared Crew Weight on alternative Club certificates. It was concluded that this would not be a sensible approach. It might be worth considering in the future removing the lower crew weight “limit” (see below), as this would allow any boat to be rated with the correct and actual “small-family” or double-hand crew weight.

Remove Lower Crew Weight “Limit”

ITC had already been looking into crew weight treatment. The idea of attracting small-crew boats seemed a good one, but the solution of a proper treatment proves difficult. See Minute 7.5.

Classic Yachts

Nicola Sironi mentioned that a few classic yachts had been measured for IMS over the years and it was felt desirable to embrace older, now unconventional rig types, provided the VPP and input provisions could handle them. This would be examined more closely.

Spinnakers with “Winglet” Panels -- Club Measurement

It was agreed that the treatment of spinnakers with wing panels under ORC Club should be as follows:

Measure the spinnaker the traditional way. Measure the wing area. Adjust the area of the spinnaker in the certificate by adjusting the SMW value as required to get the area of the spinnaker plus the area found for the

wing. Alternatively, add the length of the wing protruding from the face of the spinnaker to the SL value. There was some doubt as to whether such sails might be interpreted to be double-layer sails under ISAF provisions.

8.11 Matters Arising:

Problem Boat Types -- VPP

The Chairman and Jean-Louis Conti had felt that a few problem boats were not being equitably rated. They will prepare lists of their observations, with comments, for examination by the ITC.

Open Division

The Group discussed the idea of creating a third, "Open Division" under Club for yachts which do not or need not comply with certain regulations, but which organizers may wish to accept in certain events. A provisional outline of the concept was developed (below), but no further action was taken during the meeting.

Possibly add an automatic calculation routine to determine the Sportboat out of the definition found last year (displacement/length etc.) printed in the Green Book. The Group is discussing types of rated boats under ORC Club if the boat is not the typical IMS and/or ORC Club yacht (unconventional design or features, classics, etc.)

Sportboats are boats complying with the green book class rule formulae and receive the word "Sport" automatically behind the division which can be race/cruiser-racer/none or the new code "Open" mentioned below. ORC Club should be able to accommodate all sorts of boats, e.g. classics, sportboats, one-offs of special design, even if they do not accord with the traditional type of IMS boat. ORC Club should be a valuable and good alternative to empirical handicap systems, taking away endless discussions from race organizers about empirical handicap numbers, by providing a handicap calculated outside the race organizer's responsibility. As long as extremely different boats are clearly designated and a caution to organizers is given not to share starting groups between extremely different boats, this should give a good solution for everybody.

Note: "Open" type should be entered in the division field as a new code. Therefore define "open" code in racer/cruiser-racer division code as additional code (e.g. "o") "Open" is everything apart from standard ORC Club "customers" in the traditional style and to be defined as light displacement/trapeze/hiking/high sailarea-displ ratio/performance boat etc. No DA shall be applied to "open" and sport "types".

Development & Implementation Resources

The CWG Chairman had wished to emphasize that the Group has a number of projects running currently which are vital to system user-friendliness and easing the increasing burden on Rating Offices working with obsolete and insufficient tools, especially for ORC Club processing. The Group felt that ORC resources for this amount of work were spread too thin and currently insufficient. The CWG strongly recommended concentrating on necessary rating tools and basic development of IMS and ORC Club, putting the wishes and needs of the large majority fleet before those of peripheral racing interests. It was observed that ORC relies on its rating officers and measurement cadre as ambassadors and salesmen for its programmes, as well technical support for users.

It was agreed to promote the flexibility of IMS and ORC Club (for example, the choices of either rigorous and full measurement of IMS or the simplified owner declarations of Club; scoring by single number, T-o-D, T-o-T, Performance Line, Performance Curve, Triple-Number, etc., etc.). It was the wide range of options available which made these systems popular with clubs which had traditions and preferences well established.

9. MEASUREMENT COMMITTEE

Measurement Committee Chairman Nicola Sironi reported.

9.1 Season activity

The season's activity did not show any anomaly or special case requiring any action or change in the measurements procedures. Several checks were performed in the most important races, resulting in acceptable consistency of the measurements.

9.2 Measurers' Conference

A short report was made about the Measurers' Conference held in Delft at the beginning of February, which was well attended notwithstanding the short notice given, and well received by the participants. In order to maximize participation in future conferences, it was agreed to try to organize such conferences at the same location and around the dates of the annual November meetings. It was also suggested to extend the scope of such conferences to Rating Officers.

9.3 Hull Measurement machines

The situation with the old hull measurement machines remains stable. The old machines require good maintenance and care to remain functional, but they are still operating as well as expected.

More experience has been gained with laser based scanners in Europe, using several types of equipment, supplied by different companies in different countries. A few valid offsets files have been produced using the new techniques, but this requires an amount of post processing work well beyond what is usually associated with the production of offsets files with the conventional machines. More work is in progress to standardize the scanning procedure using different instrument models, and to produce offsets files using the ORC format starting from the points acquired by a laser scanner.

9.4 Submissions

DSV 3 - Wing keel treatment

The Committee supports the submission. See Minute 7.4.3.

DSV 4 - Strut Drives standard dimensions

The Committee supports the Submission, but suggests publishing the standard strut drive dimensions of production units separately from the Rulebook. It is also suggested to add in the Rating Offices revalidation forms a question to the Owners to confirm which kind of strut drive is used on individual boats, and update the data in the measurement files as necessary. See also ITC Minutes.

FIV 2 – Revision of regulations-Racing Division

The Committee does not feel this is a measurement issue. See Minute 7.8.

FIV 3 – Revision of Regulations-C/R Division

See Minute 7.9.

KNWV 5 - Spinnakers with wings

The Committee feels these sails are not in compliance with the Rule therefore they are not legal for racing. For those Rating Offices wanting to accept them (in ORC Club ONLY), it is suggested to follow the scheme elaborated in Germany, which is to measure the spinnaker “wing” area, and add it to the spinnaker one increasing accordingly its dimensions. See Minute 7.3.2.

RFEV 7 - SR Cat.4 equipment to be on board for flotation

The Committee recommended and it was agreed to amend Rule 402.d) as follows:
“...Safety equipment of SR Cat.4 as a maximum, navigational...”

RFEV 8 - Rig weight specs

It was agreed that the Rule regarding mast and rig weight is already detailed enough.

SWS 2 – Sportboats Class Rules

The Committee feels that this is not a Measurement issue but rather a Rule Compliance one. See Minute 11.3.

SWS 3 – New Tools for Rating Offices

The Chief Measurer reported on the work in progress to get an updated database of boats IMS measured, and a tool refined to digitize offsets files from scanned body plan drawings.

The Congress approved the proposals of the Measurement Committee as a package.

10. SPECIAL REGULATIONS COMMITTEE

Special Regulations Committee Chairman Alan Green reported on various matters dealt with by the Special Regulations sub-Committee of ISAF. He apologized for not being able to deliver copy of the minutes to the Congress. The minutes will be distributed with the ISAF papers. Congress approved all recommendations.

The Chairman thanked Alan Green for the hard work done in the Committee during the years of his Chairmanship.

11. OFFSHORE CLASSES & EVENTS COMMITTEE

ORC Chairman Bruno Finzi reported on behalf of Chairman Don Genitempo, who was unable to attend.

11.1 Report of Championships

ORC Representatives reported on 2005 ORC events.

Rolex IMS World Championship

Don Genitempo, ORC representative reported on a well organized event in Mahon, Spain run by Yacht Club Costa Smeralda. There were 41 entries from 13 countries. The fleet was divided into Corinthian and non-Corinthian categories. This is strongly recommended for future IMS World Championships.

IMS 600 Worlds

Wolfgang Schäfer reported on a well organized event in Neustadt, Germany. Nineteen boats from six countries participated. The umpire system was used thus reducing the number of protests.

IMS 670 World Championship

Dina Sfakianaki reported on the event held in Alicante, Spain with 32 boats from 5 countries. Good wind conditions made very close racing of the class, which has a good fleet in this region. It was noted that although there are GPH limits for the IMS 670 class, a significantly different size of boats were participating in the range of 25 to 40 feet.

IMS 600 European Championship

Dina Sfakianaki reported on the event held in Aghios Nikolaos, Greece organized by Sailing Club Aghios Nikolaos and strongly supported by the Municipality of Aghios Nikolaos. 14 boats from 8 nations were present for a very close regatta decided on the last day.

IMS European Championship

Eva Holmsten reported on the event held in Sandhamn, Sweden on the occasion of the 175th anniversary of the Royal Swedish Yacht Club, where 37 boats from 6 countries were participating. The event started with a short distance race from Oxelund, with windward/leeward races sailed in Sandhamn and a long offshore "Round Gotland Race"

ORC Sportboat European Championship

Bruno Finzi reported on this event held in Trieste with participation of 16 entries from 3 countries. There is a problem in the difference of applying Category 4 Safety regulations at sea and Category 5 at lakes.

11.2 Reports from ORC Classes

Paolo Massarini reported on new ORC level classes. See Minute 14.2.

The IMS 600 class is lively, but it was reported that in Spain the Class want to race on elapsed time. Some owners of IMS 600 are planning to switch to the new GP 42 and the IMS 600 class will, in the future, have the chance to come back to its original intention – cruiser/racer production boats with Corinthian crews.

IMS 670 is thriving in Spain, while Sportboat is suffering the constraints imposed by Category 4 and Category 5. More competitive sailors are expected to go into the new GP 26 class.

Alessandro Nazareth and Nicola Sironi were preparing a proposal for using IMS triple-number scoring to be presented to the Wally Class soon. For next year the IMA Mini Maxi Division (18 – 23.99 m) has announced their decision to race using IMS and ORC Club handicaps.

11.3 Submissions

ORC Classes & Events Committee 1 - Green Book Revisions

A working party comprising Don Genitempo, Zoran Grubiša and Ecky von der Mosel was proposed and accepted to prepare revisions to the Green Book, including a set of model Sailing Instructions. Communication and input from other committee members as well as other parties is expected. Dina Sfakianaki, Peter de Ridder and Emilio Feliu Serra offered to help.

CYA 1 – Green Book Revisions

This submission was received after the submissions deadline, but the Management Committee felt it was important to submit it to the Offshore Classes & Events Committee.

- a) Immediate Penalty for infringing RRS 42 – “pumping”. The Committee is not recommending approval of this part of the submission, but instead to leave room for such a recommendation to be applied to some events with ORC approval
- b) It was agreed to amend the Green Book to have:
 - a maximum of 7 inshore races plus 1 offshore race scored as two races;
 - scoring coefficient 1 for inshore races and 1.5 for each part of the offshore race;
 - one discard on inshore races will be allowed if all 7 inshore races will be completed;
 - offshore race(s) can not be discarded;
 - a series is valid if at least 4 inshore races and 1 part of the offshore race are completed.
- c) A percentage penalty on the long offshore race is desired. The wording of the penalty should be changed because according to the RRS definition of start, OCS boat Did Not Start and according to Rule 28.1, the boat did not complete the course because she did not start, consequently she did not have a finishing place as required by 44.3c). This is deferred to the Green Book Working Party to change the wording, but not the principle of 20% penalty for OCS on long distance races.

CYA 2 – IMS-600 Class Revisions

- a) It was agreed not to increase the upper limit of LOA in Rule 4ci) to 13.80m.
- b) It was agreed not to decrease the number of constructed boats to 2 in order to qualify as a series-production boat under IMS 600 Rule 3c).
- c) It was agreed not to apply the Performance Curve System for the Windward/Leeward races in Rule 6b).

FIV 4 - Require Compliance with Cat.4 for Sportboats Class except in Inland Waters

This was recommended by the Committee and agreed.

FIV 5 - Allow One Off boats in the Sportboats Class

This was recommended by the Committee and agreed.

KNWV 1 - Allow Triple Number Scoring for IMS 600 and IMS 670 Classes

It was agreed to use ORC implemented triple number scoring in the IMS 600 class. For the IMS 670 class, this scoring option is already included as an option within the class rules.

RFEV 1 - Increase required minimum number of boats for the IMS 670 Class

The Committee recommended against this increase and it was not agreed.

RFEV 2 – Limit LOA for IMS 670 Class

It was agreed that from 2007, a limit of LOA ≤ 11.40 m in the IMS 670 class will apply with a grandfathering Series Date to be confirmed by the Chief Measurer. ITC was asked to study next year an upper and lower limit for the IMS 670 Class.

RFEV 3 - Limit Appendages Modifications in IMS 670 Class

It was proposed that a boat complying with the Class Rules shall have the original keel and rudder, with no modifications in the shape of the appendages. Fairing of surfaces and removal of weight with no external change on shape could be allowed. In the case where different versions of the keel are offered by the builder, each version shall comply with the minimum number of constructed units. This was agreed, with final wording to be provided by the ITC and Chief Measurer, and the possibility of grandfathering boats with an Age Date six years earlier than the year of the event.

RFEV 4 - IMS 670 Class World Championship

It was agreed to hold the 2006 event in Spain.

RFEV 5 – Green Book Rule 8.2

The Submission to move crew weighing to the end of events was not recommended or agreed.

RFEV 6 - Green Book Rule 10.1.

It was recommended and agreed to replace existing text with the following (revised text in italics):

“Unless otherwise stated in the Notice of Race, only one suit of sails as stipulated in Regulation 205 plus one mainsail may be used in a series. The series measurement committee shall identify the sails to be used during the series and check that they have been stamped in accordance with IMS 801.2. In determining the maximum number of sails to be carried, the GPH used for all yachts in the class shall be the faster of the two GPH values given as the Class Rule rating band limits. With the exception of the spare mainsail all sails shall be carried aboard.

Sails damaged during the series may be repaired. Sails damaged beyond repair may be replaced with permission of the International Jury”.

SWE 5 – Improved News Distribution from ORC Official Events

It was agreed to include in the Green Book a requirement that organisers of ORC events send an introduction to the race as well as a daily news summary, links and photographs to the ORC Webmaster. These must be delivered in English. The drafting would be referred to the Green Book Working Party.

SWE 7 – Regional Co-ordination and Support to Organize ORC Events

It was agreed to organise an “ORC Core Planning Team” to assist those countries inexperienced in running major events. This team would initiate and develop the framework for a regional regatta, allowing various individuals from nations in the region to participate in deputy or “shadowing” positions in the preparation phase as well as the execution. Such an ORC team will typically consist of 4 to 6 people (Chairman, Race Officer, Judge, Measurer, Scoring Official, etc.) A trial initiative will take place in the Baltic in 2006.

SWS 2 – ORC Sportboats Class Rules

The sense of the submission expressed concern that some Sportboats had loose lifelines permitting hiking further out. The Committee had agreed with the basic intent of the submission and it was agreed that a provision should be added in the Sportboat Class Rules to prevent a performance-to-rating advantage from crew arm where a yacht is not raced with taut lifelines, subject to ITC’s evaluation of the proposed adjustment to Crew Extension (CEXT).

11.4 Green Book

The revisions would be done by the Working Party as agreed.

11.5. Calendar of 2006 Events

The Committee had reviewed venues and dates of future ORC events. Their provisional recommendations, subject to final scheduling details, were agreed (a current calendar of events is attached to these minutes).

It was agreed that the arrangement with YC Punta Ala to have the IMS European Championship every second year would not be changed at this time, but would be reviewed before the 2008 IMS Europeans.

11.6 Organization of the Committee

Committee Chairman, Don Genitempo, nominated two deputy chairmen, Peter de Ridder for classes and Zoran Grubiša for events. The nominations were approved.

11.7 Any other business

Paolo Massarini made a presentation of the new ORC Grand Prix Level Classes. The GP42 and GP 33 will have at least partially a joint event calendar in 2006.

12. RACE MANAGEMENT COMMITTEE

Race Management Committee Chairman Ecky von der Mosel reported.

12.1 Submissions:

DSV 5 - Approval of Scoring Software

It was agreed not to continue to use the designation “ORC approved” for the Altura or Velum NG third-party scoring software packages. The two programs are effectively recommended already by being offered by the ORC for download and/or for sale. To enable every sailor, race manager or programmer to ensure that his results are in compliance with the IMS rules, the scoring rules should be written down in the near future.

KNWV 1 - Triple Number in IMS 600 and 670 class

It was agreed to leave the IMS 600 scoring to the organisers, who can follow the wishes of the owners (as in the 670-class). The need to clearly note and define what “triple number” means was expressed. Congress agreed to include in the publications the exact specification of “triple number scoring”.

ORC Classes & Events Committee 3 - Modify RRS 78.2 - Postponement of presenting certificate

As RRS 78.2 cannot be modified, it is recommended that a deadline for presenting a certificate be incorporated into the Notice of Race. See also Minute 14.1.

SWE 4 - Review of “IMS Guide”

The 2006 edition will be prepared by an open working group via email under the guidance of Eva Holmsten.

13. PROMOTION AND DEVELOPMENT COMMITTEE

Giovanni Iannucci reported on behalf of Chairman Emilio Feliu Serra, who had been unable to attend.

13.1 Summary on the activity and achievements in 2005:

A new website was established on 1st April 2005, with an average of 6300 visitors monthly (7700 in October). This is about twice that of last year. More than 60 news pieces have been put up on the home page - an average of two per week. A working meeting about the website took place in Neustadt in August and activities are under way. A website maintenance company has been employed and additional development being undertaken.

The email distribution list has around 1180 names and routines have now been established to “unsubscribe”.

Altogether six Newsletters have been produced over nine months.

A Power Point slide format for ORC has been established and has been used for three presentations - “Why go for IMS”, “IMS” as well as “ORC Level Classes”. Additional presentations about ORC and ORC Club are under way. A Spanish version is being prepared. These presentations have also been translated and used by ORC promotion supporters Dina Sfakianaki and Zoran Grubisa.

Seven articles appeared in Scuttlebutt during the first six months of 2005.

The ORC column in Seahorse has been fed according to plan. The new Grand Prix Level Classes have received extra attention.

A “Country Promotion plan” has been produced and will be revised with inputs from the Promotion and Development Committee.

A promotional initiative with builders was being planned with the aim of putting together -- free of charge -- a “generic” ORC Club certificate for new production models, which would make it easier for new owners (individuals or charter companies) to obtain Club (or IMS) certificates.

13.2 Submissions:

SWE 5 – Improved News Distribution from ORC Official Events

The Committee supported the submission. See Minute 11.3.

SWE 7 – Regional Co-ordination and support to organize ORC Events

The Committee supported the submission. See Minute 11.3.

13.3 The following comments and suggestions had been made by Committee Members:

- the publication of an ORC Year Book should be considered for appropriate distribution;
- a package based on ORC Club certificate should be offered to boat builders (this was recommended by the Committee in 2000): the same should also be offered to major charter companies;
- ORC should offer Perpetual Trophies for important offshore races world wide;
- seminars and presentations should be organized on appropriate occasions;
- the need for promotional items such as belts, pens, caps, was emphasized;
- the need to improve and expand the IMS Guide was also emphasized;
- a suggestion to produce a check list on how to organize an IMS event was passed to the Chairman of the Race Management Committee;
- it was suggested that ORC publications be published in the same format/size;
- it was also suggested that Nominating Bodies should be requested to display a link to the ORC website under the ORC logo on their homepage

It was agreed to try to implement these as far as practical with available resources (human and financial). The amount of 15,000 Euro requested by the Committee is included in the 2006 budget.

The Congress welcomed the Committee's initiatives, which were agreed as a package.

14. MANAGEMENT COMMITTEE

Chairman Bruno Finzi reported.

14.1 Submissions:

DSV 1 (only item f) and SWS 1 (only item 4) -- ORC Club Certificate

The Committee does not support DSV 1 f) and SWS 1 4), which requested that the ORC Club levy not be raised in 2006 and 2007, as it might jeopardize the existing financial plan.

DSV 2 – Crew Weight “penalty”

The Committee, after consultation with ITC, did not support this submission. See Minute 7.5.

DSV 5 – Velum NG

See Minute 12.1.

FIV 1 – Reference Date for Age Allowance

The Committee supports the sense of the submission and asked the ITC to find a possible definition of a new series date for boats built out of the same existing mould, but with different appendages or contemporary “performance” materials. Congress did not agree a change at this time.

FIV 2 – Revision of Regulations -- Racing Division

The Committee followed the recommendation of ITC, but recommends, and it was agreed, that the new Level Classes will be allowed to have an IMS certificate with special dispensation for Regulation 305 and 310.

FIV 3 – Revision of Regulations -- Limit Internal Ballast in C/R Division

The Committee supported the sense of submission, but invited the Chief Measurer to suggest wording for consideration (see also Minute 7.9). Congress did not agree a rule change at this time.

KNWV 1 – Triple-Number scoring for IMS 600 and IMS 670 Classes

See Minute 11.3.

KNWV 3 – Join ORC Club and IRC

The Committee is in line with the philosophy of this submission and will continue to explore ways of interfacing with other rating systems (see also Minute 8.9)

KNWV 4 – Unique input file for ORC Club and IRC

The Club Working Group had concluded that the feasibility of combining different rating systems input sheets into a single universal input sheet would require considerable investigation outside the scope of their autumn meetings; the item is carried over to the 2006 CWG Agenda. The Management Committee will be guided by the CWG advice (see Minute 8.9).

ORC Classes & Events Committee 2 – Separation of Offshore Classes & Events Committee

The Committee, while acknowledging the spirit of the submission, has decided to keep one single Committee, but to assign new resources and two Deputy Chairmen so that the business of the increasing number of classes and events may be dealt with effectively.

ORC Classes & Events Committee 3 – Modification of RRS 78.2

The Committee supports the submission to modify RRS 78.2 to make it compulsory to file a handicap/rating certificate with race organisers prior the start of the series and will try to liaise with ISAF to amend RRS 78.2 accordingly, but see also Minute 12.1.

SWE 1 – Further Development of IMS

This submission recommended development of the IMS in such a way as to better protect cruiser/racers. The Committee was in agreement with the sense of the submission and it was noted that they had been working carefully with, together with the ITC, to cover the interest of that broad group of owners. ITC research and development would be ongoing to this effect.

SWE 2 – Development of ORC Club measurement principles

See Minute 8.9.

SWE 3 – Triple Number Scoring on ORC Club Certificates

The Committee agreed with the proposal of the Club Working Group. Considerable debate developed in Congress with a final vote to support the submission in principle, but not an agreement to change the Certificate for 2006.

SWE 6 – Certificates available on Internet

The Committee in general is in favour of the submission but will need to further investigate any possible copyright issue.

SWS 1 (1,2,3) and DSV 1 (a,b,c,d,e) – ORC Club Certificate

The Committee agrees with the proposal of the Club Working Group. See Minute 8.

YAI 2 – Production of an ORC Stability Certificate

It was agreed to continue working to produce such a certificate. This is strongly supported by Congress.

YCA 1 – Certificate Issuing

The submission proposed that offshore yachting organizations other than a National Authority be authorized to issue rating certificates, subject to ORC review and approval. It was noted that the current Constitution limits membership and representation to National Authorities or bodies designated by National Authorities or to Affiliated Class Associations and that the ORC also issues certificates under its direct authority in some circumstances. It was also noted that the ORC has absolute control over the administration of its handicapping rules.

The Committee and Congress agreed with the general sense of the submission and recognized the interest of cruiser/racer organizations in ORC matters. It was felt that deviations from the traditional policy of working through, and in co-operation with National Authorities should be considered in special circumstances and that the general policy should be that organizations not in conflict with the interest of their National Authorities are welcome.

14.2 ORC New GP Level Classes

Paolo Massarini reported and updated the Committee on the development of the new Level Classes. Work needed to be completed in drafting a Measurement Certificate and a precise set of Measurement Instructions. The Chief Measurer was asked to do this, and he agreed to work on it with Paolo Massarini. A bit more manpower is needed to co-ordinate promotion, measurement and interpretation issues for the three classes, and this will be worked out in due course.

The special Grand Prix section of the website will have to be extended to provide a separate section for each of the classes. This section will be used to publish the racing calendar, Rule Interpretations, and any other relevant topics.

It is hoped to be able to hold GP 42 and GP 33 Class events simultaneously at the same venues in 2006.

14.3 Mini Maxi, Wally, IMA and TP52 Classes

The Chairman reported on the Med Circuit of the TP 52 Class, presenting the preliminary calendar for the Class for 2006. No application for recognition of the Class has been submitted to ISAF nor to ORC. Don Genitempo will maintain contact with the Class Executive Director, Tom Pollack.

It was agreed to offer support to the Mini Maxi Class, a new division of IMA, including boats between 18m and 23.99m which had already indicated IMS/ORC Club as their preferred handicap system. The Chairman will contact the Class.

14.4 Rolex and ORC Publications

Rolex had confirmed its support of research and development. Sten Edholm had been appointed to co-ordinate the finalization and distribution of the new publications next year.

14.5 Any other Business

Editorial corrections to the IMS Rule Book:

It was noted that after 30 years of amending the IOR/ IMS, inconsistencies in references to Rating Authorities had developed. As appropriate, these would be standardized to the single term “ORC Rating Authority” or simply “Rating Authority”. At the same time it will be made clear that the ORC itself is authorized to issue certificates.

The Congress agreed the recommendations of the Management Committee, except where noted otherwise.

15. ISAF REPORT

The constructive relationship with ISAF now exists and is much appreciated. There is respect evident for ORC’s expertise and recognition of its role.

Regarding the Special Regulations Philip Tolhurst reported that it is the intention of ISAF, among other things, to work on a shorter version of Category 4 to be widely distributed for Sailing events. The distribution should be officially made in conjunction with ORC.

16. NEXT MEETINGS

The next Management Committee meeting will take place on 28th to 29th January 2006 at the Real Federacion Espanola de Vela, Madrid, Spain.

The traditional arrangements of having the ORC Meetings at the same time and place as ISAF was confirmed. The 2006 ORC Annual General Meeting will take place in Helsinki at the beginning of November.

17. OTHER BUSINESS

There being no further business, the meeting closed at 19:00.

APPENDIX

COUNTRY CODES for SUBMISSION REFERENCES

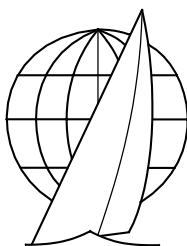
CYA	Cyprus Yachting Association (Cyprus)
DSV	Deutscher Segler-Verband (Germany)
FIV	Federazione Italiana Vela (Italy)
KNWV	Koninklijk Nederlands Watersport Verbond (Netherlands)
RFEV	Real Federacion Espanola de Vela (Spain)
SWE	Svenska Seglarforbundet (Sweden)
SWS	Schweizerischer Segelverbund USY (Switzerland)
YA1	Yachting Australia (Australia)
YCA	Yacht Club Argentino (Argentina)

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PRELIMINARY 2006 CALENDAR OF MAJOR IMS EVENTS

13 th – 20 th January	Buenos Aires - Mar del Plata – Punta del Este	Buenos Aires, Argentina
15 th – 22 nd January	Circuito Atlantico Sur Rolex Cup Buenos Aires – Punta del Este	Buenos Aires, Argentina
29 th May – 4 th June	IMS 600 and 670 European Championship	Scheveningen, The Netherlands
1 st – 5 th June	IMS Mediterranean Championship	Brindisi, Italy
3 rd – 10 th June	IMS European Championship	Punta Ala, Italy
5 th - 10 th June	Sardina Rolex Cup (Offshore Team Worlds)	Porto Cervo, Italy
17 th – 24 th June	Kieler Woche	Kiel, Germany
17 th – 24 th June	IMS Central European Championship	Cres, Croatia
1 st week of July	Trofeo de la Reina	Valencia, Spain
1 st – 5 th July	Eurocard Gotland Runt	Sandhamn, Sweden
3 rd – 8 th July	European Sportboat Championship	Warnemunde, Germany
23 rd – 29 th July	International Swedish Championship	Marstrand, Sweden
29 th July – 6 th August	Copa del Rey	Palma de Mallorca, Spain
6 th – 13 th August	IMS World Championship	Neustadt, Germany
11 th – 12 th August	Gothenburg Offshore Race	Gothenburg, Sweden
22 nd – 26 th August	IMS 670 World Championship	Cadiz, Spain
3 rd – 9 th September	Maxi Yacht Rolex Cup	Porto Cervo, Italy
9 th – 17 th September	IMS 600 World Championship	Aghios Nikolaos, Crete, Greece
21 st – 24 th September	IMS Baltic Championship	Bornholm, Denmark
7 th – 16 th October	XV Campionato Argentino IMS	Buenos Aires, Argentina

2007

16 th – 23 rd June	IMS European Championship	Cres, Croatia
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