



World Leader In Rating Technology

Annual General Meeting held on 6th November 2007

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MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 1400 on 6th November 2007 at the Vila Gale, Estoril, Portugal

Congress Members Present:

| | |
|------------------------------------|----------------------------|
| Bruno Finzi (Chairman) | Italy |
| Wolfgang Schäfer (Deputy Chairman) | Germany/Austria |
| Don Genitempo (Deputy Chairman) | USA |
| George Andreadis | ISAF & Greece |
| 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 |
| 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 |
| Jury Vlasenko | Ukraine |
| Ecky von der Mosel | Germany |
| Hans Zuiderbaan | Benelux Countries |

Alternate Members:

Per Boeymo substituting Thomas Nilsson - Norway
Boris Hepp substituting Bruno Frank - Switzerland
Tony Mooney substituting David Lyons - Australia

Apologies for absence:

| | |
|------------------------------|----------------------|
| H.M. King Harald V of Norway | Honorary President |
| David Edwards | Councillor of Honour |
| Olin Stephens | Councillor of Honour |
| Gustavo Benavent | Spain |
| Daniel Calero | Spain |
| Bruno Frank | Switzerland |
| Helmut Gelmini | Austria |
| David Irish | ISAF |
| Hirobumi Kawano | Japan |
| Panayotis Kontides | Cyprus |
| David Lyons | Australia |
| Thomas Nilsson | Norway |
| Peter Taylor | New Zealand |

Officers present:

| | |
|------------------|---------------------------------|
| Vivian Rodriguez | Secretary |
| Nicola Sironi | Chief Measurer |
| Philip Tolhurst | Management & Honorary Treasurer |

Committee Chairmen:

Emilio Feliu Serra

Promotion & Development

Committee Members:

Bengt-Olof Holmberg

Offshore Classes & Events Committee

Eva Holmsten

Race Management

Friedrich Judel

ITC

Paolo Massarini

Offshore Classes and P&D.

Dan Nowlan

Measurement

Christos Theodossis

Measurement

Akis Tsalikis

Rating Officer

Edoardo Recchi

Offshore Classes and P&D.

Observers:

Carlos Lopez

Spain

Roula Galani

Greece

Alan Green

U.K.

Panayotis Papapostolou

Greece

Fabrizio Pirina

Italy

George Sykaris

Crete

Hanna Zuiderbaan

The Netherlands

1.00 CONGRESS MEMBERSHIP

Chairman Bruno Finzi welcomed all to the meetings and introduced the new Congress Member – Yury Vlasenko (Ukraine). 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

Chairman Bruno Finzi reported on the activity of the past year, which was a challenging one for ORC and its staff. Important goals such as the as the rewriting of the software were completed.

The Chairman reported on two meetings held in Milan with the staff to get organized and accomplish the many scheduled tasks, as well as about the relocation of the ORC Office from the Yacht Club Costa Smeralda in Porto Cervo to Finzi's office in Milan. The secretariat was also moved to Porto Rotondo where Vivian Rodriguez is staying.

Panayotis Papapostolou has been appointed as a programmer together with Davide Battistin who remains in charge of the core LPP+VPP module, with the duty of making a new Windows-based system to make certificate production easier for rating officers.

A large number of races were sailed under ORC handicaps all over the world and the newly-launched GP42 Class has had a successful circuit of 4 races, mostly in Spain.

3.00 THE TREASURER'S REPORT AND AUDITED ACCOUNTS

Philip Tolhurst reported on the accounts for the 2007 Financial Year and presented a copy of the 12 months Income and Expenditures situation and "Balance Sheet" at the 30th September 2007 end of the fiscal year.

The Auditors will produce their report (15 months from 1st October 2006 until 31st December 2007) by the beginning of March which will be sent to the Congress for mail vote around mid- April.

The proposed 2008 budget was seconded and duly approved by Congress.

The Treasurer tabled the proposal to provide a 30% discount on the levies in excess of the previous year statistics. This is intended to start from next year, i.e. have the 2008 numbers exceeding the 2007 ones charged with a 30% discount, The discount shall apply separately to ORC International (IMS) and ORC Club certificates and not to total numbers. The motion was unanimously approved.

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, 2007:

| | |
|--------------------------------------|---|
| ITC | Kay Brink to replace Friedrich Judel who is retiring |
| Measurement Committee | Marcel Wagenaar retiring Ken Weller retiring Joakim Majander joining the Committee |
| Offshore Classes & Event's Committee | Martin Billoch (ACA – GP 26) Bruno Finzi (ACA Mini Maxi & Wally) temporary Bengt-Olof Holmberg retiring Thomas Nilsson (ACA – GP 33) Peter de Ridder retiring Miguel Rosa retiring |
| Race Management Committee | Bruno Frank to replace Dan Nowlan Miguel Rosa retiring |
| Promotion & Development Committee | Sten Edholm nominated to Chairman of the Committee Miguel Rosa retiring |
| Club Working Group | Marcel Wagenaar retiring |
| Committee of Honor | Nominated the following new members: Bengt Olof Holmberg Frierich Judel Minoru Tomita |

REPORTS & RECOMMENDATIONS OF COMMITTEES

7.00 INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Alessandro Nazareth reported.

7.1 Minutes of the last meeting

The minutes of the previous meeting of last September in Hamburg were approved.

7.2 2007 season report

As a general perception, a lot of new interest on IMS arose, coming from the presence of very few professionals. Most of them have now migrated to the TP52, GP42 and one design classes, and this has attracted a lot more boats with amateur crew. In some countries like Italy the racing division was created to just score boats with some professional on board, independently from the fact that they are Racers or Cruiser/Racers.

7.3 Chief Measurer Report

The Chief measurer brought to the ITC's attention some requests for modifications intended to avoid exclusions that created problems at events and do not have a technical justification:

- 7.3.1** Rule 816.2 a) (definition of asymmetric spinnaker): remove the requirement of a 5% difference between luff and leech, considering as asymmetric all spinnakers that don't comply with the symmetry requirements specified in 816. The Committee did not see any harm in doing so, but referred the question to the Measurement Committee for a final decision. See also Minute 9.3.2 below.

- 7.3.2** Rule 820. 2. c) Definition of ASL for Asymmetric spinnakers. After examining the available data of asymmetric spinnakers on measured yachts, the committee agreed to change the existing formula with:

$$ASL = 0.5*SLU + 0.5*SLE$$

The difference in area calculation is very small, so no concern was raised. The new formulation has been agreed. See also Minute 9.3.1 below.

- 7.3.3** Rule 847.7.b) Change the default ASF measurement so that is not dependent from ASF itself as it is in the current rule. After revising the database of measured boats with asymmetric the committee agreed to change Rule 847.7 b) as follows:

847.7.b) For the calculation of the asymmetric spinnaker default area, ASF shall be taken as the greatest of $1.8*J$, $1.8*SPL$ or $1.6*TPS$. See also Minute 9.3.4 below.

- 7.3.4** With reference to APPENDIX 9 (heavy items) the Chief Measurer reported that there are very few boats with High Superstructure (par. 12) and Radar (par. 8) credits. Because the credit is also very low, he proposed to remove these two credits. The Liferaft on deck (par. 4) credit should also be removed: its application has a null or minor effect on GPH and other handicaps and has very seldom been applied in real fleets since its inception in 1998. Instead, it has been causing some misunderstanding leading to erroneous interpretations of the requirements of the ISAF SR and the measurement conditions for measurement. The Committee agreed on this proposal, and it was approved by Congress.

- 7.3.5** The Chief Measurer urged also ITC to change the formula that was developed last year to calculate headsail area. The Committee agreed on the following formula:

$$JIB\ AREA = 0.1125*JL*(1.445*LPG + 2*JGL + 2*JGM + 1.5*JGU + JGT + JH/2)$$

The formulation for vertical center of effort of jibs will be modified accordingly in the VPP.

This formulation will allow the Measurers to compute the jib surface more easily than with the current formulation, enabling them to write on sail stamps also the area without the need of a computer. The committee agreed on this proposal that in part addresses to the FIV 7 Submission (see Minutes 7.7.4 and 9.1 below). This was approved by Congress.

7.4 Aerodynamic

7.4.1 Modifications to current aero model

After the ITC Hamburg meeting, where results of wind tunnel tests were examined and analyzed, the committee worked on an aero model that was focused on the following items:

- a) A new formulation for Centre of Effort Height (CEH) based on overlap, fractionality, and wind angle, and which is based on wind tunnel results that in general show a trend for the VPP formulations to calculate a CEH higher than the measured values.
- b) A new formulation for Effective Height of mast (Heff) based also on overlap, fractionality and wind angle, and which is based on wind tunnel results. In particular, the effective rig height derived for each sailset from these tests shows that the masthead configuration is more efficient in terms of induced drag than the fractional options, with the bigger overlap yielding higher effective height.
- c) A revision of the TWIST function to make it more effective for fractional rigs.
- d) A correction for heel angle that could take into account the effective reduction with drive force when the heel increases (PHIUP function).

The trend of the first stage of test runs made in Hamburg showed quite encouraging results in the direction of reducing the influence of stability operating on the heeling moment coming from the sailplan.

A thorough revision of previous meeting test runs was performed before and during the meeting. The analysis was performed on handicap variations versus boat's parameters to locate the best aero model to implement in 2008.

The committee at the end of a very deep investigation decided to implement in the aero model of the 2008 VPP part of the items that were investigated (such as the PHIUP function) and to continue over the next year to improve the full aero model. This would include all the results of the wind tunnel tests (not only Heff and CEH, but also sail coefficients and the way these vary with overlap, fractionality, mainsail roach and apparent wind angle).

The reason for this is not only to have a more complete new aero model but also to avoid undesired effects on the boat's calculated performance. In fact, implementing all the above items into the aero model would have helped in forcing the boats to increase their stability, but would have also harmed the light boats (high length/volume ratio – LVR) that have a lot of sail area, causing them to heel too much (and so would have therefore been penalized). Moreover, the inclusion in the next VPP of the Corrected RM formulation (see 7.5.3 below) is counter-balancing this partial loss of stability, so the committee didn't see any harm in doing this partial modification to the aero model.

In any case, with the new PHIUP function the resulting trends are in the following directions:

- a) boats are generally sped up an average of 2.5% in upwind 12 knots
- b) boats with overlapping headsails are slightly favoured
- c) an increase in stability is encouraged; for example, increasing the RM of 20% returns a handicap increase in upwind 12 knots that is from 1 to 4 sec/mi less than in the 2007 IMS, where stiffer boats get the bigger advantage

So, with this new aero model the boats will not be forced at all to reduce stability to remain competitive, and conversely any increase in stability will have less handicap increase than they would obtain with the current VPP.

7.4.2 Code 0 implementation in VPP

As already reported, the ITC also wind tunnel tested two different Code 0 configurations. The Code 0's tested were masthead designs with 165% LPG and a mid girth at 58% and 63% of base length. A new set of CODE 0 sails coefficients had then been computed, starting with an averaged set from genoa and asymmetric spinnakers. Final values were then compared with the measured ones in the wind tunnel to obtain a consistent solution.

The ITC is confident in implementing into the 2008 VPP a new sail configuration (main+CODE 0) for boats that will be measured with such a sail. The VPP will compare polar speeds obtained with two existing configurations (main+genoa and main+ spinnaker), and then take the maximum speed. In this case, there will be 2 crossovers at each sail configuration change.

In implementing the Code 0 it was decided to limit the minimum mid girth of these sails at the 65% of base length to avoid any exploitation that would have allowed a short mid girth Code 0 to sail at a very low windward angle. This was confirmed also by wind tunnel results where a 58% Code 0 had a better upwind efficiency.

ITC decided also that the new sail will be recorded in the sail inventory as an asymmetric spinnaker and the VPP will automatically detect if it is a Code 0 (if the mid girth- AMG - is between 65% and 75% of ASF), triggering in this case the VPP to run the special case with the appropriate coefficients. Moreover, it has been decided that Code 0's can only be tacked on centerline at a maximum distance from the forward face of mast that is the maximum between J, SPL and TPS.

It must be noted that it is the first time that these sails were tested in a wind tunnel for handicap purposes, and that these tests will allow the IMS to rate boats with such sails, which are currently not allowed in any other rating system. See also 9.3.3.

These actions were approved by Congress.

7.5 Hydrodynamics

ITC agenda and work were focused during the year in a way that that the new 2008 VPP could be substantially improved. The committee also believes that if some typeforming in IMS still exists, it is towards heavy boats and thinks that once this trend will be balanced with light boats, the low stability typeforming will be removed somewhat automatically.

At the Hamburg meeting, many items were examined and analyzed that were thought could positively affect those "fast and fun boats" that many believe are still penalized by IMS. The committee therefore concentrated mainly on these factors:

- Length formulation and the Truncated Sterns treatment
- Residuary drag
- Stability

7.5.1 Length formulation and the Truncated Sterns treatment

A long study on length, overhangs and truncated sterns that was on the ITC table for many years was updated. The speed of the boats with short overhangs and immersed transoms could be closer to reality, taking into account the different behavior with aft turbulence and separation. Axel Mohnhaupt worked on a procedure that takes into account additional hull parameters. In particular, he has worked on a scheme for an estimation of the dynamic sailing length with consideration of the speed and generated wave in which the yacht is sailing.

7.5.2 Residuary Drag

A revision of the residuary drag formulation was also made which takes into account different models to be introduced in the regression with different weights. Tank test data results with an applied trimming moment when running in the tank have also been taken into account. A more accurate data set with denser station spacing for DSYHS models for LPP calculations has been prepared and used

for the new regressions. Finally, a modified Residuary Resistance function of LVR has been taken into account to try to better assess the performance of light boats (high LVR).

7.5.3 Stability

The ITC also concentrated on RM and how RM is applied to the current VPP, and devoted a good part of the meeting to look for a correct treatment of the boats that increase their stability but should be sped up in a fair way. The test run performed in Hamburg were analyzed and mainly updated also during the meeting with a complete revision of the formulations drafted in Hamburg.

After long discussion it was decided to implement into the new 2008 VPP:

- A new corrected Residuary Resistance curve based on a LVR (length/volume ratio) function that could better take into account light boats characteristics and that the current RR is not assessing because of the effect of the many heavy models included.
- A new evaluation of the Righting Moment that is used by the VPP, based on both the RM measured during the floatation test and on a standard RM derived by a boat's characteristics (Sail Area, Length, Beam, Displacement, Draft). The final RM will be a weighted average of these two values. Righting moment will now be more related to sail area, boat dimensions, and how the crew tunes the sails to reduce heel.

The combination of these two new formulations (RR and RM) combined with the aero modifications have been verified, and the result is a VPP that makes light and stiff boats close the handicap gap against the heavy and tender boats.

The decision was also helped by the very good results of the modifications implemented (see test runs) This new VPP will finally erase any need to reduce stability, and in some cases will even typeform for stiffer and safer boats.

The committee decided also that next year further investigations will be devoted to:

1. Truncated stern treatment
2. Length assessment
3. Residuary Resistance revision

The research programmed in Delft (see par. 7.8) will be very important to improve the formulation for the above items.

7.6 Appendage Characterization

Following Philippe Pallu's tests with CFD of different keel bulb configurations performed 2 years ago, ITC made a revision of 511.4 regarding winglet configuration and the effective draft formulation. This code applies a substantially smaller increase in effective draft for winglets than was used before 2005, and a reduction of the effective draft for bulbs with no wings.

The new treatment for keel bulbs was partially included in the previous VPP because of the difficulty of writing a robust routine of automatic identification of keels to better address effective draft of bulbs not so flat in section.

The code can now automatically tell apart keel bulb and winglet (without the need of code 4 in the offset file) and compute effective draft of both kinds of keels. In the 2008 VPP bulb keels will have their effective draft reduced as a function of bulb width over the keel span, while winglets will maintain the same increased effective draft as it is computed now.

7.7 Submissions

7.7.1 RFEV 1 – Boom diameter

ITC strongly disagrees on removing the BD limit (presently at 0.05 E) as proposed in the Submission, because this would introduce loopholes like very high booms to close the gap between mainsail and

deck. The committee examined a wide database of measured boats and decided to raise the limit to $0.06 \cdot E$ to accommodate a few boats that have BD marginally above the current limit.

To avoid any further increase in BD the committee decided also to apply a surface penalty to mainsails for all boats with $BD > 0.06 \cdot E$. The penalty will be: Mainsail surface penalty = $2 \cdot E \cdot (BD - 0.06 \cdot BD)$. This area will be added to the mainsail surface.

This was approved by Congress.

7.7.2 DSV 4 - Double Handed Handicap

ITC thinks that the Crew Weight lower and upper limits should be removed to accommodate reduced crew while allowing One Design or other classes where the crew weight is higher than the maximum allowed IMS weight. This is already possible (and used by many Rating Offices) through a software option, which issues a warning that the certificate is “illegal”. The committee does not, however, believe these small modifications will promote any loophole, as the typeforming of aggressive boats has been converging towards the Default Crew Weight since both reducing and increasing its value has not proven to cause any advantage. Moreover, the handicap for double handed crew (170 kg) will be also printed on all new certificates.

7.7.3 DSV 5 - IMS Small Jibs

ITC believes that the current formulation is not overly favourable towards non-overlapping jibs. With light winds they are still unfavored. Moreover the committee does not believe that the new formulation is getting the same handicap with more roach compared to IMS 2006. Regardless, the new aero model that will be possibly implemented in next year's VPP may also devise a fair handicap for non-overlapping jibs.

7.7.4 FIV 7 - Jib/Genoa Measurement Instructions

For the non-overlapping jibs the committee believes that the new formulation for surface calculation (see Minute 7.3.5 above) will help the measurers in evaluating jib surface and putting it on the sail measurement stamp. Regarding the overlapping genoa the committee re-assessed its disagreement on allowing roach and to verify this proposes to add to intermediate girth a portion of JH with the following scheme:

For $\frac{1}{4}$ girth from bottom, maximum girth = $0.75 \text{ LPG} + 0.25 \text{ JH}$

For $\frac{1}{2}$ girth from bottom, maximum girth = $0.5 (\text{LPG} + \text{JH})$

For $\frac{1}{4}$ girth from top, maximum girth = $0.25 \text{ LPG} + 0.75 \text{ JH}$

For $\frac{1}{8}$ girth from top, maximum width = $0.125 \text{ LPG} + 0.875 \text{ JH}$

All overlapping genoas ($\text{LPG} > 110\% \text{ J}$) with only girth in excess of the above will not be measured. This was changed by Congress (see also Minute 9.1 below).

7.7.5 ORCAN 2 – TPS Effect

The committee made some test runs to verify if the TPS effect is correctly applied in the current VPP following 804.1 c). The results confirmed that this rule is working in the correct way, and that TPS has no effect if it is less than SPL, but it does affect handicaps if larger than SPL, as VPP takes the largest value of the two when performing the calculations with the asymmetric sail hoisted. The new method of computing minimum ASF (see also Minute 7.3.5 above and 9.3.1 below) will even further improve the handling of this TPS effect.

7.8 2008 VPP

The new code for 2008 is completed except for boats with moveable ballast and ketches. The computing time has improved, and there are some handicap differences with the old code. The VPP programmer Davide Battistin explained that there was a lack of convergence of the old optimizer in the “best downwind” speeds when the wind angle approaches 180 degrees, which was usually

experienced with the higher wind ranges. As a consequence, the new VPP often predicts “best VMG” angle of 180 degrees in strong winds (16 -20 knots) differently from the old VPP, and this makes the boats faster than the current VPP downwind, hence the negative trend in GPH numbers. This trend is currently in the range of few seconds/mi.

A draft of the rating certificate was showed to ITC by ORC staff (Zoran Grubisa and Panayotis Papapostolou) and though minor changes were needed at this stage they are intended to be received by Rating Offices upon the distribution of a first Beta version of the program by the end of November.

7.9 IMS Measurement standard New ORC Products

The Management Committee decision to launch the 2008 VPP with a new name and retain the IMS name only to define the measurement platform was already discussed in Hamburg by ITC.

Regarding the new name the committee already expressed their concern about its change, because a continuity with the past would certainly be more understandable and easily accepted by the constituencies still loyal to IMS. Furthermore, this would not prevent marketing the new VPP as a vastly improved product for those who had abandoned IMS.

Of course, some caution should be used to promote it as a new GP rule, as the majority of boats currently racing in IMS are cruiser/racers. A sudden change to revert to GP’s and One-Off’s may cause a devastating decrease of interest from the largest constituency of production boats owners who represent a majority of the boats holding and renewing their IMS certificates yearly.

The idea to promote the IMS just as a measurement platform must be supported too, together with the other ORC VPP side-products (Performance Package, Stability Certificate, Scoring software for Race organizers and owners etc.).

The sailing constituency that has IMS as a “reference” handicap system requires that the name must be always present in any new product that ORC will sell, to retain continuity with the past. This was not approved by Congress with the decision to apply the name ORC International to the new version of the IMS VPP.

7.10 Summary of Proposals for the 2008 VPP

1. New aero model (see chapt. 7.4 Aero), with a correction for heel angle that takes into account the effective reduction with drive force when heel increases.
2. Code 0 added as a new sail configuration
3. New RR curve (see chapt. 7.5)
4. New RM evaluation (see chapt. 7.5)
5. Effective draft for wings and bulb revised (see chapt. 7.6)
6. Boom Depth limit revised
7. Simplified jib area calculation
8. Change in SL formulation
9. Change in ASF limit
10. Removal of upper and lower Crew Weight Limit
11. Removal of some heavy items credit (High superstructures, liferaft, radar)

A test run of combined effects of items 1, 3, and 4 is available.

Congress approved all the VPP changes as a package.

7.11 Next year Research and work planning

In June Lex Keuning confirmed the availability of the Delft Tank Test facilities to perform some new tests free of charge for ORC. Only the new models’ building costs would need to be funded and ORC already approved this in its budget.

The ITC intends to go on building two new models using Fietje Judel’s design starting from the lines of BOX1 and BOX2 that were tested with CFD in 2004 and are closer to the last generation of IMS

racers than the models already tested whose data are available. It was decided also to possibly perform new tank tests on some existing models as follows:

- a) On model 63 that has 3 different stern positions
- b) Extend up to 30 degrees of heel the tests of 6 old Delft models that have so far been tested up to 20° of heel
- c) Test some models up to $F_n = 0.9$

These additional tank tests will be useful also to:

- revise and expand to higher speeds ($F_n = 0.9$) the current RR formulation, which could better accommodate light and fast boats. Lex Keuning said that Delft could consider extending the work on DSYHS with a new range of models or with a limited range of the existing ones to high (very high) Froude numbers.
- verify more thoroughly the reformulated heeled drag currently implemented
- Use the model 63 that has a set of truncated sterns at different overhangs (station 10, 10.5 and 11) to validate the current length assessment being investigated

Moreover for the 2008 agenda the Committee is planning to:

- Make a significant revision of the L formulation with a new concept of LSM4 and a Froude number transition for better assessment of overhangs
- Revise Residuary Drag with evaluation of new regressions with a different data set.
- Devise a new upwind Sail Model with a more complete implementation of wind tunnel tests.
- Devise a new de-powering scheme for upwind sails.

7.12 Next meeting

The next ITC meeting has not been scheduled as many of members were not present at Estoril, but the chairman will circulate soon some proposals for a location and date for the first meeting to be held in February–March 2008.

8.00 CLUB WORKING GROUP

Club Working Group Chairman, Jean Louis Conti, reported.

8.1 Minutes of the meeting of 1st November 2006 were approved.

8.2 Review of 2007 Fleet Statistics

Zoran Grubiša gave a preview of the expected number of certificates.

ORC Club fleet statistics coming from each rating office have been reviewed and they showed that the number of certificates is more or less at the same level as in previous years, bearing in mind that the comparison comes three months short of a full year and were taken just to 31st October 2007 instead of 31st December 2007.

The biggest decrease in the number of certificates issued comes from France, Sweden and Spain. The rather low numbers reported from Italy need to be considered as provisional as their racing season is not over yet. ORC Club certificates have significantly increased in Spain and the Netherlands but at the expense of the number of IMS certificates. Other rating offices have issued more or less the same amount of certificates as last year. New countries like Latvia, Russia and Slovenia show an increasing number of certificates issued.

8.3 Review of the current situation

The situation in the Netherlands has evolved to the fleet being split into two classes; Class 1 racing under an alternative system and Class 2 racing under ORC-Club rule. Double scoring has ceased and

Class 2 is significantly larger than Class 1. Hans Zuiderbaan warned the members of the danger of owngrading too many certificates, as this practice can easily discourage many owners.

The number of ORC Club certificates from France had decreased by 25%. The Chairman Jean Louis Conti informed the members of the decision by a leading French club to switch its 2008 racing season to another system. This decision could further affect the fall in the number of certificates issued in that country as this might also affect neighboring clubs. Nevertheless the issue of certificates will continue even without racing events being proposed to competitors. A detailed report by Jean Louis Conti which tries to explain how this decision came about will be sent to the CWG members shortly.

8.4 Submissions

8.4.1 SUI 1 - Designer's file converting tool.

The members found this request well-founded, but unfortunately it doesn't appear to be easy to automatically convert a DXF file or any other 2D or 3D files straight into an IMS offset file. Some degree of manual processing by the Rating Officer will always be necessary.

A review of various possibilities to edit and process files was made. Although the original offset editor is still currently working under Windows XP, no Windows-based offsets editor has been developed by the ORC. Such an editor already exists, the IWM created by Manolo Ruiz de Elvira, so CWG would like this software to be made available for all rating officers. CWG would welcome an agreement between the ORC and Manolo for its free use.

Marcel Wagenaar has also developed software which allows line plans to be scanned and converted into station points. Marcel has kindly offered the use of this software.

The Germans have also developed some software namely OffFinder & OffBuilder which searches the database for a similar boat and scale it to size to represent the model to be studied. It is also possible to add appendages as necessary. However this package has not been working properly on all computers and was never further developed. The chief measurer also warned members about the danger of using these tools. They are so powerful and handy, that if used without discernment they could deliver grossly erroneous Time Allowances.

Nevertheless the CWG chairman felt that it was necessary for ORC to develop a simple software package designed to help Rating Officers to search the database in their effort to identify the closest possible boat which would act as a substitute for the type studied, once all other available resources have failed.

8.4.2 GER 2 - FIV8 and KNWVI - ORC Club Certificate update

These three submissions relate to the same topic and were treated as a whole. Zoran presented a sample for the ORC Club certificate new format (copy attached). The differences between the existing and proposed new format are as follows:

Items added:

- VPP version under Certificate box.
- A Comments box (4 lines).
- Crew Weight Default value under Crew Weight box, together with Double Handed Handicaps.
- A Sail Limitations box based on IMS Regulations §205. An additional message stating the kind of spinnaker configuration allowed on the boat will also be printed. This is a duplication of the information already displayed on the drawing. Four messages will be available:
 - "Symmetrical Spinnaker only" *in reference to Symmetrical*
 - "Spinnaker Pole not allowed" *in reference to Asymmetrical tacked on CL*
 - "Symmetrical Spinnaker allowed" *in reference to Asymmetrical tacked on a spinnaker pole.*
 - "No Spinnaker" *in reference to boat always sailing without a spinnaker*

- A Sail Areas box, showing maximum sail areas allowed for Mainsail, Jib, Symmetrical and Asymmetrical Spinnakers.
- Under General box:
 - Offset files used, together with its date of creation.
 - Presence of Trim Tab *(appearing only when relevant)*
 - Presence of Centreboard/Canting Keel *(appearing only when relevant)*
 - Presence of Water Ballasts *(appearing only when relevant)*
- A Propeller box showing Propeller Type, PRD, PBW and presence of a Twin Screws Installation.
Note: No mention will appear for single screw installation or when PBW = 0.
- An Heavy Items box:
Note: All Items are individually listed and Final C/R Adjustment displayed.
- On the Graphic Representation
 - SF (Spi Foot)
 - JL (Jib Luff)

Items removed:

- Sheer Line Type graphic representation.
- Forward and Aft freeboard dimensions.
- References to any Stability criteria.

Items modified:

- Graphic Representation. Time permitting the drawing will be scaled according to actual declared/measured dimensions.

This will create a problem when it comes to represent the HB dimension. Currently HB can be a virtual dimension depending on the presence or not of batten(s) above the MGT position. As the drawing wants to be an accurate representation of the boat, the actual HB dimension has to be used in order to draw the Mainsail.

CWG recommends the adoption of an extra symbol (HBC) when a correction has to be made by a measurer working under ORC rules. This modification will affect an insignificant number of boats.

- Mainsail girths will be positioned close to the leech as required.
- Under General box:
Related to IMS Regulations Division, 5 categories will be available:
“Open”
“Open (Sport boats)” *when applicable*
“Racer”
“Racer (Sport boats)” *when applicable*
“Cruiser/Racer”
- Heavy Items box:
Heavy Items List as detailed in IMS Appendix 9, but modified not to include liferaft, radar on stern and high superstructure.
- Scoring Options box:
Add “Coastal/Long Distance” under OFFSHORE
Add “Windward /Leeward” under INSHORE

CWG after lengthy discussion finally agreed that scoring boxes shown on an IMS Certificate and an ORC-CLUB certificate should be identical. Additional scoring options have therefore to be added to the three previously available.

In an attempt to lessen the impact of so many scoring options, CWG also recommends allowing the N/A to be able to allocate different colours (maximum two) to handicaps according to national scoring recommendations. E.g.: The Nederland is using Triple Numbers Scoring, therefore only those allowances could be printed with a brighter colour. All others (excepting GPH) could be lighter.

Note: as previously adopted, a maximum of three scoring options including GPH will be made eligible for enlightenment.

The proposed new format of the certificate will hopefully answer many long awaited requests made by the Working Group since 2004.

Only one problem remains when dealing with an asymmetrical spinnaker configuration. If in the DAT file, the fields allocated to asymmetrical spinnaker dimensions are left blank AND if any values still persist in the field allocated to symmetrical spinnakers dimensions, the VPP will use the later values to calculate the default area for asymmetrical spinnakers, instead of ignoring these values and individually calculating the default values for ASL, AMG and ASF.

8.5 Other business:

Although these submissions were not allocated to the Club Working Group, the proposals were discussed in detail:

DSV4 - Double handed handicaps.

The CWG was informed of the ITC's proposition to waive both limits that have governed Crew Weight declaration for many years with the intention to accommodate this proposal. Nevertheless CWG agreed to support the German submission except for the substitution of a value of 170 kg instead of 190 kg. This new time allowance (and associated TOT coefficient) will appear on the certificate and will be calculated as a normal GPH but based on a 170 kg Crew Weight value.
KNWV2 - ORC-CLUB Rule Book.

All members strongly supported the submission except for two who insisted in having one common book for both IMS and ORC Club. CWG recommends the edition of a Rule Book dedicated to ORC Club rule. This document shall in particular refer to:

- Definitions and measurement procedures,
- Do's and don'ts when racing
- Protest Procedures

It was also agreed, in an attempt to update procedures, to revise the document produced by Ken Weller specifically aimed towards Rating Officers.

8.6 Vision for the next three years

Among the many points discussed by the members, still remain pending:

- Continual need for a fairer VPP.
- Further improvement of Rating Software.
- Need for a new Offset Editor if agreement between Manolo and the ORC cannot be reached.
- Online certificate application forms to be made available in native languages.

8.7 Matters arising

Sten Edholm brought back a former submission tending to better harmonise the results displayed on certificates. He proposed that ORC publishes a recommended procedure for issuing certificates.

It is idely known that certificates coming from different countries may produce quite different results, thus rendering sailing between countries incompatible. On the other hand, ORC-Club was originally designed for club use only, leaving maximum flexibility for N/A to format the certificate outputs to

their needs. It is the view of CWG that this policy should not be abandoned. These two objectives are so incompatible that an endless conversation followed.

The only recommendation that could be made was to encourage neighboring countries to sit around a Table and agree upon a common set of procedures. Sten acknowledged the problem and informed the members that he will come back next year with a new proposal.

9.00 MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported.

9.1 Jibs

Rule 811.2 b) was modified to clarify the differences from RRS 50.4. The measurement scheme for genoas as well as jibs was kept the same, allowing marginal roach also in genoas (1% max). The jib area formula was modified to be easier to replicate with a hand calculator.

$$\text{JIB AREA} = 0.1125 * \text{JL} * (1.445 * \text{LPG} + 2 * \text{JGL} + 2 * \text{JGM} + 1.5 * \text{JGU} + \text{JGT} + \text{JH} / 2).$$

See also ITC Minute 7.7.4 above.

This was approved by Congress after a long discussion, with 4 contrary votes.

9.2 Mainsail

Extend the concept of maximum area to mainsails, and modify accordingly the text of Rule 826.1 calculating a default area based on default measurements, and use in the VPP the data of the mainsail with the maximum area, and the minimum weight.

9.3 Asymmetric Spinnakers

9.3.1 The formula $\text{ASL} = 0.6 \times \text{SLU} + 0.4 \times \text{SLE}$ was changed into a more simple average:

$$\text{ASL} = (\text{SLU} + \text{SLE}) / 2. \text{ See also Minute 7.3.2 above.}$$

9.3.2 Par. 816.2 a) was removed requiring an asymmetric spinnaker to have a minimum difference of 5% between luff and leech length. See also Minute 7.3.1 above.

9.3.3 Asymmetric spinnakers are allowed to have $\text{AMG} \geq 0.65 \text{ ASF}$. An asymmetric spinnaker with AMG between 0.75 and 0.65 ASF will be considered as a “code zero” and have a special treatment in the VPP run. See also Minute 7.4 above.

9.3.4 The default area of the asymmetric spinnakers will be calculated using the default values for ASL, AMG and ASF. ASF default value has been modified as the maximum of 1.6 TPS, 1.8 SPL, 1.8 J. AMG default set as 0.75 ASF. See also Minute 7.3.3 above.

9.4 Submissions

9.4.1 FIV 1 + ORCAN 1 + SWE 1 - Sail Area recording

It was agreed to also include in the sails stamp the value of the resulting area, except for the mainsail where the area depends on P and E which are measured on the rig and not on the sail.

9.4.2 FIV 2 - ST4 measurement on certificate

This was noted and will be implemented in the new certificate format.

9.4.3 FIV 3 - Mast Jack Pump

The Committee expressed the concern that this Rule is hard to enforce and was divided on the recommendation.

Congress approved to not allow the mast jack pump on board while racing.

9.4.4 FIV 6 - Sails Inventory

The Sails Inventory will be printed in the new certificate format and a sample will be included in the rulebook.

9.4.5 FIV 7 - Overlapping Jibs/Genoas

See also Minute 9.1 above

9.4.6 RFEV 1- IMS Rule 809 – Boom Diameter

The Committee agrees with ITC proposal of raising the BD limit from 5% E to 6% E, and still allow a bigger boom with the provision of adding the double of the resulting area to the mainsail. See also Minute 7.7.1 above.

9.5 The new IMS “manager” and the new certificate format were presented by Panayotis Papapostolou.

9.6 A New Inclinator was presented by Joakim Majander. This has been approved after thorough testing in real measurements and static comparisons with the RM18 inclinometers.

9.7 Total Station was provided by the Chief Measurer and was shown to the Committee. A set of detailed instructions on the available models and on the procedure for using them will be circulated as soon as possible.

9.8 Any other business:

Boris Hepp recommended to include in the Rulebook a specific reference to the RRS Rule prohibiting moveable ballast and add to Appendix 10 the treatment of extended crew that was introduced in the program without any documentation. This was approved.

Pablo Ferrer presented an example of a mainsail edge with the sail attached to a fitting and a shackle where it is not obvious to locate the edge of the sail. It was reiterated that the sail has to be measured to the edge of the sail cloth excluding any attachment or fitting.

Per Boymo presented a case of a jib with the leech featuring a hollow supported by two battens to allow the jib to extend past the spreaders. It was confirmed that battens on jibs with such a configuration are not allowed under IMS.

10.00 SPECIAL REGULATIONS COMMITTEE

Special Regulations Committee Chairman Patrick Lindqvist reported briefly on the submissions received by ISAF. Please refer to the ISAF Minutes.

11.00 OFFSHORE CLASSES & EVENTS COMMITTEE

Offshore Classes & Events Committee Chairman, Don Genitempo reported.

11.1 Approval of Previous Minutes

The Minutes of the meeting of 3rd November, 2006 were approved as presented.

11.2 Report of Championships

11.2.1 Emilio Feliu Serra was the ORC representative and reported on the IMS World Championship organized and hosted by the Royal Norwegian Yacht Club and the Hanko Yacht Club from 11th to 18th August. Forty yachts from six countries were divided into two divisions. H.M. King Harald was an active participant in division one.

The complete schedule of races (with the exception of the second offshore race) was completed in 17 to 22 knots of wind. The short offshore was cancelled because of winds in excess of 30 knots. Prizes

were awarded to the top three competitors in each division. It was a well-organized and efficiently run regatta.

11.2.2 Don Genitempo reported on the IMS 670 World Championship. The event was hosted by the Real Club Nautico de Sanxenxo. Thirty three yachts representing eight countries participated in the series. Nine races including two offshore were completed in breezes ranging from 7 to 14 knots. There were 13 different types of yachts in the event with the X-37 taking four of the top six positions and Grand Soleil 37 the other two. The organizing team, Race Officials, International Jury and Measurement Committee were all excellent.

11.2.3 The IMS European Championship and GP 42 Croatian Grand Prix was held from 16th to 23rd in Cres. Zoran Grubisa reported. Giovanni Iannucci was the ORC representative for the event that was organized by the Sailing Club of Rijeka and the Sailing Club Reful of Cres. The fleet of 54 IMS yachts were divided into two classes, with seven countries represented. A majority of the yachts were new, of recent design and skilfully sailed. Eight races were completed. Except for the first day, winds were predominately light. The top three prizes in each Class went to a variety of designs.

The first event organized for the GP 42 had only three entries due to the late completion dates of six additional yachts that were expected. After seven races one point separated winner Sea Wonder from second placed Roma. The two events were very successful, given the level of Race Management and excellent facilities.

11.3 Report from the Classes

Bruno Finzi reported that the Mini Maxi Fleet had a successful season sailing six events with participation from 9 to 13 yachts in each, using Full IMS certificates to race in the Class. The Wally Fleet of 8 yachts, using the "Imax" modification of IMS, completed in four events.

GP 42 Class Manager Paolo Massarini reported that the Class is strong and growing. In its initial season 10 yachts participated in 4 circuit events in Croatia, Spain and Portugal. For 2008 7 new projects are already planned and a circuit of 6 events is on the calendar.

The report of the GP 33 and GP 26 Classes was jointly given by Pepe Frers from Argentina and Thomas Nilsson from Norway. The GP 26 is currently sailing in several South American countries: Argentina, Chile and Uruguay. Martin Billoch has been nominated as the Class Manager in South America and is forming a racing circuit with the objective of a first Championship in February 2009 in Uruguay. Martin reports that the Class is attracting several new young designers and builders. Thomas Nilsson indicated continued interest from Italy, Russia, Ukraine, and boats for US owners being built in Poland. The website for the Class is under development.

GP 33's are currently getting some interest in Sweden, and a US design office is working on drawings for a Japanese owner.

A discussion on the merits of a bow sprit versus a spinnaker pole has resulted in the agreement to modify the GP Rule 501.2 to permit bowsprits and not allow spinnaker poles for the GP 33. See also 14.9

11.4 Submissions

11.4.1 DSV 1 – ORC Championship Rules/Long Distance Race

The Committee supports the submission to give more flexibility to Race Organizers and will modify 8.1 of Championship Rules to allow three (3) options.

11.4.2 DSV 3 - 2008 Sportboat European Championship

The Committee supports the submission to assign the 2008 Sportboat Championship to the Lubecker Yacht Club.

11.4.3 FIV 4 - Change The Time Limit Formula In The Green Book

The Committee supports the submission and will modify paragraph 27 and 33.2 in the Standard Sailing Instructions to include an additional period after the finish of the first yachts.

11.4.4 RFEV 2 - ORC Championship Rules – Modify Paragraph 10 - Penalty System

The Committee does not support this submission as it feels it does not have jurisdiction in this area and suggests it be referred to the Rules Committee of ISAF.

11.4.5 RFEV 3 -ORC Championship Rules (Standard Sailing Instructions Guide) - Paragraph 18 - Radio Communications

The Committee does not support the submission to require a tracking system.

11.4.6 RFEV 4 - ORC Championship Rules (Standard Notice Of Race Guide) - Trophies And Prizes

The Committee does not support the submission. Various solutions to the issue have been previously explored and tried with no success.

11.5 Calendar of events

A number of requests for hosting of events were received. The attached calendar was approved.

11.6 Organization of the Committee

Peter de Ridder and Miguel Rosa will no longer sit on the committee. Martin Billoch will be seated representing the GP 26 Class. Long time committee member Bengt-Olof Holmberg announced his retirement. The Chairman reluctantly accepted his resignation and thanked him for his long and dedicated service to the ORC.

11.7 Other business

The Hellenic Ocean Racing Club distributed the Pre-Notice of Race and gave an attractive and informative presentation of the preparations for the 2008 IMS Worlds to be held in Athens on 20th-28th June 2008.

All proposals of the Offshore Classes and Events Committee were approved as a package by Congress.

12.00 RACE MANAGEMENT COMMITTEE

Race Management Committee Chairman, Ecky von der Mosel reported.

12.1 New Design of Measurement Certificates

Panayotis Papapostolou and Zoran Grubisa presented the new layout of the ORC International and Club certificates. The members of the Committee expressed positive comments on the new layout.

12.2 Submissions

12.2.1 DSV 4 - Double Handed Handicaps

There was no need to discuss this as the new certificates contain the double handed handicaps already. However, this seems to respond to the need of the increased number of double-handed races that are organised today.

12.2.2 FIV 4 - Time Limit in the Green Book

The committee insists that a change in the standard sailing instructions is necessary. Different models and proposals were discussed, including the proposal of the Classes and Events Committee.

Additionally a similar idea was presented: replace the term GPH with Circular Random (6 kn) and replace the factor 2.0 with 1.2 , because this better reflects the weather situation when the time limit of a race is to apply.

There was no clear vote about which system the Committee should recommend to the Congress.

12.2.3 RFEV 2 - Penalty System

There was a discussion similar to that in the Classes and Events Committee in which the RMC expressed its desire to not open the Jury for all types of redress. The RMC also recommends to be very careful with soft penalties.

At the end the RMC agreed that this matter cannot be ruled by the Congress, as it involves changing the Racing Rules of Sailing. Therefore we recommend not to vote on this submission. The Management Committee should decide if this matter should be referred to the Racing Rules Committee of ISAF.

12.2.4 RFEV 3 - Tracking Systems in Protest Hearings

After extensive discussion about the problems using tracking systems for Jury decisions arising at the World Championship in Norway, the RMC recommends all Race Managers check to see if they should put a clause in the sailing instructions saying that the tracking system cannot be used for protest and redress hearings. The RMC does not see the necessity to add the proposed paragraph 18.3 as Juries will always have the discretion to use or not use this as evidence in a hearing. Therefore we recommend that Congress refuse this submission.

12.2.5 RFEV 4 - Awards on the World Championships

The Race Management Committee does not support the submission. The variation of boat sizes, combination of Nations, etc., can be very different and therefore we would like to leave this matter to the annual event organiser. We recommend the submission be refused.

12.2.6 New edition of the IMS/ORC guide book for Race Managers

Nicola Sironi and Zoran Grubisa volunteered to rewrite the guidebook under the expected new rules and this was welcomed by the Committee.

12.2.7 Further business of RMC

In the closed part of the meeting the committee members decided to develop their meetings more and more to a forum for the exchange of experiences of Race Managers of all kind of offshore races. We recalled other meetings where we demonstrated scoring software and presented ranking list systems. Also the committee members like to offer their support in helping Race Managers in other regions to use IMS/ORC, as we are convinced that individual contacts are very important and base for a solid relation to ORC.

13.00 PROMOTION AND DEVELOPMENT COMMITTEE

Promotion & Development Committee Chairman Emilio Feliu reported.

13.1 Minutes of the 2006 meeting held in Helsinki were approved

13.2 The report of the year's activity started with a presentation by P&D Manager Sten Edholm:

Tasks of the Promotion & Development Committee have been focused to show that ORC is alive, healthy and investing money and energy in the future, working with state of the art technology, display transparency and scientific approach to scoring systems, producing better material that is easier to understand. Furthermore, it is also to report about races, new classes, new countries to be supported with the collaboration and support of Congress and the introduction of the ORC new rules and

operating procedures. To achieve these targets, the Committee has been working during 2007 on the following actions:

- a) Website visit statistics: Since 2005, with an average of 6.000 visits/month, website visits have now increased to 18.600 visits/month from roughly 7.600 different computers, targeting 200.000 visits for 2007. The news production has increased since the 2005 average of 100 news pieces to 250 news pieces in 2007. The intention is to produce more technical material on the website, as well as more race analysis and FAQ.
- b) GP Classes are in different stages of development of their own promotion and communication systems: the GP 42 Class has already developed an active website, and the GP 26 has shown significant activity especially in the Southern Hemisphere. Project Manager Martin Billoch has been fully supported by the P&D Committee in the person of Jose Frers. The emerging GP 33 Class is personally supported by ORC Congress Member Thomas Nilsson.
- c) The production of educational material (Guide to Race Committees and Owners, IMS Formulations, Power Point presentations of IMS, ORC Club and GP Classes) has been reviewed, but will need further updating when the 2008 New Rule will be formalised. Editing, releasing and production of ORC publications has been successfully performed by Zoran Grubisa, who is also in charge of proper distribution of the publications on all official ORC events as required by the Rules.
- d) Publication of news pieces and columns in magazines (six pieces in Seahorse, six pieces in Scuttlebutt) and local information during major events has been made. The ORC distribution and mailing list has been updated to 2.000 addresses. Specific email lists for Congress members, rating officers etc have been produced.
- e) Seminars, measurers training and working groups with National Rating Authorities and event organizers has been performed by Chief Measurer Nicola Sironi in Latvia, Estonia, Russia and Ukraine. This has resulted in substantial common knowledge and use of ORC products in these countries. Race Management support has also been provided to Poland by the German offshore community.

There is work in progress in order to establish independent Rating Offices in Ukraine and Slovenia.

Priorities for 2008:

- a) Establish a good campaign for the new ORC Rule and Operating System
- b) Continue efforts in South America, Adriatic, Baltic and Black Sea to create ORC Race Circuits
- c) Increase the number of visitors to the website by offering more race analysis and technical material
- d) Investigate the possibilities for sponsorship and fund-raising (for the website and publications)

13.3 No submissions have been allocated to the Committee.

The Committee was happy to see that the ORC staff finally produced a new rule as well as new certificates for ORC Club, which will support promotion and the brand name of ORC.

13.4 The Committee will continue to be coordinated through Sten Edholm, the Management Committee, ORC Class representatives and ORC Staff to allow promotion to continue during the whole year. Sten will also be in charge to set a new work/link/network made by a promotion person for each ORC country.

13.5 The Committee underlines and appreciates the exceptional work done by the professional group, and recommends the necessary allocation of funds in order to consolidate both recent and future achievements.

14.00 MANAGEMENT COMMITTEE

Chairman Bruno Finzi reported.

14.1 Minutes of Previous Meeting

The Minutes of previous meeting were reviewed and approved

14.2 New Handicap Rule

The Committee widely discussed the name of the new rule and after discussing various candidate names it was agreed to include "ORC" in the name. The Committee unanimously decided therefore to name the new rule "ORC INTERNATIONAL".

The Management then discussed the marketing plan for the new rule which should secure ORC's role as the world leader in rating technology for many years to come. Contact with RORC in the UK and US Sailing in the US should be established to explore the possibility for mutual cooperation. Extra attention should be paid in presenting the new rule to areas/countries that are currently major IMS/ORC Club users.

As the ITC will have the 2008 VPP ready for launch no later than December 31th 2007, ORC will send out extensive press releases/packages outlining the new rule and the related ORC systems and products, while setting the final dates for the official launch of the complete rule. These releases should include:

- Background and intention of the new rule
- Interview with Bruno Finzi, Chairman of ORC
- Statements from ITC Chairman and Members, MNA representatives on a national level and well known sailors.

The release should target the major sailing media, regatta organizers, boat builders and designers world wide. A dedicated network with ORC representatives or well-known sailors should also be established in each country.

14.3 IMS as a Measurement System

In parallel the Management Committee confirmed the intention to keep IMS as the most popular and widely used system to measure offshore yachts all over the world. The appearance of a new inclinometer as well as the possibility to lease common laser machines used in civil infrastructures has finally permitted a level of reliability and repeatability that has been a goal of ORC measurers for many years.

14.4 Fleet Statistics

Zoran Grubisa distributed the Fleet Statistics at 31st October 2007 where some numbers from some countries are still missing. This will be avoided in the future due to the new operating system distributed to Rating Officers which allows to know in real time the numbers of the certificates issued by each country. The Texas Fleet will be added to the list.

14.5 ORC Rating Authority License, Software License & Committee Nomination Form

The Committee Nomination Form was unanimously agreed by the Management Committee. The secretariat will distribute it among Congress and Committee Members to be filled in and signed. A Rating Authority license agreement was discussed and Philip Tolhurst will prepare a final version.

14.6 Submissions

14.6.1 DSV 2 - ORC Club Certificate

The Committee is pleased to note that it has been already taken care of during the year and a new certificate has already been discussed in the Club Working Group.

14.6.2 DSV 4 - Double Handed Handicaps

The Committee supports the concept to provide on each certificate this type of handicap with an offshore single number option only.

14.6.3 FIV 3 - Prohibit the Mast Step Jack Pump to be on board whilst racing

The Committee supports this submission also for safety reasons.

14.6.4 FIV 5 - Provide in Appendix 10 an exception to RRS 54 in case of Canting Keels

The Committee supports this submission.

14.6.5 FIV 8 - Review the printed format of the ORC Club Certificate

The Committee is pleased to note that this has been already been completed during the year and a new certificate has already been discussed in the Club Working Group.

14.6.6 KNWV 1 - IMS Rule

The Committee believes new rule will respond to submission.

14.6.7 KNWV 2 - ORC Club Rule

The Committee supports the submission, but is aware that due to the many new releases occurring in 2008, the timing of the new publication will be difficult to forecast.

14.7 New operating system and services to ORC rating offices

A new IMS Editor for ORC Measurers, a new IMS Manager for ORC Rating Offices, as well as a list of new services available to Rating Offices through the web will be delivered starting 1st of January 2008.

14.8 ORC staff and consultants responsibilities, assignment of duties and reports

Vivian Rodriguez has been confirmed in the role of secretary and also administrative arm of the Company; Nicola Sironi as the Chief Measurer, and Zoran Grubisa, Davide Battistin and Panayotis Papapostolou have been confirmed to the ORC staff. Part time class managers and representatives plus P&D consultants have also been selected and confirmed reporting directly to the Management Committee.

14.9 ORC GP Classes Report, Representatives and Class Rules

Paolo Massarini reported about GP 42 class; Bruno Finzi will be available to be part of the class Steering Committee together with Paolo.

Thomas Nilsson in charge for the GP 33 Class; a class rule amendment was approved by the Management Committee to allow bowsprits and ban spinnaker poles on GP 33; this change will help to reduce costs and make it easier for a second life for these boats. Bowsprits shall have a TPS limit of 6.00 m.

It was confirmed that for the GP 33 Class Carbon and Kevlar are permitted for hull construction.

Martin Billoch is in charge of the GP 26 Class in South America; Thomas to coordinate in Europe until a manager is found for the class.

14.10 ORC Affiliated classes (Wally Class (IMAX), IMA Mini Maxi Division, IMS 670

The Chairman was delegated to coordinate with affiliated classes in trying to get a class representative nominated in the Offshore Class and Events Committee and to keep in constant contact with them.

14.11 Sponsorship and ORC events (Sardinia Cup and IMS worlds)

The Committee authorized the Chairman to contact Rolex to discuss a possible renewal of sponsorship agreements. Website sponsorship would also need to be addressed and researched.

14.12 Promotional Activities, Articles, Newsletter and Website

The Committee received a proposal for consultancy from Dobbs Davis, a US Seahorse journalist. The proposal was unanimously supported and a link between Dobbs, the technical staff and GP class ORC managers will be delegated to Sten Edholm who will also take care of the timing and the coordination of all media activities. Zoran Grubisa was confirmed as webmaster.

14.13 ORC Publications

The Publications will have to be completely reviewed due to the introduction of the new rule. Zoran Grubisa will be in charge, with the help of Nicola Sironi, to produce the publication drafts. English will be reviewed by Don Genitempo prior to going to press. Timing will be crucial, so the new publications must appear from the earliest in January 2008 to a final deadline of March 2008.

14.14 Venue for AGM 2008

The 2008 Annual General meeting will take place in Madrid. Dates are to be confirmed.

15.00 ISAF REPORT

Philip Tolhurst reported on the ongoing discussions with ISAF vice president David Irish and ISAF Constitution Committee Chairman David Lees about adjusting ISAF regulation 29 and 18.7 to take into account the new handicap rule name ORC International instead of IMS.

16.00 ELECTION OF ORC CHAIRMAN

Bruno Finzi was proposed, seconded and voted Chairman of the Offshore Racing Congress for 2008.

17.00 ELECTION OF DEPUTY CHAIRMEN

Congress re-elected Wolfgang Schaefer and Don Genitempo as Deputy Chairmen of the Offshore Racing Congress for 2008.

18.00 APPOINTMENT OF CHIEF MEASURER AND SECRETARY

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

APPENDIX

COUNTRY CODES FOR SUBMISSION REFERENCES

| | |
|-------|--|
| 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) |

2008 CALENDAR OF MAJOR ORC INTERNATIONAL EVENTS

| | | |
|--|--|--------------------------|
| Mid January | Circuito Atlantico Sur Rolex Cup | Buenos Aires, Argentina |
| 1 st – 4 th May | Coppa Carlo Negri - Regate Pirelli | S.ta Margherita, Italy |
| 20 th – 25 th May | Rolex Capri Sailing Week | Capri, Italy |
| 21 st -25 th May | Kommodores Cup | Gdynia, Poland |
| 4 th – 8 th June | Mediterranean Championship | Punta Ala |
| 9 th – 14 th June | Giraglia Rolex Cup | St. Tropez, France |
| 13 th -15 th June | Faerder Race | Norway |
| 13 th – 16 th June | Hellenic National Championship | Athens, Greece |
| 15 th – 21 st June | Offshore Team Worlds, Rolex Sardinia Cup | Porto Cervo, Italy |
| 20 th – 28 th June | World Championship | Athens, Greece |
| 21 st -24 th June | Kiel Week | Kiel, Germany |
| 29 th June - 3 rd July | Eurocard Gotland Runt | Sandhamn, Sweden |
| 9 th – 12 th July | Trofeo de la Reina | Valencia, Spain |
| 16 th -20 th July | Latvian Offshore Championship | Riga, Latvia |
| 19 th -26 th July | Sportsboat European Championship | Travemunde, Germany |
| 30 th July- 3 rd August | Finnish and Estonian Joint Championships | Talin, Estonia |
| 25 th July – 3 rd August | Copa del Rey | Palma de Mallorca, Spain |
| 3 rd - 9 th August | European Championship | Marstrand, Sweden |
| 12 th – 14 th September | Norwegian National | (venue to be confirmed) |
| 1 st week of September | Maxi Yacht Rolex Cup | Porto Cervo, Italy |
| End of October | Rolex Middle Sea Race | Malta |

670 World Championship pending additional information from RFEV Spain



International GP42 Association "GP42 2008 CUP"

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| 1 st – 4 th May | GP 42 Series | Santa Margherita, Italy |
| 8 th – 12 th June | GP 42 Series | St. Tropez, France |
| or | | |
| 12 th – 14 th June | GP 42 Series | Porto Rotondo, Italy |
| 10 th – 13 th July | Trofeo de la Reina | Valencia, Spain |
| 25 th July – 3 rd August | Copa del Rey | Palma de Mallorca, Spain |
| 28 th – 30 th August | GP42 Series | Cascais, Portugal |
| 15 th – 18 th October | Trofeo Manrique | Puerto Calero, Canary Islands |