

OFFSHORE RACING CONGRESS

World Leader in Rating Technology

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Annual General Meeting held on 7th November 2006

INDEX

Minute No.	Page N°
Attendance	2
1. Membership	3
2. The Chairman's Report	3
3. Treasurer's Report and Audited Accounts	4
4. Appointment of Auditors	5
5. Appointment of Honorary Treasurer	5
6. Membership of Committees	5
7. International Technical Committee	6
8. Club Working Group	13
9. Measurement Committee	16
10. Special Regulations Committee	18
11. Offshore Classes & Events Committee	18
12. Race Management Committee	21
13. Promotion and Development Committee	22
14. Management Committee	23
15. ISAF Report	27
16. Revision of Memorandum & Articles	27
17. Election of ORC Chairman	28
18. Election of ORC Deputy Chairmen	28
19. Appointments	28
Appx. Country Codes for Submission References	29
Preliminary Calendar of Major IMS Events	30
Preliminary Calendar of GP42 Class Events	31

MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 0930 on 7th November 2006 at the Marina Congress Center, Helsinki, Finland

Congress Members Present:

Bruno Finzi (Chairman)	Italy
Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
Don Genitempo (Deputy Chairman)	USA
George Andreadis	ISAF & Greece
Gustavo Benavent	Spain
Jean Louis Conti	France
Sten Edholm	Scandinavia
José Frers	S. America (except Brazil)
Zoran Grubisa	Croatia
Giovanni Iannucci	Italy
Noboru Kobayashi	Japan
Patrick Lindqvist	Scandinavia
David Lyons	Australia
Ioannis Marackoudakis	Greece
Enrique Molinelli	Iberian Peninsula
Jean-Bertrand Mothes-Masse	France
Alessandro Nazareth	Italy
Ab Pasman	Benelux Countries
Christian Plump	Germany/Austria
Peter Reichelsdorfer	USA
Abraham Rosenberg	Brazil
Veiko Rosme	Estonia

Alternate Members:

Friedrich Judel substituting Ecky von der Mosel – Germany
 Emilio Feliu Serra substituting Marcellino Botin – Spain

Apologies for absence:

H.M. King Harald V of Norway	Honorary President
David Edwards	Councillor of Honour
Olin Stephens	Councillor of Honour
Bruno Frank	Switzerland
David Irish	ISAF
Chris Little	RORC/UK
Thomas Nilsson	Norway
Peter de Ridder	Benelux Countries
Peter Taylor	New Zealand
Tatsumitsu Yamasaki	Japan
Hans Zuiderbaan	Benelux Countries

Officers present:

Vivian Rodriguez	Secretary
Nicola Sironi	Chief Measurer
Philip Tolhurst	Management & Honorary Treasurer
Ken Weller	ORC Club Consultant

Committee Chairmen:

Boris Hepp	Club Working Group
Manolo Ruiz de Elvira	ITC Chairman

Committee Members:

Eva Holmsten	Race Management
Tony Mooney	Measurement
Dan Nowlan	Measurement
Edoardo Recchi	Offshore Classes and Prom & Dev
Timo Sarainmaa	Measurement
Minoru Tomita	Special Regulations

Observers:

David Aisher	U.K.
Hans Drakenberg	Sweden
Arnet Fetsmana	
Stan Honey	USA
Roula Galani	Greece
Bengt-Olof Holmberg	Sweden
Vadim Mekhanikov	Russia
Nils Nordenstrom	Norway
Kontides Panayotis	Cipro
Peter Rutter	U.K.
George Sykaris	Crete
Eugeny Zakharov	Russia

1.00 CONGRESS MEMBERSHIP

Chairman Bruno Finzi welcomed all to the meetings and introduced the new Congress Members – Jean Louis Conti (France), David Irish (ISAF), Enrique Molinelli (Iberian Peninsula), Thomas Nilsson (Norway), Ab Pasman (Benelux Countries), Christian Plump (Germany/Austria), Veiko Rosme (Estonia). There were also proposals for new committee members and other committee changes which would be taken up during the meeting.

2.00 CHAIRMAN'S REPORT

The ORC looks back at a 2006 with many good activities and achievements with a season full of successful events in Northern Europe and in the Mediterranean area. The ORC has also seen the establishment of a South American Offshore Federation coordinating regional events while the same type of event coordination is already consolidated in regions such as the Baltic and North Seas and the Adriatic Sea.

The GP 42 class is in good progress. There are presently more than 12 boats under construction in the Netherlands, in Italy, in Croatia, in Spain and Argentina, all designed by the world's most famous designers such as Botin & Carkeek, Reichel & Pugh, Farr and Felci. Altogether more than 15 designers have now produced designs of the GP 42 rule. The race GP42 circuit is planned to start in June 2007 in Cres, Croatia, followed by other races in Valencia, Palma de Majorca, Spain, and Cascais, Portugal. 2008 races are foreseen to start in Key West and Miami.

We also know that there is a series of GP 33 being built in Brazil as well as other GP26 are under construction.

Following our promotional activities IMS and ORC club are also reaching new countries and offshore sailors. The ORC has recently established a rating office in Valetta, Malta. Offshore racing is growing in Russia, and we have had this summer the first Russian World Champion in IMS – Sergey Tsetsov with YUGTRANSIT. The Russian offshore sailing is mainly happening in four different regions – St Petersburg, the Black Sea, the Baikal Sea and the Pacific around Vladivostok. We will start the training of race officials during spring of 2007 also inviting other new countries like Bulgaria and Ukraine to cooperate especially in the Black Sea region. As a matter of fact ORC recently received a request from Ukraine to support the Hetman Cup in the Kiev in May 2007 and an application from Latvia to join ORC

is expected soon. ORC is now fully equipped to assist and support new countries with the introduction of our measurement system and rules.

The ORC has recently taken the decision to introduce a new ORC operational system between ORC and the rating offices worldwide. This will be a website based system that will be user friendly and will increase transparency and functionality of our rules. Several new services will be offered on line such as access to competitors' certificates, RMS-files, Performance Packages including polar diagrams, stability certificates, sail plans etc. These will be available both for rating offices as well as for sailors/owners. The proposals received unanimous support by the rating offices and are foreseen to be fully operational not later than 1st January 2008 with the first services available since March 2007.

All this is reflected in the following ORC's Vision for the Future statement:

Since the successful launch of the GP Box rules, the ORC is now focusing on technology that will produce an array of new products to lead the international offshore sailing community into the future.

This technology will produce a modular system of simplified procedures for hull measurement, determination of stability, displacement, rig and sail plan assessment as well as regulating features such as accommodations, performance predictions etc.

The resulting information will produce a universal measurement certificate adaptable to any handicapping system whether based on measurement or being empirical. Additionally these certificates will provide information that could be helpful for a variety of purposes such as safety issues or national requirements.

The creation of these modular tools is facilitating our current development of the simplified and accurate rating rule so desired by the upper levels of the international offshore racing community. This new rule will allow ORC's present rules to focus on the cruiser racer fleet.

In fact these new tools will be available to any MNA interested in development of a simple local handicapping system, technical support from ORC included.

While these new advancements are exciting, ORC has not lost focus on continuing to improve its other products. The VPP which drives IMS and ORC Club consistently benefits from ITC research and its source code rewriting will enhance its flexibility and accuracy.

For the benefit of Rating Offices, new online services are being implemented to better serve our constituency. A database comprehensive of all worldwide ORC rated yachts, will be available on line through the ORC website starting March 2007, while in 2008 a complete set of services, including rating certificates, will also be available online.

As an added service, to foster better understanding of the ORC systems, we have additional qualified staff onboard that are available to assist in information and training seminars for our existing and new fleets.

These current efforts will lead the way to the future for the international offshore sailing community.

3.00 THE TREASURER'S REPORT AND AUDITED ACCOUNTS

Philip Tolhurst reported on the accounts for the 2006 Financial Year. The Auditors were not able to produce their report due to the short time available and additional statutory audit requirements. He proposed that the report be sent to the Congress for mail vote as soon as available, probably to coincide with the next management Committee meeting, and Congress approved this proposal. The Treasurer also presented a draft Income & Expenditure statement, including the foreseen adjustment for previous years, by writing off part of the pending amount of levies previously believed to be due, but now in doubt.

The 2007 budget was also presented, which would result in a loss due to ongoing wind tunnel testing, and the increase of expenses for the new services and handicap rule ORC will start to produce in 2007.

The proposed 2007 budget was seconded and duly approved by Congress.

4.00 APPOINTMENT OF AUDITORS

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

5.00 APPOINTMENT OF HONORARY TREASURER

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

6.00 MEMBERSHIP OF COMMITTEES

The following changes were agreed with effect from 8th November, 2006:

ITC	Alessandro Nazareth nominated Chairman of the Committee Jim Taylor retiring Ken Weller retiring Michael Richelsen added to ITC Research Associates
Measurement Committee	Chris Theodossis to replace Theo Tsaltas Ken Weller retiring as Member, remaining as Consultant
Offshore Classes & Event's Committee	Jesus Pinto to replace Juan Ameneiro
Promotion & Development Committee	Theo Tsaltas and John S. Winder retiring
Club Working Group	Jean Louis Conti to become Chairman of the Committee Boris Hepp to be vice Chairman Alessandro Nazareth to replace Ken Weller Zoran Grubisa and Sten Edholm to become members of the Working Group

REPORTS & RECOMMENDATIONS OF COMMITTEES

7.00 INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Manolo Ruiz de Elvira reported.

7.01 The Minutes of the previous meeting 4th-6th October were approved with minor corrections.

7.02 Chief Measurer's Report

Chief Measurer, Nicola Sironi, had reviewed the 2006 racing season. IMS was used in many races at varying competition levels. No major problem emerged during the season, except for the case of some boats featuring an adjustable forestay on swept-back spreader rigs having also an adjustable backstay. Several #3 and #4 jibs had to be trimmed at measurement checks because they had a small amount of jib roach. Both issues are addressed among the Submissions from Italy. Measurement checks performed at the higher profile events showed a good consistency with the certificates.

The TP52 Class, which requires of IMS measurement a very high degree of precision and repeatability, was satisfied with the results, although in some cases the IMS displacement did not match exactly the weighed one. Some facts suggest an improper placement (or a higher than the normal error) of the freeboard marks relative to the offset file defined ones.

The fleets have grown, including several new ones with yachts more at the Club/cruiser end than at the top racing end. A new one-off was designed and built for IMS and was very successful in the small Division of the Italian IMS Championship in Cagliari, having characteristics completely different from the recent IMS "rule-beaters".

The giant sailing ships of the "Perini Navi" fleet chose the ORC Club for their races in Sardinia and also the new Maltese Falcon was rated accounting for the same area of the three-masted rig as of a ketch/schooner with masts of the same height. The results were very close and so were the predicted vs real polars, according to the competitors.

Nicola reported also on the recent meeting of the Management Committee in Athens and the prospect of having a number of "services" not directly associated with a rating certificate, such as a stability certificate, performance package, residuary resistance and aerodynamic plots, all offered for an appropriate fee, and also the possibility of deriving the measurements necessary for other handicap rules, such as IRC or national handicap systems.

The Committee noted that this service would establish a real leadership role, given that no other system could offer the same transition to IMS, lacking various fundamental parameters of the boats.

7.03 Aerodynamics

7.03.1 Upwind Aerodynamics Update

Additional wind tunnel tests in the Politecnico di Milano had been scheduled for last summer in order to complete ITC's upwind testing programme and test code 0 sails. Unfortunately there had been an equipment breakdown in the tunnel and the testing had to be postponed with the result that the expected additional data would not be available for modifications to the 2007 VPP.

Modifications proposed at the March meeting for the current aerodynamic model for upwind sailing were tested, showing the de-powering scheme as a problem to be considered. At the current stage the proposal of a completely new model has been tested, but the additional test data is needed, as well as a detailed algorithm regarding de-powering.

The corrections to the current model coded showed improvements over the current overlap and mainsail roach calculations, however since the de-powering procedure is really dependent on the degree of

overlap, at this point it looks unwise to implement because it would produce an unfair penalty for sailplans with overlap when fully powered.

Results with mainsail roach tests showed some unexpected trends, so additional tests will be performed before recommending any changes.

The ITC expects to schedule more complete wind tunnel tests early next year as a base for two parallel projects; a) a completely new approach for the sail model and b) an updated version of the current model with the previously mentioned improvements in overlap and mainsail roach treatment, as well as de-powering, especially in configurations with overlap compared with no jib overlap. Either approach is expected to be a significant improvement, with the new-model approach opening new ways to calculate performance prediction for the future.

The new tests will include also runs with different heel angles in order to have a better understanding of the light air aerodynamics which are most likely responsible for the low stability typeforming which was felt to be evident in IMS which, however, has been corrected to a significant extent by last year's changes.

7.03.2 FIV 3 -- Adjustable Forestay Tension, both Fore & Aft, Swept Spreader Rigs (IMS 305.2 & 810.1):

After examining test runs, the ITC agreed to allow the use of an adjustable forestay in boats with an adjustable backstay, provided the mast is set up with swept back spreaders (see IMS 305.2b) that prevent the use of adjustable stays to control mast rake. This configuration will be coded as "3" in the DAT-file adjustable forestay tension datafield and that will (in addition to the derived effects of the adjustable forestay per se) invoke the use of mainsail coefficients that are 40% between the ones for mainsails with no runners and those with runners, considering that this configuration allows better control of fore & aft rigging tension, improving the control of the mast bend and thus mainsail shape.

At the same time the situation of boats with runners was reviewed and it was decided that for those the windage drag due to the rigging wire would be increased by 10% to account for the extra exposed area. This is less than the actual area of those elements but the ITC agreed that the measure of this does not create a design driver because it was detuned to discourage its use to improve the handicap.

7.03.3 FIV 5 – IMS “Default” Minimum Spinnaker Size and LPG (IMS 844 & 847):

IMS 847 specifies rated minima for headsail dimensions, below which no further rating credit is applied by the VPP aerodynamic formulae (e.g., symmetric Spinnaker Maximum Width, SMW, is not taken as less than 180% of the base of the foretriangle, J, and jib Longest Perpendicular, LP, is not taken as less than 100% of J). These minima apply even if the yacht has, for example, no spinnaker, and they are known as the “default minima”. A reason for applying these minima is that the ITC does not have test data for small headsails, so establishing an aerodynamic model for their contribution to performance requires extrapolation from data which is available for larger sails.

After considerable discussion and examining test runs of rating effects, it was agreed to reduce the minimum for jib LP to 90% of J (thus accommodating self-tacking jibs).

With regard to spinnakers below minima it was agreed that for those sails having an area below the default value to use for the VPP calculations an area corresponding to the average between the real measured area and the default minimum area. In order to avoid problems with the existing measurement data files where mistaken input data or blank values would trigger the default sail, it was agreed to apply this correction only to spinnakers with a measured area between 50% and 98% of the default area. For spinnakers below 50% of the default area, 75% of the default area will be used for performance calculations, but in this case (usually the case of no spinnaker on board) the type of spinnaker type code will be set to "3", indicating that no spinnaker exists and the yacht will be rated on 75% of default area instead of the full default value area. This is partly because the practice of some rating offices has been to leave the recorded spinnaker dimensions blank, implying an assumption that the yacht races with a “default spinnaker”.

7.03.4 FIV 6 & KNWV 6 – Direct Input of Sail Area, versus Input of Sail Linear Dimensions:

Heretofore, the linear dimensions of sails are recorded and the VPP calculates the resulting sail area. Since the measurement prescriptions require that largest of each linear dimension found among the yacht's sail inventory be recorded, it is possible that the rated area will be larger than the actual area of any sail type (e.g., rated spinnaker area) in the yacht's inventory. The direct input of the individual sail areas instead of their individual measurements was discussed, but some issues (like determining aspect ratio or height of sail plan center of effort) would make area-only input inadequate for proper performance calculations.

Therefore it was agreed to leave the mainsail input as they are and give the possibility of adding measurement records for linear input of each foresail in the inventory using the measurements set in 7.03.5 below in case they are jibs and there is no larger genoa in the inventory. The VPP will calculate the area of each jib and spinnaker recorded and rate the yacht on the sail of the largest actual area. To simplify the certificate, it was agreed that the area of the largest spinnaker in the inventory would be printed for each spinnaker type in the inventory and the linear measurements will be those of that sail. For measurement checks the measurer would calculate the area of the sail with the appropriate formula (from the IMS Rule book) and compare that area with the maximum one reported on the certificate.

Finally, it was agreed that the VPP would use for rating calculations the same area values as those displayed on the certificates, modifying the corresponding sail coefficients so that no changes in ratings result due to this "formal" change.

7.03.5 FIV 7 – Replace Jib Roach Measurement with Jib Girths for Area Calculation:

It was agreed to replace the Jib Roach (JR) measurement scheme (see IMS 813.3) with recorded measurements of girths for the purpose of calculating jib sail area. As with mainsails, girths would be recorded at 1/4, 1/2, 3/4 and 7/8 the height of the leech. The girth value used for calculations will be taken not less than the triangulated value (e.g., for calculating area, the 1/2 girth shall not be taken as less than 50% of LPG).

In calculating sail area for pre-existing measurement records (DAT-file records) where JR has been recorded, default triangulated girths will be incremented by proportions of JR according to the following scheme:

JR Girth Increments

1/4 girth: $0.750 \cdot \text{JR}$

1/2 girth: $1.000 \cdot \text{JR}$

3/4 girth: $0.750 \cdot \text{JR}$

7/8 girth: $0.625 \cdot \text{JR}$

It was also agreed to permit positive jib roach in any jib with an LPG of 110% J or less without regard to whether all jibs in the rated inventory are within that limit. Heretofore, positive roach has been permitted only where all rated jibs had LPG values within 110% of J.

Calculation of area and center of effort based on girths will be performed in the VPP using IG as the default leech length. In cases where the luff length is shorter than the default, the leech value will be reduced by the same amount for the calculation of area and center of effort.

7.03.6 ORCAN 5 -- Wording Clarification, Spinnaker Configuration Types (IMS 804.1):

The existing wording of IMS 804.1 was evidently not entirely clear to all readers. It was agreed therefore to modify the wording slightly to read as follows:

“1. The yacht's spinnaker configuration shall be declared by the owner and recorded as one of three permitted types:

- a) Symmetric spinnakers only. Any spinnaker to be tacked on the spinnaker pole or the centerline of the yacht.
- b) Asymmetric spinnakers only. No spinnaker pole allowed aboard the yacht while racing. Any spinnaker to be tacked only on the centerline of the yacht.
- c) Both asymmetric and symmetric spinnakers permitted and any spinnaker may tacked either on a spinnaker pole or on the centerline of the yacht.”
- d) No spinnaker. Neither symmetric nor asymmetric spinnaker aboard while racing.

7.03.7 ORCAN 6 -- Greater of SPL/TPS for Asymmetries when Both Types Allowed (IMS 844 & 847):

It was agreed that in the case of 804.1(c) configurations as in point .6 above (i.e., both symmetric and asymmetric spinnakers with pole permitted), the VPP would be corrected to use the greater of SPL or TPS in those VPP calculations where the asymmetric spinnaker is assumed to be hoisted. The submission stated that the current VPP had always been using only SPL for the asymmetric in the 804.1(c) configuration. See also Measurement Committee 9.02.9.

7.03.8 ORCAN 7 -- There is No Longer a Provision for Entering an LPIS Value in ORCedit (IMS 813.4):

See Measurement Committee Minute 9.02.10.

7.04 Hydrodynamics

7.04.1 Drag Correction for Immersed Transoms:

The ITC plans to formulate a new model to account for the performance effects of immersed transoms for the 2008 VPP based on experimental data. This intent is model the effect on rated sailing length and thus the residuary drag at high speeds and the added viscous drag at low speeds.

7.04.2 Added Resistance in Waves (Seakeeping):

The current VPP model for added resistance in waves was discussed and compared with available experimental data. The main conclusion is that the trend of the model is basically correct, although the values are approximately one third of those calculated with a Pierson-Moskowitz model for the same true wind speed. Although this is in principle a discrepancy in the context of fully developed seas offshore, the current model seems a reasonable representation of the spectrum of conditions in which typical races take place (inshore or coastal), so although the difference is known. it seems the current "detuned" model provides a fair representation for race handicapping.

7.04.3 Keel Bulb/Winglet Automated Identification in the LPP:

The ITC reviewed the treatment of, and program code identifying, keel bulbs/winglets as implemented for the 2006 VPP with the intention of developing a more robust routine for automatic identification and assessment, perhaps with an integrated transverse section. It was decided that it would be best to attempt this at the time the LPP section is recoded. In the meantime, rating offices will be made aware that the current identification is not perfect and that any anomalies should be reported to the Chief Measurer.

7.04.4 Centerboard Treatment:

The Committee reviewed reported results on CFD studies performed by one of the members which could be related to the treatment of centerboards. For the thin foils often associated with centerboards, the drag coefficient relative to lift as compared with the typical thickness/chord ratio of fixed appendages was

quite high. It was proposed that the centerboard frictional drag coefficients be increased and, following test runs, it was agreed that these be increased 50% for such centerboards.

7.04.5 FIV 8 -- Determining Effective Draft of Canting Keel Yachts (IMS Appx. 10):

Field observations suggested that canting keel yachts were unable to sail up to their current ratings. The Committee had reviewed the current treatment, in particular the determination of maximum effective draft of appendages in the case of canting keels. A comprehensive protocol for handling the “special appendages” of IMS Appx. 10 was agreed as follows (see also 7.04.3 above):

Forward Rudder

Current Treatment:

1st run with canting keel on centerline (CL) without adding any RM increase

2nd run with canting keel fully canted adding an RM increase

(both runs are done with reduced D computed with fwd or aft rudder only)

Agreed Treatment:

1st run with canting keel on CL without adding any RM increase

(D computed with the keel on CL)

2nd run with canting keel fully canted adding an RM increase

(D computed on maximum between the two rudders and keel canted)

Forward Daggerboard on Centerline

Current Treatment:

1st run with canting keel on CL without adding any RM increase

2nd run with canting keel fully canted adding an RM increase

(both runs are done with reduced D computed with aft rudder only)

Agreed Treatment:

Include daggerboard in the offset file with special code for daggerboard

1st run with canting keel on CL without adding any RM increase, no wetted surface for daggerboard added (daggerboard up)

(D computed with keel on CL)

2nd run with canting keel fully canted adding any RM increase, wetted surface of daggerboard taken into account only to windward (daggerboard down)

(D computed with maximum depth between keel canted, fwd daggerboard and aft rudder)

Bilgeboards (i.e., dual, off-centerline daggerboards)

Current Treatment:

1st run with canting keel on CL without adding any RM increase

2nd run with canting keel fully canted adding an RM increase

(both runs are done with reduced D computed with aft rudder only)

Agreed Treatment:

Include bilgeboards in the offset file with special code for bilgeboard (angle and lateral position should be defined input too)

1st run with canting keel on CL without adding any RM increase, no wetted surface for bilgeboard added (bilgeboard up)

(D computed with keel on CL)

2nd run with canting keel fully canted adding an RM increase, wetted surface of bilgeboard taken into account only windward (bilgeboard down).

(D computed with maximum depth between keel canted, fwd leeward bilgeboard down and aft rudder)

In IMS offset files it is not possible to fully represent off-centerline appendages with the current hull measurement procedure and LPP as coded. The agreed scheme for off-centerline treatment may involve manual measurements and data entry for some values.

7.04.6 FIV 4 -- Trim Tabs:

The current IMS trim tab treatment (see IMS Appx. 10.4) takes into account a reduction of the friction coefficient due to the tab deflection. It was acknowledged that the currently implemented reduction was considered excessive for the typical keels in which this feature is present (and the CL at which they normally operate). During the 2006 season for the IMAX fleet this reduction was already revised (but it seems to be considered still slightly punitive).

The ITC agreed to modify the computation of the frictional resistance due to the tab deflection to the one used by IMAX during 2006 season. This means that the overall reduction of frictional drag associated with keels that have a trim tab was decreased to 33% (or 1/3) of the current IMS value. In other words the total frictional resistance coefficient for the keels with tab was increased by the 66% (or 2/3) of the current reduction factor.

The reduction of the drag coefficient will be applied only for values of true wind angle of 60 degrees and below, disappearing at 70 degrees with a linear transition between these two.

7.05 FIV 1 -- Age Allowance (IMS Appx. 8.2):

The submission called for an averaging of Age Date and Series Date in determining Age Allowance because the Age Allowance introduced for the 2005 season was seen to be too generous, making rule beaters of some older designs. The ITC had considered this same submission November 2005 and agreed to propose no change. Now the ITC reported they had no recommendation on the matter; there was really no technically correct way to produce an Age Allowance factor.

Congress Chairman Bruno Finzi noted that Management Committee had also considered this submission and had agreed Age Allowance was currently so generous as to create serious problems with certain boats in some fleets. He proposed a straight-line Age Allowance function which would split exactly in half the Age Allowance given by the current curve at 20 years of age and that of the Age Allowance formula prior to 2005. Thus, the maximum Age Allowance at 20 years would be 1.3%. This proposal was discussed and agreed for 2007.

7.06 SWE 1 -- Further Development of IMS:

The ITC acknowledges that there are some technical aspects in which there is special "room for improvement" and efforts are put into those areas with the available resources trying to achieve a better understanding of the problems with the result of better performance predictions across the full spectrum of age and design and thus handicaps. However there will always be conflicting situations compromises to be made, especially when trying to provide the best possible handicap estimation for existing older and, in general, slow boats relative to more aggressive modern designs. From this point of view the ITC would suggest that the Congress provide guidance on the matter.

7.07 KNWV 4 -- Use of PBO in Standing Rigging (IMS Regs Appx. 1A):

From the performance prediction point of view the ITC does not see any problem with the use of this type of material since the weight of the rigging is measured with the mast for the determination of the pitch gyradius and is accounted for in the stability test, so the Committee does not have any technical objection to extending permitted use for boats with LOA below 20 meters.

However, some members were concerned regarding its longevity, so the general recommendation in case of acceptance would be to extend and limit the use of composite standing rigging not only to PBO, but also other materials used in commercially available rigging systems.

Considering that this type of rigging requires a larger diameter than steel, there is a windage drag disadvantage that would prevent permission of these materials from becoming a design driver.

Congress approved the ITC proposal.

7.08 Stability Certificate

The ITC's proposed stability certificate based on the values calculated by the LPP including some estimated ISO12217-2 was agreed. The idea is to provide stability information for those yachts with an IMS measurement, independent from the rating certificate itself, that could be used by race organizers and others as a way of assessing the stability of a given yachts, even when rated under different handicap systems, for meeting entry requirements for certain events. This is currently the practice for the annual Sydney-Hobart Race, for example.

As a development of this, alternatives for measure capturing lines and stability data (e.g., designer-generated offsets and estimated VCG) might be provided for, indicating in the certificate the origin of the data used for the calculations.

7.09 Scantlings (IMS 107 & Spec Regs 3.03.1)

Due to the fact that ABS is no longer maintaining plan approval services for the ABS Guide for Building and Classifying Offshore Yachts for boats below 24 m LOA, ITC has considered several options and recommended using the relevant parts of ISO standard 12215 as soon it is in a final stage for yachts below 24 m LOA. For yachts above 24 m there are several classification rules available and it is recommended to require compliance with one of these rules.

ITC does not see the need to require plan approval. The previous years have shown that the existing designers and builders declaration works satisfactorily.

7.10 VPP Rewrite Status

As reported at the last ITC meeting in Valencia, it was agreed to generate the IMS 2007 VPP with the current code while the new one is updated in parallel in order to have a proven reference for a Beta testing period during 2007. It has not been considered prudent nor effective to embark at this stage on a "crash" project to make the software operational and bug free / user-friendly by the beginning of 2007.

The connection between the code itself and potential stand-alone and web user interfaces will have to be defined in more detail within the more general ORC software development project.

The current coding is being developed in a way that should facilitate a more modern, flexible and portable program in order to easily generate different data presentations using subsets of information for different purposes (stability certificates, performance package, etc.).

7.11 Summary of Proposed VPP Changes for the 2006 VPP

- Revised adjustable forestay and inner backstay treatment
- Modification of the centerboard drag coefficient.
- Change in the effective draft calculation for canting keel boats (in some cases)
- Minimum sail areas used for calculations changed.
- SPL/TPS use for asymmetric spinnakers
- Modification of the Trim tab treatment
- Reduce Age Allowance

7.12 Recommendations on GPH Class Limits

The proposed changes to the VPP result in a minimal change in speeds for a limited number of design types as compared to the 2006 version and for this reason there is this year no advice for changing IMS Class limits, nor National Authorities to change the limits of those classes where the GPH value is used for class break definition.

7.13 ORC Research Fund

For the incoming year one of the ongoing projects, the LPP/VPP rewrite should continue, but within a more general software rewrite project so the ITC understood it will have to be included in a separate funding from the research one.

Besides this project, the ITC plans to perform CFD calculations and some Wind Tunnel tests (in addition to the ones scheduled for last August that could not be performed) with an anticipated cost not exceeding 25,000 Euro, this being the fund allocation that the ITC kindly requests of Congress for 2007.

7.14 ITC 2007 Agenda

The ITC's principal projects for next year are:

- Finalize the rewrite of the IMS VPP and extend it to the LPP, as well as interfacing with other tools. Revise appendage characterization as a part of the LPP rewrite.
- Propose a model to deal with the immersed transom effect on length and drag in general.
- Revision of the heel drag model and residuary drag at high F_n values with possible tank testing.
- Wind tunnel tests and performance evaluation of "code 0" sails.
- Proposal and implementation of a new upwind sail model, including additional wind tunnel tests.

7.15 Next Meeting

The next meeting of the ITC was proposed to take place in March. A likely location is Valencia, Spain. Observers would be welcome.

8.00 CLUB WORKING GROUP

Club Working Group Chairman, Boris Hepp, reported.

8.01 The Minutes of the previous meeting 8th - 9th October, 2005 were approved.

8.02 Club Certificate Print Program

Ken Weller had reviewed the situation with the Club certificate print program which had been coded in Microsoft Access 2 in 1998 by Andy Magruder of US Sailing, who had also maintained the program with routine revisions until several years ago when a known, but undocumented MS Access bug (a "memory leak") had made further updates impossible. Program rewrite alternatives had been pursued without success and Andy also tested newer editions of Access as these became available from Microsoft. In October he tested MS AccessXP and found that the bug had apparently been fixed, as he was again able to compile an operational version with some of the Club revisions he had attempted to add earlier. He is now working on adding the latest revisions with the hope of having Club Print fully up-to-date and operational by the first of the year. The Working Group was cautiously optimistic that this could be achieved.

Alternative approaches to Club Print for future investigation had been discussed, including a scaled diagram of the yacht based on its actual measurement data. This has obvious attractions, but might introduce complications in the details of formatting the diagram and possibly degrade the appearance of the display. The method will be further studied.

Ken also noted that if Andy succeeds in producing an updated, operational Access Club Print for 2007, then the urgency of investment in alternative programming would be reduced and this would have to be considered in the context of the budget for other major software development undertakings the ORC plans in the near future.

8.03 Submissions

8.03.1 FIV 10 - Club Print, Graphics to Scale, Font Size, etc.:

See Minute 8.02 above.

8.03.2 ORCAN 3 - Provide for Tri-Number Scoring Display on Club Certificate:

Various considerations in adding Tri-number scoring figures to the Club Certificate were discussed. It was noted that Tri-number is currently displayed only on the Club Optional Scoring Sheet (optional page 2). The Group consensus was that the simplicity of the Club certificate and scoring option display must be maintained and that an option to set Tri-number as one of the three displayed scoring selections would be investigated for use in those countries or fleets where this is desired. It was paramount that ORC Club not be seen as overly complicated, a long-standing perception with IMS. Apart from the space problem, it was seen as a feasible option to make the Tri numbers available as one of the selectable scoring options in existing fields B or C. This would keep the Club certificate simple and familiar and still make it adjustable to the needs of local authorities.

8.03.3 ORCAN 5 - Discrepancy in Rounding, Club Certificate vs. IMS Facsimile Certificate:

A discrepancy had sometimes been seen in the last digit of fractional values between rating printouts on the Club certificate and those printed on the accompanying in-office "facsimile" IMS certificate for Club boats or the Club Optional Scoring Sheet. It was reported that this may occasionally occur with the RMS file as well. Ken noted that Andy Magruder had long been well-aware of avoiding this rounding pitfall in IMS, but evidently it had crept into the Club system at some point. Examples would be sent to the programmers in order that the source of the problem be tracked down and corrected.

8.03.4 SWE 2 - Provision for, and Treatment of, "Heavy Items" Inventory in Club System:

The status of rating credit for IMS Heavy Items was unclear in the ORC Club system because the Club Rule Book displayed the Heavy Items inventor sheet, but it had not been made an integral part of the two-page model Club Application Form available on the web.

There followed dissuasion of whether or not the Heavy Items provision was appropriate for Club as it added some small complication to understanding and providing input to the system, but it was concluded that rating provision for Heavy Items was probably even more appropriate for the Club fleet as a whole than for the current IMS fleet. Therefore it was agreed that it should be provided for with the Application Form and this would be clarified.

8.04 Hull Offset File Acquisition

Rating Office tools and systems for acquisition of offset files needed for Club processing continue to be workload issues and the software aids intended to assist in creating Club hull offsets require further development as soon as possible. The problems in this area were emphasized in responses so far received to the Rating Office Club Questionnaire circulated in October.

Part of the problem is related to the fact that the ORC's primary offset editing program is still dependent on Windows 98 computers, which have become increasingly difficult and inconvenient to maintain. However, this is not the only problem. Other ORC aids, in some cases kindly contributed through amateur programming efforts of rating officers, have occasional bugs to worked around and are in some cases poorly documented or "user-unfriendly" because they were coded in the first instance only for the use of the rating officer who programmed them. The ORC has no single, comprehensive tool for assisting in offsets acquisition, nor has a fully satisfactory, affordable means to take hull in the field been developed, despite a number of otherwise workable laser-measurement schemes established through experiments in several countries.

Most recently the Japanese had developed a procedure based on a commercially available laser instrument operated by the its vendor and had been successful in producing several acceptable offset files with the

system. Japanese Rating Officer, Masa Takagaki, and Minoru Tomita would present the details of the procedure to the Measurement Committee. While the system was certainly operationally capable, like other similar projects, there remained a relatively high price in processing man hours and cost of equipment (or rental of equipment).

It was learned that Marcel Wagenaar, Rating Officer for Holland, had kindly further improved his offsets digitizer for scanned lines drawings displayed on the computer screen. This has been a useful tool in cases where lines drawings are available and user-friendliness has been improved, as well as documentation.

ITC Chairman Manolo Ruiz de Elvira's IMS Windows Manager has been helpful to some in the editing of office files and importing and conversion of DXF design files. Several other privately-developed aids exist and the ORC's Hull-Finder/Hull-Builder package is in use in some offices, as were commercially available CAD software packages.

The Working Group will continue to monitor solutions in use and investigate options for more effective tools. The Group agreed that moving in the direction of increased central processing of offset files would be a benefit, albeit a significant workload for those doing the processing.

8.05 Matters Arising

Partly in connection with consideration of submissions above, the Working Group had discussed several related matters.

8.05.1 Web Data Input Form:

Zoran had been experimenting with a web-based measurement data input form under development which would serve the role of the current application form. He presented the work so far, which includes a program able to convert the online form into a DAT file. The online form had been used on a pilot basis by some users. The Group discussed a number of further development recommendations for the input form, including Heavy Items and, if agreed, measurement input for a yacht's full sail inventory.

8.05.2 Measurement Prescriptions in Club Rule Booklet:

The level of detail in measurement prescriptions included in the Club Rule Book had been discussed. Ken explained that the original intent had been that the full IMS prescriptions be applied in any case of a question of interpretation or measurement protest, but that this introduced the dilemma of just how comprehensive and detailed should be the prescriptions included in the Club booklet. As an interim solution, he had lifted many of the rig and sail prescriptions from the IMS, together with a few other sections, and in some cases had simplified the IMS wording slightly. After considerable discussion it was agreed that he should draft simplified measurement prescriptions for the booklet to be circulated to the Group for consideration and comment, including a statement referencing the IMS prescriptions as the ultimate authority in cases in questions of interpretation or measurement protest.

8.05.3 Rating Effect of Changes in Crew Weight:

Jean-Louis had observed that the rating of crew weight changes seemed counter-intuitive. Increasing weight had slowed handicaps in some cases. It was agreed that the matter should be referred to the ITC.

9.00 MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported. Chris Theodossis from Greece was welcomed to the Committee; he replaces Theodossis Tsaltas.

9.01 Season's Activity

See Chief Measurer's Report, International Technical Committee 7.02 above.

9.02 Submissions

9.02.1 DSV 2 -- Headboards in Jibs (IMS 812.4):

The Committee agreed that, as a consequence of the introduction of jib luff length (JL) in jib area calculations, there is a trend toward wider jib heads to reduce the luff length relative to rated area. It was therefore agreed to set a fore & aft headboard width limit of the greater of 100mm or 1% of the luff length beyond which any excess will be multiplied by five and added to the JL measurement.

9.02.2 FIV 5 – IMS “Default” Minimum Spinnaker Size and LPG (IMS 844 & 847):

It was agreed in principle to rationalize the rating of sails smaller than the current default minima. See also ITC Minute 7.03.3.

9.02.3 FIV 6 – Direct Input of Sail Area, versus Input of Sail Linear Dimensions:

The Committee discussed the matter at length, proposing to record the individual sail measurements instead of the maxima found on the whole inventory, and calculate from these the maximum area to be used in the VPP for each type of sail. Additional fields need to be added to the data files to implement this, and a final scheme to be used with the 2007 program needs to be coordinated with the programmer. See also ITC Minute 7.03.4.

9.02.4 FIV 7 – Replace Jib Roach Measurement with Jib Girths for Area Calculation:

The Committee had agreed with the Submission in both its concepts, i.e., to allow jib roach only for small jibs, including on boats which have in their inventory also overlapping genoas.

It was also agreed to add headsail width measurements, as provided in the ISAF Equipment Rules of Sailing. . See also ITC Minute 7.03.5.

9.02.5 KNWV 6 -- Multiple Headsail Input:

See 9.02.3 above.

9.02.6 FIV 10 -- ORC Club Certificate:

It was felt this was not a Measurement Committee matter. See Club Working Group 8.03.1 above.

9.02.7 FIV 11 -- IMS Appendix 5 and Penalties:

The proposal was agreed with regard to Appx. 5.2(a), but the following revision was agreed for part b):

"(b) A boat whose certificate has to be recalculated as a result of an error or omission in the production of the certificate, of which the boat owner could not have been reasonably aware, may be penalized at the discretion of the protest committee. Additionally, the protest committee may order that races scored using the incorrect certificate be rescored using the corrected one."

9.02.8 ORCAN 5 -- IMS Rule 804 Clarification:

The Committee discussed the matter at length, agreeing to modify the current wording of IMS Rule 804 as in ITC Minute 7.03.6.

9.02.9 ORCAN 6 -- TPS value for Asymmetric Spinnaker:

The Committee acknowledges that the program does not work as intended, neglecting the effect of a TPS value greater than SPL when entered, and agreed to correct it. See also ITC 7.03.7.

9.02.10 ORCAN 7 -- No Datafield for LPIS Entry – ORC edit Program:

The Committee does not think there is a problem with the LPIS definition. If LPIS as defined in IMS 813.4 exceeds the LPG value, it needs to be entered as LPG.

9.02.11 RFEV 6 -- Completed Production Units, Production Yacht Eligibility, IMS 670 Class:

The Committee felt that the current wording of IMS 108.1 adequately addressed the concept of completed production units as defined in the IMS 670 Class Rule (Green Book).

9.02.12 RFEV 9 -- Green Book Rule 7.1, Sails:

The Committee discussed again this paragraph of the Green Book, and agreed to amend the current wording as follows:

"7.1 Sails

One suit of sails plus one mainsail may be used in a series and shall have been measured and stamped by an ORC Measurer. The sails so stamped shall be marked for the event and shall not exceed in numbers the maxima permitted under IMS Regulations 205, unless otherwise stated in the Notice of Race. In determining these maxima, 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 second mainsail, all sails must be carried aboard. The Mainsails may be interchangeable but one of them must have at least one set of reef points." – see also 11.04.2.

9.02.13 SWE 2 -- Clarification Regarding ORC Club Measurement Principles:

See Club Working Group minute 8.05.2.

9.02.14 YA 1 -- IMS Hull Measurement Instrument and Associated Software:

The Committee noted that there is PC software available that works on any laptop fitted with a serial port, which constitutes an alternative to the Tandy.

It was observed that there exist several alternatives to conventional hull measurement machines, using laser and optical devices commercially available. Any hull offset file to be used to produce IMS certificates with these innovative systems requires approval by the Chief Measurer.

9.03 Stored Energy

A question had been raised on whether compressed air in the boom vang hydraulic cylinder to hold up the boom constitutes stored energy and is therefore prohibited by the RRS. The Committee agreed that, provided the compressed air is self contained in the unit and does not require an external supply whilst racing, this does not constitute an infringement of the stored energy restriction.

9.04 Hull Measurement with Laser Scanner -- Japan

A very interesting report about hull measurement experiences performed in Japan using a 3-D laser scanner and freeware processing software had been presented by Masakazu Takagaki and Minoru Tomita

from Japan. The good news about these experiments was that the scanning service could be obtained at a reasonable charge and offset files created without too much post processing work.

9.05 New Software for Electronic Inclining Devices

New software to be used in conjunction with electronic inclining devices had been presented by Joakim Majander from Finland. It requires a few more tests in the field and then will be available for a price to be finalized.

10.00 SPECIAL REGULATIONS COMMITTEE

Special Regulations Committee Chairman Patrick Lindqvist reported briefly.

The ORC Chairman expressed the ORC's gratitude that Congress Member Patrick Linqvist had taken on the daunting task of following in Alan Green's foot steps as Chairman of the Special Regulations Committee. He noted that, since the Committee met and reported according to ISAF's schedule, it would not always be possible for Patrick to report final decisions at the time of the ORC's AGM, but he felt that the ORC was fortunate to have a Member who was close to its offshore interests and expertise in safety at sea as chairman of the Committee and in a position to keep the ORC abreast of Committee developments throughout the year.

11.00 OFFSHORE CLASSES & EVENTS COMMITTEE

Offshore Classes & Events Committee Chairman, Don Genitempo reported.

11.01 The Minutes of the previous meeting of November 2005 had been approved.

11.02 Championship Reports

11.02.1 Don Genitempo reported on the Sardinia Rolex Cup ISAF Offshore Team Worlds Championship which was organized and hosted by Yacht Club Costa Smeralda. 7 teams representing 5 nations and two geographical areas competed. Each team was composed of: a TP 52, a Swan 45 and a Farr40. 7 windward-leeward races and a medium distance race were completed mostly in light to medium air. The selection of yachts for the teams was excellent giving good competition in each of the three fleets with no real interference between them. It was a good format smoothly executed by a veteran organizer.

11.02.2 The IMS Offshore World Championship was reported by Wolfgang Schaefer. The event was held for the first time in Northern Europe, hosted by Northern Regatta Verein near Neustadt, Germany. It was a highly successful event, attracting 50 yachts from ten countries. 7 races were completed including the long distance race. The fleet was divided into two classes with the smaller yachts sailing as slightly shortened course. Besides prizes in each of the two classes, a prize for the best Corinthian crew was also awarded. Rolex Germany and NRV were the sponsor of this well run event.

11.02.3 Bengt-Olof Holmberg reported on the fourth world championship for the IMS 600 Class. Held in Aghios Nikolaos, Crete. 14 yachts from 6 countries entered the event, with 12 competing. 10 different designers were represented. Eight races were scored under conditions from drifting to 30 knots. The venue, hospitality and conduct of the event was excellent under sometimes trying conditions. Thanks to the sailing club of Aghios Nikolaos and to the community of sponsors.

11.02.4 Miguel Rosa submitted the report of the second World Championship for the IMS 670 Class; hosted by Real Club Nautico de Santa Maria and sailed on the bay of Cadiz in Spain. 32 yachts from 4 countries competed, with 8 separate designs being represented. Eight races were scored in predominately light conditions. Three different designs finished within the top five finishes.

11.02.5 The European Championship of the IMS 600 Class was organized and conducted by the Yacht Club Scheveningen during the ABN AMRO North Sea Regatta. 12 yachts from four countries and six designs made up the fleet. The early part of the event was in heavy winds and large seas, with latter races sailed in light to moderate breezes. It was a competitive event with the lead changing hands several time.

11.02.6 Yacht Club Punta Ala hosted the IMS European Championship in perfect sailing condition as reported by ORC representative Zoran Grubisa. 20 yachts participated, some what less than in previous years, do to weather conditions prior to the event that prevented several yachts from arriving in time. The close scheduling of other events adversely affected the entries also. 8 races were scored which allowed a discard.

11.02.7 There was no report from the ORC Sportboat Championship that was held in Warnemunde, Germany.

This season's requirement that ORC events use the Green Book standard tools, Notice of Race and Sailing Instructions established a good level of uniformity. The organizers were happy to comply and there were no negative issues. In discussions, the Committee expressed its support for the selections of the GP 42 for the 2008 Sardinia Rolex Cup. There also followed a discussion of site selections for events in respect of local fleet numbers and the inclusion of the event that is another event.

11.03 ORC Classes Reports

11.03.1 Paolo Massarini reported on the continuing success of the GP 42 development. The owners association is fully formed, the calendar of events for 2007 has been confirmed and 12 boats from 4 countries are expected to be participating by mid season. Additional boats are in development stage and the list of prospective owners grows. Even though the GP 33 has not yet had the planned promotional effort, there are several boats under constructions. The GP 26 is on the water racing very successfully in handicap classes. Several boats are in the planning stage and should be seen by late season.

11.03.2 Bruno Finzi reported on the affiliated Mini Maxi Class (new Division of IMA) whose 18 yachts raced under the ORC Club rule. The Class is very happy with the system, continuing on in 2007. 10 new yachts will join the class for next season. They range from 60 to 80 feet in length.

11.03.3 The Wally Division raced under the IMAX advanced package of IMS, with excellent results. Alessandro Nazareth is the ORC technical consultant for the Classes.

11.03.4 The 600 Class was noted to be growing in Scandinavia. ORC events for this Class in the region will strengthen its development. Gustavo Benavent explained the expansion of the Class rating bands in Spain that now refers to the group as the 570 Class.

For 2007 they will return to handicapping within the band rather than level racing.

11.03.5 The 670 Class continued to grow in Spain and now in Scandinavia also. The need to keep the boats as affordable productions yachts was stressed.

11.04 Submissions

Congress approved the Offshore Classes and Events Committee's recommendations as follows:

11.04.1 DSV 1 -- Rotation of IMS European Championship:

The Committee supported the submission and already had corresponded with Yacht Club Punta Ala.

11.04.2 DSV 3 -- ORC Championship Rules/Spare Mainsail:

The Committee agreed with the principle and supports the submission with the amendment "second mainsail must have a minimum of one set of reef points. The Mainsails may be interchangeable". Added to 7.1 of Green Book. See also 09.02.12.

11.04.3 FIV 9 -- IMS 670 Class:

The Committee did not support this submission. It was agreed and announced by Congress in 2005 that the number of boats would be 15 beginning in 2007.

11.04.4 KNWV 1 -- Carbon Mast in IMS 670 Class:

The Committee did not support this submission. At this time the committee was unaware of production boats of this class having carbon masts and desired to keep the class as economical as possible, but will continue to monitor developments.

11.04.5 KNW 3- - Offshore Race in ORC Championship:

The Committee did not support this submission. See also SWE 3 (11.04.15) below

11.04.6 RFEV 2 -- Number of Days in a World Championship:

The Committee did not support this submission. However after debate, it was agreed to modify the schedule of races in the Standard Notice of Race to allow flexibility.

11.04.7 RFEV 3 -- Reduce the Minimum Number of Races:

Although the Committee did not support this submission, it understands the problem and will study a way to modify 8.3 in the Green Book and to provide that a reduction will be subject to completion of both Offshore Races.

11.04.8 RFEV 4 -- IMS 670 Worlds to Spain:

The Committee supported this submission, subject to approval of dates and location to be submitted by Dec. 31st, 2006.

11.04.9 RFEV 5 -- Number of Units for IMS 670 Class:

The Committee did not support this submission. The Congress approved in 2005 to raise the number of units to 15 effective in 2007. The Committee supported the intent of the submission by clarifying and strengthen the wording in Class Rule 3.4 c.

11.04.10 RFEV 6 -- Completed Production Units, Production Yacht Eligibility, IMS 670 Class:

The Committee did not support this proposal, but supported the intent and the rationale. It will consult with the Chief Measurer and Class representatives to clarify IMS Rule 108 and Class rule 3.4, and investigate a further limit for the Class, as the Displacement/Sail Area ratio, to be finalized with the Chief Measurer.

11.04.11 RFEV 7 -- LOA for IMS 670 Class:

The Committee supported the submission to introduce an upper Class limit to 11.4m LOA but not for boats with an Age Date of 1992 or earlier.

11.04.12 RFEV 8 -- Reduce Band of IMS 670 Class:

The Committee supported the submission and recommends the band to be reduced to a 30 sec/mi spread, subject to fleet analysis.

11.04.13 RFEV 10 -- Green Book 6.6:

The Committee supported the submission to remove the reference to the RRS App.2

11.04.14 RFEV 11 -- ORC Level Class Rule 206:

The Committee supported the submission, agreeing to raise the max. crew weight to 800 kg for the GP 42 Class.

11.04.15 SWE 3 -- Schedule of Races:

The Committee supported the submission with a modification that the combined coefficient equal 3 allocated 1.25 and 1.75 with neither race to be discarded.

11.04.16 SWE 4 -- Class Limit IMS 600:

The Committee did not support part 1, expansion of limits, but did support extending the maximum length to 12.91 meters and eliminating any minimum length requirements.

11.04.17 SWE 5 -- Two-Boat length Zone:

The Committee supported the clarification of the one turn penalty, but does not support insertion of RRS 44.1 and 44.2

11.04.18 SWE 6 -- Time Limit:

The Committee did not support this submission. One part of the offshore race is mandatory to qualify the series. A time limit on the first part could jeopardize this.

11.04.19 SWE 7 -- Corinthian Trophy:

The Committee did not support this submission. The Green Book covers these situations presently.

11.05 Calendar of Events

A number of requests had been received for hosting future ORC events. After extended discussions the Committee's finalized proposals which presented and agreed by Congress, resulting in the Events Calendar included with these Minutes.

11.06 Organization of Committee

It was agreed that Mr. Jesus Pinto of Spain would replace Mr. Juan Ameneiro on the Committee.

11.07 Matters Arising

A motion was made and approved to include the Mini Maxi Class in Para 3.3 of Green Book.

12.00 RACE MANAGEMENT COMMITTEE

Approval of the minutes from the November meeting 2005 in Singapore.

12.01 The Minutes of the previous meeting November 2005 were approved.

12.02 Submissions

12.02.1 FIV 10 -- ORC Club Certificate Design:

While the Committee had agreed in principle with the recommendations for updates and improvements, it is not possible for the moment due to software problems. The committee had followed with general approval the recommendations of the Club Working Group and Measurement Committee.

12.02.2 FIV 11 -- IMS Appendix 5 and Penalties:

The Committee had been in favor of the wording of the submission in Parts Appx. 5.2.a and c. For Part b the Committee agreed with the wording modification made by the Measurement Committee (see 9.02.7)

12.02.3 KNWV 2 -- Performance Curve Scoring:

Committee decided to make IMS Guide clearer for all scoring options as to emphasize the IMS scoring flexibility.

12.02.4 KNWV 3 -- Offshore Races in ORC Championships; Penalties & Scoring:

The Committee had fully agreed with the problem described in the Submission. The Race Management Committee was not authorized to change Green Book or Sailing Instructions and left the submission to Offshore Classes & Events Committee.

12.03 IMS Guide

Nicola Sironi had proposed to the Committee to redraft paragraph 6. Boris Hepp agreed to help with improving Appendix 5 and add ORC Club information to the Guide. Appendix 6, Tri Number scoring, would be finalized by Ab Pasman (see also IMS Appx. 1). Everyone would have a last thorough look into the Guide and propose their changes.

The Committee would try to have its work done, preferably by the 15th of November, so the new text could be published on the ORC home page as soon as possible. Each country can then take out the relevant text for their purposes, translate it, and have the translation published at the ORC website.

12.04 Matters Arising

Boris Hepp had proposed to the Committee to have a leaflet about IMS to be issued for Judges to help them understand the problems that might occur when at events raced under ORC handicap rules. Emilio Feliu Serra and Bengt-Olof. Holmberg agreed to draft such a leaflet.

Boris Hepp also reported on the Race Management conferences held in Germany where Race Officers under the supervision of a moderator discuss Race Management questions.

13.00 PROMOTION AND DEVELOPMENT COMMITTEE

Emilio Feliu reported

13.01 The Minutes of the previous meeting of November 2005 had been approved.

13.02 Committee Activity in 2006

Sten Edholm displayed a Power Point presentation of the year's activity of the Committee, the website situation with statistics of material downloaded and number of visits showing an important improvement in the site as a contact tool and resource.

Significant results had been achieved in the form of new promotional material and translations ready to be used, all of them available from www.orc.org.

Other promotional material in the form of merchandising matter had been ordered and was ready to be presented as complimentary material or to be sold.

The graphic identification, the image, of the Congress had been agreed, and was being presented in papers, official items such as certificates, information releases, etc. with the slight modification of the actual logo.

A number of presentations had been made, new rating offices established and distribution of promotional tasks have been made in various countries, as for example Argentina, Brazil, Baltic Countries, Hungary,

Spain, Local officials contacted had been encouraged to achieve fluent and efficient operational work. In that sense, personal meetings had resulted in new nominating bodies deciding to use of the ORC's handicapping programs and scoring systems as recommended.

Excellent news was emerging about the progress of the GP Classes, especially the GP 42, which is expected to have her first international presentation in 2007 the formation of the Class Association.

Interesting and significant inputs came from Miguel Rosa of Spain by email, and from Boris Hepp, Wolfgang Schaefer, Abe Rosemberg, Minoru Tomita and Bruno Finzi, all giving valuable advice and points of view.

13.03 No submissions had been assigned to the Committee.

13.04 Committee Composition & Reorganization

After a long discussion, a proposed reorganization of the Committee for more effective development was agreed. Sten Edholm would serve as Manager, Zoran Grubisa and Paolo Massarini would perform the professional tasks of the Committee, with the remaining members acting as consultants and providers of the further available publicity and promotional material, with all the continuing as active members of other Committees as well. They will be looked to as sources of information about the activity of the entire organization.

The Committee endorsed the work of the professionals recommended they be supported with continued funding in the 2007 budget.

The Committee confirmed its membership of Emilio Feliu Serra, Edoardo Recchi, Giovanni Iannucci, Jose Frers, Miguel Rosa, Sten Edholm, Paolo Massarini and Zoran Grubisa.

14.00 MANAGEMENT COMMITTEE

Chairman Bruno Finzi reported.

14.01 The Minutes of previous meeting, 23rd 24th September, 2006, had been approved with minor modification.

14.02 Financial Report

Philip Tolhurst reported and presented a copy of the "Profit and Loss Summary" and "Balance Sheet" to 12th September 2006.

The ORC Club levies will be increased as agreed by the Congress in 2004's AGM to 40 Euro. The Management Committee agreed to propose to the Congress an increase of 5 Euro in the IMS levies maintaining the gap of 10 Euro between IMS and ORC Club. The IMS levies will therefore be 50 Euro.

This was approved by Congress.

Consequently the 2007 budget, to be presented at the Congress meeting for approval, was reviewed by the Management Committee. The budget still results in a small loss due to the increase of expenses for the new services and handicap rule ORC will start to produce next year.

In order to diminish costs, it was decided to reduce the numbers of Management Committee meetings to two instead of three plus the one in November and instead be in contact with monthly conference calls.

14.03 Fleet Statistics

Zoran Grubisa reported on Fleet Statistics. He is still missing some numbers from some countries which will probably arrive within the Congress meeting next Tuesday. The reported number of certificates at 1st November 2006 results to be 7.628.

The Committee stressed the importance of quickly establishing the correct final number of certificates issued by each National Authority. At this point it will be announced at the Rating Officers meeting on Sunday, 5th November that starting from November a monthly report shall be transmitted to Grubisa every month by each Rating Office.

14.04 Review of Congress Membership

The situation of the current Congress membership as tabulated by the secretary was reviewed. The renewals of Congress Members Terms expiring this year were received timely. Two new nominations for Congress were received from Estonia and Norway respectively.

The Chairman reported that a letter was received from Chris Little retiring RORC's seat on ORC Congress. The Management Committee took note of this decision and agreed to leave unchanged the position RORC holds under the ORC Constitution.

In addition a letter was received from former Chairman Hans Zuiderbaan resigning as a Congress member from The Netherlands.

14.05 Submissions

14.05.1 FIV 1 -- Reference Date for Age Allowance:

This was discussed and agreed as in ITC Minute 7.05

14.05.2 FIV 2 -- Revision of Regulations - Cruising Division:

The Committee approves the concept, but changing the last paragraph of the submission to read:

"Any additional anchor chain, batteries or other weight in excess of what is normally associated with the use of this equipment or standard construction practices will be considered as ballast."

This was not approved by Congress.

14.05.3 FIV 3 -- Adjustable Forestay:

See ITC 7.03.2

14.05.4 FIV 5, FIV 6 & FIV 7 -- Headsails Area Measurement & Remove JR (Jib Roach):

See ITC 7.03.3 – 5

14.05.5 FIV 9 -- IMS 670 Class:

See Offshore Classes & Events 11.04.3

14.05.6 FIV 11 -- Appendix 5 and Penalties:

See Measurement Committee 9.02.7 and Race Management 12.02.2.

14.05.7 KNWV 4 -- PBO in Standing Rigging (IMS Regulations Appendix 1):

See ITC 7.07

14.05.8 KNWV 5 -- Rating Office Software Package:

The Committee supported the submission and it was noted that a commitment to plans and resources to upgrade rating office software tools had already been made.

14.05.9 KNWV 6 -- Assessing Multiple Headsail Input (Jibs And Spinnakers):

See ITC 7.03.4 and Measurement Committee 9.02.3

14.05.10 ORCAN 1 -- Far East ORC Club Regional Administration:

Given that a Rating Authority is in the process of being established in Korea and that an autonomous Rating Office is now established in Russia, the Committee thinks that independence should be kept in these two countries. No relationship has yet been established with China and therefore would encourage ORCAN to share with ORC any offshore activity developed in that country. Only after such a survey a decision of whether an independent Rating Authority, or an outside help from ORC directly or from ORCAN will be made.

14.05.11 ORCAN 2 -- ORC Club and IMS Levies:

The Committee does not support this submission. A financial plan has been voted two years ago by the Congress and it is the Committee's feeling that this decision should be continued in the interest of the company. See also 14.02.

14.05.12 RFEV 1 -- Delegated Vote for Members:

This submission has already been inserted in the updated Memorandum of the Association. See 16.00 below.

14.05.13 RFEV 5 -- IMS 670 Class; Increase the Minimum Number of Units in Production Yachts:

See Offshore Classes & Events 11.04.10

14.05.14 SWE 1 -- Further Development of IMS:

The Committee supported renewed focus of IMS development on the broad base fleet and emphasized to ITC that they work in this direction. See ITC 7.06.

14.06 Promotional Activities

Committee decided to continue to invest in visiting new emerging countries hosting measurement seminars and assisting in running important events.

Committee felt that the investment on services through the website is a key factor in promoting ORC rules. It was also felt that visiting MNAs and Rating Offices would help understanding the market's needs. Committee also decided to make available on the web all publications including the new IMS Guide and the IMS Formulation.

14.07 Website Development

Committee decided to put Zoran Grubisa in charge for the maintenance of the website, Sten Edholm to continue to be in charge for the feed of news on the web and Zoran Grubisa and Nicola Sironi to link with Panayotis for the programming of the new services on the web. Zoran and Nicola will also be in charge of the technical maintenance of the measured hull worldwide database.

14.08 ORC Publications

All publications will be ready by 1st of January 2007, including a new ORC club booklet together with a new IMS Guide. All publications will be available on the web and a printed version will also be available apart from the IMS Guide and IMS Formulations.

14.9 ORC GP Classes Report

Paolo Massarini, the ORC Grand Prix Classes Manager confirmed his availability to keep going in promoting only the GP42 class as already expressed during 2005. The promotion and development of this class is compatible with his previous experience and the contacts established in past years of activity will be very helpful.

GP42 is finally launched and is close to Paolo's present location, Valencia. The relationship with the RFEV is good and the international racing calendar for 2007 is close to be finalized.

The class is established as described in the minutes of the meeting of Valencia. A minimum of 12 to 14 boats will race in the Mediterranean area in 2007, including six from Spain, three from Italy, two from Croatia, one from Portugal and one from France, with possibly another Greek and another Dutch boat ready in time.

Some improving interest is still present in USA, but unfortunately no owner started building yet. Reichel/Pugh, Botin/Carkeek, Farr, Felci are the designers involved until now in the Class.

The Committee will seek one or two other persons to be responsible for coordinating the GP26 and GP33 classes.

14.10 ITC Report

Manolo Ruiz de Elvira reported about ITC activity. He said that the new code is already running and is constantly under test while already resulting 30% of the volume of the existing code therefore being a huge step forward toward the maintenance and updating. New code will continue to be rigorously tested aside the old for all 2007 therefore abandoning the old code in 2008 contemporary to the introduction of the online service on the website.

Manolo said that apart the submission received, a lot of help came also by the experimental IMAX rule tailored for Wally class where special features such as trim tabs and canting keels were tested and further implemented.

More work needs to be done continuing R&D especially within the Aerodynamic model.

He finally announced the Committee to be willing to step down as Chairman while continuing to be a full member of the ITC and being available to be a leading part in the group designing the new ORC rules.

Congress appointed ITC and Congress member Alessandro Nazareth as the new ITC Chairman

14.11 Rating Offices; Administrative Relationship

A meeting with Rating Officers from several countries took place on Sunday 5th to present the future proposed relationship between ORC and Rating Offices. The new approach will be completely based on the website but Rating Offices will continue to be the key element in the distribution of rating certificates to the end users.

Database and numerous other services will be available to Rating Offices to enhance their offer to the offshore sailors. The new system will also provide ORC with constant monitoring of fleets worldwide.

14.12 Sponsorship

The Rolex Sponsorship is confirmed for the 2007 ORC publications.

14.13 Review of ORC staff responsibilities

The ORC Staff and consultants of the ORC were reviewed and confirmed by the Committee.

It was noted that Ken Weller's retirement will be effective from 1st January, 2007.

The new consultant services of Mr. Panayotis Papapostolou for work of the database and new ORC services were confirmed for 2007.

14.14 Confirmation of Venue for 2007 AGM & Management Committee meetings

14.14.1 AGM

The 2007 AGM was confirmed to be held in November in Athens at the Divani Caravel Hotel.

14.14.2 Management Committee Meetings

The venues for the 2007 Management Committee meetings for 2007 were agreed as follows:

13th, 14th, 15th April or 25th, 26th, 27th May in Valencia, Spain. Dates to be confirmed.

End of September/beginning of October in Porto Cervo, Italy. Dates to be confirmed.

14.15 Matters Arising

The chairman reported also on the letter received from the President of the Japanese Sailing Federation, addressed also to ISAF, regarding the situation in Japan and the relationship between JSF and ORCAN and the new organization's board formed with 4 directors from JSF and 4 from ORCAN. The annual report received from ORCAN was also distributed.

The Committee later met with Minoru Tomita from ORCAN and there was a common agreement that relationship with JSF would be increased and that ORCAN would be helped by ORC in the following two years.

15.00 REPORT ON ISAF MATTERS

Philip Tolhurst reported that the ongoing relationship between ISAF and ORC continues to be excellent and that they will work together for the continued development of the offshore sailing and for the benefit of the Sailors.

16.00 REVISIONS TO MEMORANDUM & ARTICLES OF ASSOCIATION

Honorary Treasurer Philip Tolhurst reported on the draft Memorandum and Articles of Association which had been circulated to all Members with the meeting Notice. He outlined for Members the principle changes:

Memorandum – clause 3:

This was the principle change and followed from an understanding by ISAF that although ORC had changed its constitution in 2003 that the ISAF regulations relating to ORC had not similarly been updated to reflect what is the current position. ISAF had now done this in the form of a submission to Council for approval and the Management Committee's proposed new wording mirrors the ISAF wording. At the same time, greater clarity had been given to the objectives of ORC, but did not, in the view of the Management Committee, change anything of substance.

Former Clause 3 (4) had been rationalized, and would now be 3(6). This had a little difficulty to understand in its previous format and had been clarified, together with simplification of subsections which follow it.

There were no further changes to the Memorandum of Association or objects except that the authority to hold world championships pursuant to ISAF Regulation 18 would now form part of paragraph 3 (2) at (j).

Articles of Association:

As with the Memorandum, the general purpose was simply to tidy up or do housekeeping on the Articles and deal with a few anomalies that had strayed in.

A new definition, 'Affiliated Classes', is introduced. This covers classes such as the Wallys as well as a definition of the ORC 'Grand Prix Classes'. There were no changes to the important provisions of Article 6 dealing with membership, but he noted that the provisions relating to voting will allow proxies in article 31.

Article 7 had been simplified so that Affiliated Classes could each appoint a member.

Article 14 would disappear since this was largely repeated at article 16, where it now appears in complete, combined form.

Article 15 (4) had been amended to reflect the actuality of having chief measurers for different rules managed by ORC and to enable chief measurers of each such rule to be appointed.

The previous versions of Articles 32 and 33 reflected a period pre-both e-mail and electronic bank transfers and this is now revised to reflect the current and planned systems

Article 36 (2) is revised to formally provide for the sub-committees and numbers of members on those.

Article 36 (7) is slightly amended to make clear that 'Promotion' also extends to ORC classes.

Article 38 was updated to reflect new countries that now have offshore fleets.

The remaining articles in the draft to be approved were unchanged.

It was proposed, moved and seconded that the revisions as drafted be approved as a block and Congress voted its agreement.

The revised Constitution will be published in the 2007 ORC Yearbook.

17.00 ELECTION OF CONGRESS CHAIRMAN

Bruno Finzi was proposed, seconded and voted Chairman of the Offshore Racing Congress for 2007.

18.00 ELECTION OF DEPUTY CHAIRMEN

Congress re-elected Wolfgang Schaefer and Don Genitempo as Deputy Chairmen of the Offshore Racing Congress for 2007.

19.00 APPOINTMENT OF CHIEF MEASURER AND SECRETARY

Congress reappointed Nicola Sironi Chief Measurer and Vivian Rodriguez as Secretary.

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)
ORCAN	ORC Association Nippon (Japan)
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)

2007 CALENDAR OF MAJOR IMS EVENTS

14th – 31st January	Buenos Aires - Mar del Plata – Punta del Este	Buenos Aires, Argentina
End of April	Coppa Carlo Negri - Regate Pirelli	S.ta Margherita, Italy
16th – 19th May	Rolex Capri Sailing Week	Capri, Italy
6th – 10th June	IMS Mediterranean Championship	Punta Ala
16th – 23rd June	IMS European Championship	Cres, Croatia
16th – 24th June	Kieler Woche	Kiel, Germany
18th – 24th June	Giraglia Rolex Cup	St. Tropez, France
1st – 4th July	Eurocard Gotland Runt	Sandhamn, Sweden
13th – 15th July	Trofeo de la Reina	Valencia, Spain
19 th July – 3 rd August	Baltic Sprint Cup	Copenhagen, Denmark
23rd – 28 th July	IMS 670 European Championship	Sandhamn, Sweden
25th – 28th July	International Swedish Championship	Sandhamn, Sweden
28th July – 5th August	Copa del Rey	Palma de Mallorca, Spain
9th – 11th August	Gothenburg Offshore Race	Gothenburg, Sweden
11th – 19th August	IMS World Championship	Hankø, Norway
2nd – 8th September	Maxi Yacht Rolex Cup	Porto Cervo, Italy
After Maxi Yacht Rolex Cup	Porto Cervo – Argentario Race	Porto Cervo, Italy
20th – 23rd October	Argentario Race	Argentario, Italy
End of October	Rolex Middle Sea Race	Malta

Dates to be finalized:

.....	Circuito Atlantico Sur Rolex Cup	
.....	Buenos Aires – Punta del Este	Buenos Aires, Argentina
.....	XV Campionato Argentino IMS	Buenos Aires, Argentina
.....	European Sportboat Championship	Cagliari, Italy

Dates & Venue to be defined:

IMS 600 European Championship	
IMS 600 World Championship	
IMS 670 European Championship	
IMS 670 World Championship	
IMS Baltic Championship	Spain

2008 Events

14 th – 21 st June or	
20 th – 28 th June (dates to be confirmed) IMS World Championship	Athens, Greece
600 World Championship	Marstrand, Sweden
670 European Championship	Marstrand, Sweden



International GP42 Association
PROVISIONAL 2007 CALENDAR OF EVENTS

21st – 23rd June	European IMS Championship	Cres, Croatia,
13th – 15th July	Trofeo de la Reina	Valencia, Spain,
28th – August 5th	Copa del Rey	Palma de Majorca, Spain
30th August – 1st September	Trofeu Quebramar	Cascais, Portugal

Other events could be possibly be added as GP 42 regattas such as:

- Cala Galera or Sardinia, Italy, September 20th – 22nd
- St. Tropez, France, October 1st – 7th (Voiles de St.Tropez)
- Puerto Calero, Canary Islands, October
- Split, Croatia, October