ORC

World Leader In Rating Technology

Annual General Meeting held on 10th November 2008

INDEX

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MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 1400 on 10th November 2008 at the Melià Castilla, Madrid, Spain

Congress Members Present:	Bruno Finzi (Chairman)	Italy
	Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
	Don Genitempo (Deputy Chairman)	USA
	George Andreadis	Greece
	Jean Louis Conti	France
	Sten Edholm	Sweden
	Bruno Frank	Switzerland
	José Frers	Argentina
	Helmut Gelmini	Austria
	Zoran Grubisa	Croatia
	Giovanni Iannucci	Italy
	Noboru Kobayashi	Japan
	Panayotis Kontides	Cyprus
	Patrick Lindqvist	Finland
	David H. Lyons	Australia
	Enrique Molinelli	Spain
	Jean-Bertrand Mothes-Masse	France
	Alessandro Nazareth	Italy
	Ab Pasman	The Netherlands
	Christian Plump	Germany
	Peter Reichelsdorfer	USA
	Abraham Rosemberg	Brazil
	Veiko Rosme	Estonia
	Ecky von der Mosel	Germany
	Hans Zuiderbaan	The Netherlands
Alternate Members:	Carlos Lopez Fernandez substituting Gustavo Benavent - Spain	
	Lazaros Tsalikis substituting Ioannis Marakoudakis - Greece	
Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	David Edwards	Councillor of Honour
	David Irish	ISAF
	Hirobumi Kawano	Japan
	Thomas Nilsson	Norway
	Jury Vlasenko	Ukraine
Officers present:	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer
	Philip Tolhurst	Management & Honorary Treasurer
Committee Members:	Emilio Feliu	Promotion & Development
	Eva Holmsten	Race Management
	Axel Mohnhaupt	ITC
	Paolo Massarini	Offshore Classes and P&D.
	Dan Nowlan	Measurement
	Christos Theodossis	Measurement
	Edoardo Recchi	Offshore Classes and P&D.

Observers:	Martin Billoch	Argentina
	Dobbs Davis	USA
	Hans Drankenberg	Sweden
	Roula Galani	Greece
	Eva Holmsten	Sweden
	Stan Honey	USA
	Guido Leone	Italy
	Vadim Mekhanikov	Russia
	Panayotis Papapostolou	Greece
	Fabrizio Pirina	Italy
	Teresa Rios Sanchez	Spain
	Vladimir Samovich	Russia
	George Sykaris	Greece
	Rob Weiland	USA
	Hanna Zuiderbaan	The Netherlands

1.00 CHAIRMAN'S REPORT

Chairman Bruno Finzi welcomed all present to the meetings and introduced the alternate Congress Members Carlos Lopez Fernandez (Spain) and Lazaros Tsalikis (Greece). The Chairman also reported on the growth of the company since the beginning which, apart from the three members of the staff (Nicola Sironi, Vivian Rodriguez and Zoran Grubisa), is now seeing a few number of consultants : Davide Battistin, Dobbs Davis, Paolo Massarini, Thomas Nilsson, Panayotis Papapostolou and Jeremy Tolhurst.

He also reported on this yearôs activity and the important goals reached with the new ORC Int. Rule which has produced great satisfaction. The software is available online to Rating Officers and Performance and Stability Data Sheet have been produced as side-products of ORC certification.

The Chairman reported also on several meetings held with the secretarial and technical staff to best accomplish the scheduled tasks.

2.00 THE TREASURER'S REPORT AND AUDITED ACCOUNTS

Philip Tolhurst reported on the Audited Accounts for the 2007 circulated by the Secretariat by email and asked the Congress members to approve them.
Audited Accounts 2007 were approved unanimously.
The Treasurer presented the accounts at the end of September of this year (2008). It was noted that some invoices had not yet been received. The 2008 Audited Accounts will be sent by the secretariat for email vote of the Congress in April-May next year.

The Treasurer suggested to propose to the Congress the following increase to the levies

ORC Int.	60 Euro
ORC Club	45 Euro
IOR	45 Euro and an ORC Club for free

After some discussion from the floor, with a general discontent about the increase and some proposals tabled as the fact of relating levies to yacht size, Congress finally agreed the following levy increase to be applied in 2009 (with Giovanni Iannucci abstaining on behalf of FIV):

ORC Int.	70 Euro
ORC Club	42 Euro
IOR	42 Euro plus ORC Club certificate for free

3.00 APPOINTMENT OF AUDITORS

The Treasurer expressed his dissatisfaction with the Auditors this year and suggested to look for a smaller company to deal with the task. He asked Congress to delegate the ManCom for a final decision about the new Auditors. This was unanimously approved by Congress. Philip will come up with suggestions to be approved and implemented by the ManCom.

4.00 APPOINTMENT OF HONORARY TREASURER

Members approved the Chairmanôs proposal to reappoint Philip Tolhurst as Honorary Treasurer. Due to his new charge in ISAF as President of the Constitution Committee, Philip will only be available for another year. The Chairman closed this topic asking Congress to come up with suggestions of candidates to replace Philip Tolhurst as Honorary Treasurer in 2010.

5.00 MEMBERSHIP OF COMMITTEES

The following changes were agreed with effect from 11th November, 2008:

Management Committee	George Andreadis (Greece) joining the Committee
Measurement Committee	Tony Mooney retiring Timo Sarainmaa retiring

REPORTS & RECOMMENDATIONS OF COMMITTEES

6.00 INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Alessandro Nazareth reported.

6.1 General

The ITC meetings in Madrid opened with an introductory speech of ORC chairman Bruno Finzi who thanked the committee for the work done in 2008, with 3 meetings held in Rome, Athens and Valencia.
Bruno reported that the new ORC INTERNATIONAL rule was widely accepted by the sailing community without any big protests or drawbacks. The new rule did not have the disruptive effect on the IMS fleet that was feared and the results of the season with very close and tough competition in the major regattas results was a positive sign of the good quality of the new rule.
The ORC chairman closed his speech with a recommendation, also on behalf of the Management Committee, about the many modifications on the ITC agenda to be implemented in the 2009 VPP.
He reminded the necessity of a good consistency in the handicap transition from one year to the next for the sake of wide the rule acceptance. He recommended the ITC to implement only those items (coming from the research performed or from the submissions received) that would have small impact on the fleet, postponing to 2009 those that would benefit from further development, and would cause too large changes in the relative handicaps.

6.1.1 Chief Measurer's report 2008 season

Nicola Sironi reported.
The races held in the summer (Copa del Rey, World and European ORCi championship, Italian ORCi Championship and many others) confirmed a good participation and very fair results with a generally very good feedback on the acceptance of the new rule.

At the MAXI YACHT ROLEX CUP, where all the divisions were racing in IRC, the mini-MAXI division (that until last year used IMS), if re-scored with ORCi shows in the first three places the same boats that were on top in IRC, which are (in the order) NUMBERS, MONEYPENNY and ROSEBUD, all light, stiff and ñsexyò boats.
This is a very strong signal that the new ORC INTERNATIONAL rule is working in a fair way also with these kind of ñmodernò designs.

Nicola also showed the new ORC MANAGER with the new utilities to compare different boats and also the compare the same boats across different options of the code, different boat configurations etc. This software can also display the new products now available from ORC: assembling the data of a run output in the form of a stability datasheet, a performance package, a sail plan scaled drawing, and an illustration of an offsets viewer routine. (See also 1.3.2 and chapter 7 below.)

6.2 Submission review

The committee began its working session with a full review of the submission allocated to ITC, grouping the various submissions according to the subject they refer to:

6.2.1 DSV6, FIV6, RFEV2 - Crew Weight

The committee already discussed this effect in Valencia and is still convinced that the current treatment of crew weight is correct but is typeforming versus the default value, however it is difficult to explain to the sailing constituency that increasing the crew weight an increase in handicap is not always obtained.
So the treatment in the VPP of the crew weight was changed according to this scheme:

- Sailing DSPL will be computed always with default crew weight, whatever will be the declared crew weight.
- Righting moment will be computed with added righting moment due to the declared crew weight on the rail

With this routine a weight change will not create any difference in sailing trim displacement, while the righting moment due to the crew will increase, returning a slight decrease of handicap (mainly with strong winds), and the opposite will happen when reducing crew weight.

6.2.2 DSV7, SWS2, DSV8. ORCAN1- Offset Editor

ITC is supporting these submissions. Manolo Ruiz de Elvira is working together with Panayotis Papapostolou to allow his NAUTATEC IWM software to be launched from within the already powerful ORC MANAGER, to enhance the capabilities of the ORC MANAGER through the addition of an Offset Editor. IWM has already been made available by Manolo, although a few refinements are expected.

The current beta version of ORC MANAGER has an Offset Viewer but the inclusion of IWM another Offset Editor will allow offset files to be generated from the 3-d DXF file, that can be output by almost all CAD programs.

This will also be part of the next year LPP re-writing project (see 6 below), including the possibility of having tools that could transform not only DXF files into Offsets files but also other 3D file formats (like IGES).

6.2.3 DSV12 - Influence of Checkstays on Sail Coeff.

The configuration of fractionally rigged boats without backstays but with runners attached to the hounds has been examined by the committee with a thorough study.
It was decided to apply the following criteria (that will substitute F9.5):

- Running backstays and checkstays (according to ERS) shall be recorded as ñrunnersò. The number of pairs shall be recorded.
- Secondary runner tension adjusters, fitted to the mast within 0,1*IG from the upper attachment point of the runners, shall not be counted as another pair of runners.

The committee revised also the current rule and code for the influence of checkstays on mainsail coefficients and it was decided that the current increase of performance of the mainsail (higher CL and lower Cd) when checkstays are present will be revised halving the difference between Cl and Cd coefficients of the mainsail in the two configurations.
A small test run on single boats was made showing the correct behavior of the new checkstay treatment to be used in 2009 VPP.

6.2.4 FFV1 - Light Boats

The committee believes that light boats (with high LVR-Length Volume Ratio) are fairly treated by the current VPP (the RR resistance has a corrector based on LVR that slows down high LVR boats).
The RR correction function has been revised in the code giving a further slight advantage to high LVR boats.
In any case the committee doesnôt think that the speed of a Sport boat is overestimated in windward conditions or underestimated in downwind conditions, there could be only surfing in waves effect in strong winds that for light boats are not precisely estimated by VPP.

6.2.5 FFV2 - Wind Averaging

The ORC programmer has revised the wind averaging effect and how it is applied to handicaps and will modify the OCEAN COURSE Time Allowances, that are the only ones double wind averaged.

6.2.6 FFV3 - Twin Rudders

Twin rudders configuration was already in this yearôs agenda but was postponed to 2009 because there were other items more urgent to be implemented. Surely this configuration is becoming every year more popular not only on ocean racing yachts, and will be included in the 2010 VPP.
The routine is almost ready, it must be only developed in the part that is computing the portion of windward rudder that is coming out of the water and the forces acting on the remaining part into the water.

6.2.7 FFV4, FIV3, FSF3, KNWV4, SWS1 - Mainsail Area

Following the 2005 and 2006 Wind Tunnel Tests in Milan, this year the revision of windward aero model was in the ITC agenda (see below) and will be included in the 2009 VPP.
Being the effect of high roach mainsails included in the formulation for Effective Height (Heff) and Center of Effort Height (CEH) that were derived from wind tunnel tests, the committee is comfortable that the removal of E correction for high-roach mainsails wonôt create any possible loophole or type forming, adding the possibility to correctly handicapping these kinds of sail plans.
So next year there will be no surface penalty in mainsails and the rated sail area will be the same as the measured one.
The limits of HB and of the four girths (MGT, MGU, MG, MGL) will be kept only for ORC CLUB or older boats where those measurements are not available.

6.2.8 FFV5, FIV5, FSF2 - Spinnaker

These three submissions were discussed all together as part of the general revision of the way downwind sail areas are measured, their default values are calculated, and how the VPP should address the various configurations that boats could have for downwind legs.

Spinnaker and default spinnaker area has been part of the 2008 agenda with many decisions involved and the main one was to unify the formulation adopted to measure the spinnaker area for symmetric and asymmetric.

With this approach next year the following configurations will be allowed:

1. No spinnaker
2. symmetric spinnaker on pole only (with and without CODE 0)
3. asymmetric spinnaker on CL (with and without CODE 0)
4. asymmetric spinnaker on pole, asymmetric on CL and symmetric on pole (with and without CODE 0)

This will be possible as the current code can allow to rate any spinnaker configuration with or without the addition of a CODE 0 (Only exception is if Code 0 is the only spinnaker type in the inventory. In such a case default asymmetric spinnaker (of no Code 0 type) tacked on CL will also be rated).

Regarding the spinnaker area calculation it was agreed to use the current asymmetric formulation:

SPINNAKER AREA = SL * (SF + 4 *SMG) / 6

In the VPP, to return the same forces from symmetrical spinnakers, a multiplier of the area is introduced to maintain consistency with previous calculations.

For asymmetrics and Code 0ôs, SL should be changed in ASL=**(SLU+SLE)/2**, SF in ASF and SMG in AMG.
For already measured symmetric spinnakers **SMW will be assumed as=SMG** and this will surely return bigger values for the surface as **SMW is always >= SMG**. It will be possible to re-measure spinnakers to obtain a correct SMG, but this is not required.

Regarding the default values that must be used for the default area (computed always with the above formulation) the same concept of asymmetric will be assumed, that is mid girth at 75% of foot length.

To better clarify these are the default values:

symmetric spinnaker:
SL default = 0.95*ã(ISP^2+J^2)
SF default = 1.8 * max (SPL; J)
SMG default = 0.75 SF default
If SPL is not recorded SPL=J

asymmetric spinnaker:
ASL default = 0.95*ã(ISP^2+J^2)
ASF default = max (1.8 * SPL; 1.8*J; 1.6*TPS)
AMG default = 0.75 ASF default
In the case that the configuration is only asymmetric on CL and TPS is not recorded it will be set TPS = J + SFJ

CODE0:
ASL default = 0.95*ã(ISP^2+J^2)
ASF default = 1.6*TPS
AMG default = 0.55 ASF default
(minimum mid girth for Code 0 has been reduced to 55% of foot length).
If TPS is not recorded TPS = J + SFJ

ORC CLUB boats that donôt declare any spinnaker measurements will get the default area computed with:
SL (or ASL) = SLdefault
SF = SMG = SFdefault
ASF=AMG= SFdefault

The default area will be compared with the measured one to obtain (in symmetrics, asymmetrics and CODE0):
Rated sail area = measured sail area (if measured > default)

Rated sail area = average (measured, default) if measured < default.
(the 2% range that is now in the rule is removed)

Generally the default sail area for symmetrics will be around 20% less than current VPP.
So the number of boats that will be rated with their actual sail area will increase substantially, because the default area is now well below the old value.

The very few that will still have their spinnaker area below the default area will be rated with an average of default and measured.

For the ñno spinnakerò configuration the rated area of the virtual spinnaker will be set at 50% of the default area.

With the adoption of a single formulation for spinnaker area calculation the dynamic allowance routine will be slightly updated, mainly for asymmetrics, to have the same kind of treatment of downwind sail area.

Furthermore, single number handicaps (ToD and ToT) for non-spinnaker races are introduced and calculated from existing non-spinnaker time allowances. Poled jib run will be used only for that purpose.

6.2.9 FIV 1, FIV2 - IMS Regulations

The committee doesnôt have any concern about relaxing the requirements for Racing division. As a first step the ITC proposes to align the racing division to GP classes requirements and then next year further reduce the Racing Division requirements for 2010 season, possibly to the bare safety requirements of the ISAF SR.

In any case the committee would prefer to have a feedback from sailing constituencies and the Management Committee about this possible complete removal.
Owners, race organizers, rating offices should be advised of this future change that would make more difficult to allow in a mixed fleet those boats that donôt comply with any Regulation with Cruising Division ones.

So for 2009 IMS Rule 202.2 should read:

Interior Height (IH): IH = 0.1143 * AL + 0.3171 (meters).

IMS 202.3 should read:

Overhead Area at Full Interior Height: At a height IH above the level established in 305.1 there shall exist under the overhead a plane of length not less than 0.14 * AL and area not less than 0.006 *

AL^2, ignoring deck beams and deck stringers. The aft extent of this area at the centerline shall lie not forward of a point located 0.55 * LOA aft of the stem.

IMS 202.4 should read:

Overhead Area at 90% Interior Height: At a height 0.9*IH above the level established in 305.1 there shall exist under the overhead a plane of length not less than 0.19 * AL and minimum area 0.019 * AL^2. For a length of 0.15 * AL, found parallel to the centerline of the yacht, the outboard width of this plane shall be not less than 0.1 * AL. Deck beams and deck stringers may be ignored.

Accommodation. All Racing Division yachts shall comply with old IMS Regulations 203-211 inclusive, except as modified by:
IMS 207.1, .2 and .3 shall apply, but yachts need not comply with the general preamble in the opening paragraph of IMS Regulations 207. As an exception to IMS 205, no requirement for rigid bins is in place and soft bins for gear stowage are allowed.

For the cruising division ITC agrees that a revision of current regulations should be necessary in the aim of a general simplification of its requirements but a simple reduction of requirements is more difficult to achieve in a short time.
For this reason the committee decided to appoint a working group that during next year will renew the Regulations for Cruising Division to be presented at next year AGM for final approval.

6.2.10 FIV4 - Rated Jib Area

In 2008 VPP boats with JL measured below JL default (0.95 * sqrt(IM^2+J^2)) have rated jib area > than measured one.
In the general aim of handicapping actual sail area and removing all surface penalties, ITC decided to introduce the concept of default Jib/Genoa area.

The default area for Jib/genoas will be :

Default Jib = (0.90 * ãIM^2+J^2) * 0.90 **J /2, which is simplified in 0.405 x J x sqr(IM^2+J^2)**

If measured area of jibs is above the default, rated sail area will be the same as measured one.
If measured area of jibs is below the default, rated sail area will be the same as default one.

Being the above default very small (about the 80% of the foretriangle) it will be very difficult to find boats rated with more sail area than actual one (in particular those with overlapping genoas).

With the default sail area concept the committee took into account also the cases of those genoas with negative leech. Being all the 4 girths available since last year also for non-overlapping jibs, it was decided that area will be always calculated using the 4 girths, also in the case of a negative leech, removing the minimum set by linear proportions of LPG.

6.2.11 HSF3 - Propeller

The committee doesnôt think that the difference between the resistance of a 3-blade solid propeller and a 4-blade is so high to require the introduction of a new set of coefficients for the PIPA calculation. Generally 4-blade propellers have smaller blades than 3-blades so the percentage of disc area occupied by the blades is almost similar, hence there is no necessity of introducing the 4-blade coefficients. 4-bladed propellers will anyway be accepted (as they are now) in the group of ñfixed 3 (or more) bladesò.

6.2.12 RFEV1 - Default Righting Moment

Default Righting Moment has been evaluated for 2008 VPP with a regression based on more than 500 inclining tests on a wide variety of boats that returned the best fit for the following formula:

RM@1deg = (a0 + a1*BTR + a2*(VOL^(1/3) / IMSL) + a3*(SA*HA / IMSB^3) + a4*(IMSB / VOL^(1/3)))*DISPL*IMSL

There have been some concerns about the smaller value of default righting moment compared to the formulation used in the past to obtain an estimated RM for CLUB boats. In fact there has been in 2008 a large request of revising the default RM formulation because very often the value returned seemed rather low.
Regarding the small boats (up to approx 11 m) a verification on the ratio of the default /measured righting moment revealed that this is higher than the same ratio for bigger boats (above 11 m).
So committee doesnôt think to reduce the default overall value, on the contrary itôs average value will be increased for implementation in 2009 VPP, running a new regression on the half of the fleet that has the higher ratio of measured/default RM. This increases the estimated ñdefaultò RM used in Club and also in International to average the actual measured RM.

6.2.13 SWE1 - ORC International Development

Sailing length has been thoroughly revised with the new formulation of ñFn transitionò that computes the effective sailing length of the boat taking into account its overhangs and the wave generated by the hull.
This issue has been completely fixed but for the sake of robustness of processing offset files all over the world it has been postponed to next year when LPP problems will be solved (see below 3.1)
On the other hands committee thinks that current C/R gyradius adjustment fully accommodates the fully fitted boats with weight distributed all along the length of the boat.
Minor quantities of lead inside the bilge are not reducing the overall gyradius of the boat more than the increase obtained adding a windlass on the bow.
So with the demonstrated type forming of the current fleet towards stiffer boats, the big quantities of lead into the bilge will soon disappear as designers will prefer to put lead into the bottom of the keels or lightening the boats.

6.2.14 SWS3 - DSS

The ITC studied thoroughly the DSS to return a fair handicap for the boats that will adopt this system.
A scheme for measuring the system was established based on:

- Span of the extended wing measured along the curvature (if any curvature is present)
- Maximum chord length (usually this system has constant chord length)
- Maximum thickness
- Angle of the wing with the horizontal axis (if the wing is curved the angle will be measured with a line connecting root chord to tip chord)
- Distance of the root chord from the centerline of the boat.

With the above measurements it will be possible to assess at all boat speeds:

- Added dynamic righting moment due to the lift generated by the wing
- Resistance of the wing (sum of Viscous, induced and residuary resistance)

First tests returned a fair handicap for this kind of system, so next year ORC INTERNATIONAL and CLUB will be able to rate DSS.

The committee however expressed some concerns about the static stability of the boats fitted with DSS, as they rely a lot on the added stability due to the wing, so the initial stability could be low (may be also below LPS and Stability Index minimum values), but the dynamic stability could suddenly drop when the boats will stop and possibly capsize. Not to speak about the danger of cutting mark moorings when rounding a windward mark.

6.2.15 RFEV3, DSV11 - ORC Manager

As said before in par 1.2 the new ORC MANAGER is a very powerful tool.
It can now compare same boats run with different program codes or options to study modifications to the model (very useful for ITC work) and also compare characteristics of fleets of boats, or compare modifications to the same boats, useful for other users of the code.
The output generated can be customized with the inclusion of all possible parameters in comparing tables that could be easily transferred in EXCEL or XML files.

6.2.16 KNWV1 - RMS File

The present RMS file that is generated by ORC software for the scoring software , has a single format and is generated in the same way and format for the boats either if it has an International or Club certificate.
In particular TOT Offshore handicaps will be included, although it can be easily calculated as 600/GPH. See also Minutes of the Race Management Committee.

6.2.17 FSF1 - Tack Pennant (from ManCom)

The committee discussed also the submission that was not allocated to ITC.

The committee fully believes that ORC 208.4 could be modified inserting a more strict prohibition of moving on the windward side the tack with the help of afterguys and outriggers.
The new rule should read:

208.4 Where the asymmetric spinnaker is tacked on the centerline, tack pennants of whatever length could be used . Spinnaker should be sheeted on the same side as the boom, except when gybing or maneuvering.
In any case it will be prohibited to move on the windward side the tack of the spinnaker with the help of afterguys and outriggers

6.3 Aerodynamics

6.3.1 New Depowering scheme, overlap reduction and following main reefing. - EC removal. Limits for ORC CLUB. Analysis of final test runs and formulations

This year the VPP depowering scheme has been thoroughly revised and implemented.
The proposed depowering scheme (that reproduces the way boats reduce sail while racing) , is based on a proposal by Andy Claughton and Fabio Fossati using the data of the Milan wind tunnel results.

The approach was to establish a model that begins to reduce only the genoa (or jib) overlap and luff without reducing mainsail area. Only when the foresail is reduced to a minimum dimension the mainsail begins to be reefed. With this new reefing procedure, the minimum value of FLAT parameter (that reduces the lift force, so decreases the heeling moment) has been fixed to 0.5 while in the current model it could - mistakenly - reach a value down to 0.0.
In the full sail area condition and during the jib reduction steps a new CEH (center of effort height, necessary to compute heeling moment) and Heff (effective height needed for induced resistance of sail plan), are computed.

Following the Milan Wind Tunnel Tests the above formulation for the Heff has been revised to correctly address the increase of efficiency of high-roached mainsails.
Roached mainsails have a higher CEH so they will benefit from having more AWS for the gradient distribution, and the drive force generated will be slightly higher and the resistance slightly lower than a main with normal IMS roach having the same surface.

For measurement purposes the way HB is measured when battens are placed above MGT should be retained to avoid any exploitation in this area, but no penalty will be applied if HB exceed the limit.
All HB, MGTL, MGUL, MGML, MGLL limits will be retained for ORC CLUB boats (with roached mainsails within defaults) that donôt declare any mainsail measurement. The default value will be assigned to any missing measurement.

6.3.2 Code 0 AMG limit revision: 55% ASF

The committee one year after the introduction in the ORC rule of Code0 sails, doesnôt have any concern about lowering the limit of mid girth (AMG) to a minimum of 55% of ASF. Given the coefficients currently used in VPP to rate this kind of sails were derived from a smaller code0 tested in the wind tunnel, that had a 58% mid girth, this was considered safe.
The values for the default area calculation of code 0 will be changed accordingly (see above submissions FF5, FIV5, FSF2).

6.4 Hydrodynamics

Many items have been discussed drafted and tested, but the results of test runs led the Committee to suspend action. So all the paragraphs of these Minutes not regarding any change have been removed and will be included in future ITC Minutes as they will progress.

6.4.1 Heeled drag based on IOT data. Revision with Delft tests data

Since 2004, the committee is devoting part of its meetings in discussing how the heeled drag formulation should be improved.
Rob Pallardôs data on measured heeled drag increment in 9 USSA models tested in IOT tank facility was used to evaluate a new approach for the formulation.

The test run based on the above formulation presented during the meeting looked promising and the committee agreed to update the heeled drag formulation for 2009 VPP.

The committee in any case wishes to add a subset of the Delft models with appendage next year as tests and subsequent data reductions will become available.

6.4.2 Keel/bulb characterization. Analysis of updated code

The coding of the new procedure introduced in Estoril 2007 for detecting bulb/winglets configurations (and corresponding decrease or increase of effective depth) was completed prior of this meeting.

Now it will be possible to:

1. Locate maximum width point also in poor precision offset files.
2. Have a fair transition from normal keel/bulb to bulb/wing, that in 2008 VPP was too sharp.

The updated criteria that takes into account the shape of the upper part of the bulb and that smoothes the transition between fin keel, bulb and winglet seem to work well , it finds not only maximum width of bulb (or winglet) but also the width at the intersection between fin keel and bulb (or winglet).

The ratio of the sectional area of the bulb between those two points and the rectangle that has its opposite corners at max width bulb point and at the ending upper bulb point is used to judge if the bulb acts as a round bulb or as an end plate or as a lifting component and the corresponding decrease or increase of effective draft is computed.

The test run presented on a small systematic variation of keels (from fin to winglet) on the USSA5 model was working in the expected direction and ITC agreed the inclusion of this refined routine into 2009 VPP.

The scheme that Andy Claughton drafted during the Valencia meeting with a different approach that could solve the problem of poorly measured offset files will be further addressed during next year.

6.5 ORC CLUB issues.

6.5.1 LPS<103 for ORC club boats without inclining

Next year with the revised default RM calculation it will be more difficult to find some CLUB boats, whose RM is derived from default formulation, that don't reach the minimum LPS of 103°, that is necessary to obtain a valid certificate.

The committee suggests that if this happens the certificate should be issued with a warning that the certificate is not valid for racing, until the boat won't be inclined to verify actual RM and LPS. This was agreed by Congress.

Another solution that could be taken into account is a corrector to default RM that could be introduced to issue a certificate that would increase LPS to the minimum of 103°, but in any case the certificate should be issued always with the warning about the very low theoretical LPS of the boat limiting its possibility of racing to category 4 races. The previous option was agreed by Congress, but ITC and the Rating Officer will monitor and report about this in 2009.

6.6 Table of prohibited materials and procedures

The Table of prohibited materials and manufacturing specs presented by David Lyons at the Valencia meeting are to be included with correct wording into 2009 IMS rulebook as follows:
List of prohibited materials:

- In hull and deck structures and rudders, High Strength (HS) carbon fiber with modulus exceeding 250GPa
- In spars with the exception of booms, cored sandwich construction. Cored sandwich construction.
- Any metal alloys containing titanium with the exception of generally available production hardware items. Titanium is not permitted in lifeline elements (stanchions, pulpits, pushpits etc.)
- No material with density greater than 11,340kg/m3
- Pressure applied in the manufacture of hull and deck structures greater than 1 atmosphere
- Temperature applied in the manufacture of hull and deck structures greater than 80°C.
- Aluminum honeycomb cores in hullshell and deckshell structures.
- In hull and deck structures, plastic foam core of nominal density less than 70kg/m3.

A statement will be included in the rule saying that the list of prohibited materials is normally subject to annual review but interim rulings. The overall intent of any material prohibitions is to promote safety, address cost and allow materials that are readily available while prohibiting materials and processes that are not readily available.

6.7 LPP re-writing.

One of the ORC working programs for 2009 is the LPP re-writing.
In the event the consultancy of Wolfson Unit would be used as a contributor of the new LPP (Wolfson has already a LPP in its products to be used in conjunction with WIN DESIGN VPP), Andy Claughton made a short presentation of the features of this LPP.
The Committee discussed briefly about this, and some suggestions were made (like treatment of IGES files or possibility to have offsets for canoe body and appendages like Wolfson LPP has).
The immediate task is targeted in generating easy and user-friendly routines to covert designer-generated files into ORC OFF file standards. Andy, Nicola and Zoran were tasked to get in touch with Wolfson Unit people to discuss further details.

6.8 Stability certificate status. Performance package

ORC staff presented the working version of the Stability Certificate.
Some corrections to the stability curves for moveable ballast boats were made.
Useful data coming from both IMS trim (measurement and sailing) should be completed to return the best possible information for the owners.
The committee suggested also that for legal matters that could arise the name should be changed into:

"HYDROSTATIC AND STABILITY DATA SHEET"

Data Sheet to be used, taking off the word CERTIFICATE of the drafts presented.

For this reason also all the information for ISO 12217 STIX calculation to be deleted.

Performance Package. With polars (without dynamic and age allowance) plotted in all configurations derived from sail inventory plus an all .effects polar. Splining of the plotted polars should be refined to avoid bubbles into the final polar plot.

The committee gave already in the past its availability to ORC staff to give all necessary inputs and know how to increase the quality of ORC products available for the sailing market. ITC and its membership are available to clarify any technical problem that should arise in finalizing these documents.

6.9 Summary of ITC Recommendations to the Congress

- New Heeled drag
- New wing keel detection scheme
- New RM regression
- New LVR (Length/Volume ratio) corrector in RR
- New Crew Weight Evaluation
- DSS assessment
- New aero model with different reef system and removal of EC
- New spinnaker area computation
- New Default Jib area concept
- New Checkstays treatment
- New Code 0 minimum mid girth at 55% of foot length
- Correction to Wind Averaging calculation for Ocean Handicaps
- New Racing Division Regulations
- New Table of Prohibited Materials

The aim of the chairman and all the committee is to prepare a beta VPP as soon as possible after this meeting for immediate release after final approval of the Congress.

6.10 Next year's Research program

ITC intends to carry out both aerodynamic and hydrodynamic research next year.
Wind tunnel tests could be performed for updating downwind sail models and complete the upwind sail model too.
Andy Claughton and Fabio Fossati prepared a scheme of possible tests with the main aim of assessing crossover of jib/genoa with spinnakers (both symmetric and asymmetric).
It could be possible also to explore correlation with mainsail and spinnaker dimensions and position (with masthead halyard or longer poles).
Tank test availability is under verification with Lex Keuning and a possible construction of light boats models has been discussed.
Final decisions will be taken when the Management Committee will allocate the research budget for 2009 research.

6.11 Next year's agenda

A) Length assessment with Fn transition
B) Residuary Regression formulation development
C) Immersed transom added resistance. New more robust routine in LPP to assess external rudder and clipping problems in the aft sections
D) Refinement of new upwind aero model
E) Twin Rudder
F) Revision of Cruising Division Regulations
G) Development of new aero model
H) Different approach for keel/bulb characterization
I) Keel strakes resistance evaluation
J) LPP re-writing

6.12 Next Meeting

The next ITC meeting has not yet been scheduled. The chairman will call very soon to locate the best date and location for the first meeting, to be held in Februaryï March 2009.
Observers will be welcome.

Unfortunately one and a half days of the scheduled 3 days of meetings in Madrid have been closed to observers, due to some work that needed to be concluded and where observers would not have any useful inputs to contribute.

For next year, given the long distance of the AGM venue in Korea from most membersô homes, and the fact that the November meeting expenses are not supported by ORC, the Committee considered the option of making their final meeting to produce the 2010 operational ORC model & software a few weeks ahead of time of the ORC AGM week. This will be further discussed in the future with the Management Committee.

The ITC package of proposals was unanimously approved by Congress.

7.00 CLUB WORKING GROUP

Club Working Group Chairman, Jean Louis Conti, reported.

7.1 Review of 2007 Fleet Statistics.

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

ORC Club fleet statistics coming from each rating office have been reviewed and they show that the number of certificates is likely to be slightly less than last year.

The biggest decrease in the number of certificates issued comes from Spain and - as expected - from France. Most rating offices have replied to the survey initiated by Zoran Grubisa. Automatic updating in the number of issued certificates is expected to be fully operational commencing next year.

Areas where there is scope for further developments ought to be investigated and particular attention should be given to these potential constituencies.

7.2 Reviews by country of the number of certificates issued.

A detailed review of the number of certificate followed.

The racing is still going strong in the Mediterranean area and Baltic area but with some sign of waning coming from Sweden.

Racing is also taking place in the Far East areas.

It was also noted that the situation in South America was disturbing with many rating offices having reduced their communication with ORC to a minimum.

7.3 Allocated submissions:

7.3.1 FFV9 - Format of the ORC Club certificate.

CWG did not acknowledge the necessity to review the general format of the ORC Club certificate. The following actions were nevertheless agreed:

- Heavy Items box ought to be printed even in the case of Racers. ñN/Aò will then be shown in the empty box.
- Area of Mizzen will be added
- Area of Mizzen staysail will be added (if feasible)
- Carbon rig will be indicated

It was not considered essential to add the Crew Arm Extension.

It was noted that no reference was made on the certificate regarding stability.

The addition of such information could serve two purposes:

- To help in the comparison of different certificates.
- To help Race Officers in assessing a yachtôs suitability to enter a race referring of any specific ORC category.

It is proposed to add:

In case of LPS being found <103°; the following warning should be displayed:

ñWarning: Estimated LPS <103°ò

and for all boats:

E.g. ñEstimated Stability Index=114.7° (ISAF OSR Cat 2 or less)ò

It will be left to the ORC Manager to automatically decide which stability data derive from actual measurements or have somehow been allocated. In case of actual measurements, the word ñestimatedò will be omitted in both instances.

7.3.2 FFV10 - Boat drawing on the ORC Club certificate.

The submission was actually asking for a better representation in case of asymmetric spinnaker tacked on a pole, and for a predetermined SPS value (thus ignoring the actual value shown in the *.dat file).

Both requests were accepted.

7.3.3 KNW2 - Entering stability parameters in the *.dat file.

CWG believes that keeping only one option available is not acceptable. The default RM option will always give its own answer which is likely to be different from the real one or the one selected by the rating officer. Furthermore, entering directly the RM or the VCGM in the *.dat file delivers the same output.

The submission was rejected.

7.4 Other submissions:

7.4.1 FFV4, FIV4, FSF3, KNW4, SWS1 - Removal of EC adjustment.

It was reported that ITC had already developed a new scheme which will answer this request.
See ITC minutes.

7.4.2 RFV1 - RM default.

The ITC members present informed the CWG that they could not share the perceptions put forward in the submission, but that in another way they have developed a new scheme for calculating the default RM.

See ITC minutes.

7.4.3 SWE2 - New name for ORC club.

Sten Edholm felt very strongly about the necessity to change the name for marketing reasons especially. No one else appeared to share his concern.

7.4.4 SWS3 - Rating of boats fitted with DSS.

Bruno Frank gave an example of what DDS boats look like. Alessandro Nazareth was confident with the ITC ability to deal effectively with such a new feature.

Safety concerns were expressed as these boats could turn out to be tender, relying too much on the additional stability given by speed. Then, recovering from a capsized position could become a real problem.

7.5 Other matters

As next year meeting place is planned to be in Korea, Bruno Frank asked for the possibility to meet earlier somewhere in Europe. Depending on the amount of submissions which shall be received in 2009, CWG agreed to contemplate such a possibility.

It was also decided to try and develop a scheme to improve communication between rating offices in order to avoid unnecessary work duplication. When a RO starts the study of a new model, he should inform the others of his intention and signify when the work has been completed and is available to all. If possible the study should also refer to any variation likely to be found, such as different type of keel and/or type of rig configuration.

Congress agreed the CWG proposal as a package, referring to ITC minutes when related to the same topics.

8.00 MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported.

8.1 Sails Measurement.

Some questions regarding sails measurements, coming from the new scheme adopted last year, compliance with the ISAF ERS and current ITC work were addressed as follows:

8.1.1 Jibs measurement

Measurements of jibs is confirmed by default to include the full set of 7 measurements of luff length JL, perpendicular LPG, and 5 widths(girths), including the head JH.

If a genoa shows an obvious hollow in the leech then the traditional 2 measurements (JL and LPG) are sufficient.

ITC decision of allowing reduction of the area due to a hollow leech was supported.

Due to the complication of managing the ever-changing sails inventories, even when this does not imply a handicap change, the Committee proposes to show on the actual certificate only the sail with the largest area for each category, and report the full sails inventory in a separate page, the optional Page 3 already available for ORC International certificates. See also ITC Minutes

8.1.2 Mainsail

It is proposed to extend the same concept of considering the area reduction due to a hollow leech also to mainsails. The Committee supports the ITC proposal to eliminate the ñpenaltyò extra area when EC > E. See also ITC Minutes

8.1.3 Spinnakers

The ITC proposal of harmonizing the symmetric spinnaker measurement with ISAF ERS was supported. This means that when measuring spinnakers only the SMG would be considered, without the need of searching the maximum width. For existing boats / data files SMW will be considered as SMG. See also ITC Minutes

The ITC proposal of unifying the spinnaker area formulation for symmetric and asymmetric spinnakers was also supported, using the formula in its simplest form:

SA = (SLU+SLE) / 2 * (SF + SMG * 4) / 6

Furthermore, the Committee supports the ITC decision of reducing the default (minimum) symmetric spinnaker area calculating SMG=0.75*SF instead of the current approach that provides SMG=SF, and to adopt for the rated spinnaker area the average between measured and default, so the minimum spinnaker rated area becomes half of the default instead of 75% as it currently is. See also ITC Minutes

8.2 Submissions allocated to the Committee:

8.2.1 DSV1 - JL measurement

The ERS already define how the measurement has to be performed, there is no need for further requirements. No action needed.

8.2.2 DSV 2 - Mainsail cars/Track systems

There is no need for a Rule change. If the cars are attached to the mainsail, they will be weighed with the sail. If they are attached to the mast, they will be weighed with the mast as detailed by the Rule wording. No action needed

8.2.3 DSV 6 - Heavy Items

The ITC Chairman explained that the current system of considering the items defined as desalinator, air conditioners and heaters as a package was the original intention. The Committee recommends to list and treat them as separate items in the ñheavy itemsò list.

8.2.4 DSV 10 - Mast Spar Dimensions

Modifying the wording in IMS Rule F3. any uncertainty should be removed.

8.2.5 DSV 11 - Boats comparing tool in ORC Manager

This has already been addressed in the pilot version of the ñbetaò software available

8.2.6 DSV 13 - National ORC One Design files

The Chief Measurer explained that National OD files are managed nationally. International OD files may have some differences due to different interpretations of some items as the Crew Extended Arm. Rating Officers are however asked to upload their OD files to the common space available on the ORC dedicated website for use by other Rating offices, together with International OD files.

8.2.7 DSV 14 - On-Line certificates Database

This is work in progress, and will be implemented as soon as possible when the central system will allow it, but a special care is needed to preserve the privacy of sensitive ownerôs data.

8.2.8 FFV 3 - Twin Rudders

The ITC is addressing this issue in its 2009 agenda. For the time being twin rudders are treated as usual, i.e. taking the shape of one of the rudders, displacing it on the hullôs centreline.

8.2.9 FFV 6 - Format of the ORC International certificate

This is work in progress, and will be addressed with the new format of the certificates.

8.2.10 FFV 7 - Information on the ORCi certificates

The Committee supports the re-introduction of the values of SINK, WS and FBI.

8.2.11 FFV 8 - Format of IMS Certificate (2nd page of ORCi Cert.)

This is work in progress, and will be addressed with the new 2009 format of the certificates. The Committee recommends, in order to save space, to eliminate the measurements of SPS, BAL, CPW and BWT that are displayed and recorded on data files but have no effect on handicaps.

8.2.12 FFV 9 - Format of the ORC Club certificate

This is work in progress, and will be addressed with the new format of the 2009 certificates.

8.2.13 FFV 10 - Boat Drawing on ORC Club certificate

This submission does not take into account the fact that in the drawing the SPS is already forced to 15% ISP.

8.2.14 FIV 1 - Accommodation Regulations

The rewrite of the Cruiser/Racer Accommodation Regulations (Part 4) is deferred to next year agenda. See ITC minutes.

8.2.15 FIV 2 - Accommodation Regulations – Racing Division

The Committee supports the Submission as in ITC Minutes)

8.2.16 FIV 4 - Default JL

The Committee supports the ITC proposal of introducing a default (minimum) area for jibs without any constraint from individual measurements. See ITC minutes.

8.2.17 FIV 5 - Spinnaker default area

See 8.1.3 above

8.2.18 FSF 2 - Spinnaker Rated Area

See 8.1.3 above

8.2.19 HSF 1 - Measurement Protests

The Committee extensively discussed the Submission, dithering between the option of halving the percentage difference of 0.1% into 0.05%, and the option of eliminating from the Rule Par. a), so requiring rescoring ï without penalty ï when the result of the protest returns a faster result than the original certificate, as is provided in paragraph b).

Congress voted to not change the current Rule

8.2.20 HSF 2 - Propeller Measurement

After clarifying the meaning of ñbuttockò as the intersection of the hull with a vertical plane parallel to the centreplane, the submission has no grounds.

8.2.21 HSF 3 - Propeller Definition

The ITC addressed the matter not recommending the introduction of a new type of propeller with 4 blades, considering that the current model for 3 bladed propeller is adequate also for 4-bladed props.

8.2.22 KNWV 3 - Sail Measurements

The changes reported in 8.1.2 and 8.1.3 above address the submission.

8.2.23 RFEV 4 - Offsets on ORC website

This is work in progress, and will be implemented at the soonest.

8.2.24 SWS 3 - Measurement and Rating of boats with DSS

The Committee supports the approach defined by ITC.

Congress approved all proposals as a package

8.3 Electronic Inclinometer

Member Joakim Majander reported that the new equipment he manufacturers has been sold in 20 units to several Rating Officers and measurers around the world, and presented a modified version that features a smaller USB cable only, whose length is however limited to 5m, instead of 10m as it is in the standard version delivered.

8.4 Hull measurement with Total Station

The Chief Measurer reported about the several training sessions performed in various countries, and about the many measurements performed using the new equipment.
More of these training sessions are scheduled for the near future, the first in Australia.
Documentation and manuals are in the works and will be presented with other texts with the release of the new programs.

8.5 Measurers Conference

A Measurers Conference is programmed for next winter, with a date provisionally set at the end of February (27^{th}-March 2^{nd}), and Athens as the location.

The meeting continued with the presentation to the many Rating Officers present of the new pilot ñbetaò version of the ORC Manager, which has been made available to Rating Officers upon closure of the AGM.

9.00 SPECIAL REGULATIONS COMMITTEE

Sten Edholm, ORC representative in the Special Regulations Committee reported briefly on the Committee submissions. This years submissions were primarily design details, that should be rather dealt with by ISO or other relevant boat standard regulations. The other dominating part were submissions meant to be ñhousekeepingò. These however suffered from that they were officially submitted by the Chairman of the Offshore Committee, who was not present to introduce and defend them. Furthermore, a few of them were found to be more substantial than what could be regarded as housekeeping. There were few submissions that practically influences the ordinary crews, however there were also discussions about implementation of AIS, revised and shortened refresher training format for the ISAF Offshore Survival Course. Decision was also taken to reduce the maximum size of storm jibs and trysails.

Working groups were organized for stability requirements, for a review of total system for Man over Board. There will also be a working group formed to totally review the structure of Special regulations. A draft is foreseen early 2010 and may possibly be in effect in 2011.

A much-appreciated summary about recent accidents related to offshore racing has been produced by the ISAF Staff. Please refer to the ISAF Minutes.

10.00 OFFSHORE CLASSES & EVENTS COMMITTEE

Offshore Classes & Events Committee Chairman, Don Genitempo reported.

10.1 Report of Championships

10.1.1 The Chairman reported on the ORC Int. World Championship that was held in Athens, Greece from 21st to 29th June. The event was organized by the Hellenic Offshore Racing Club while the Yacht Club of Greece offered their facilities for use to Race Officials, Staff and Committees.
Fifty one entries from eight countries participated, with all yachts starting together.
The title was awarded based on overall scoring, but there were also division prizes for two numerical balanced groups.
It was a very competitive series coming down to the last day. In the end the Italian yacht ñLibertineò, owner Maurizio Biscardi, was the World Champion, closely followed by ñMeliti Vò, George Andreadis, second, and the Czeck Republicôs ñBohemian Expressò, third.
Many thanks to the Hellenic Offshore Racing Club for their exceptional organization of a very enjoyable and competitive World Championship.

10.1.2 Emilio Feliu Serra reported on the ORC International European Championship that was organized by the Royal Gotheborg Sailing Club from 5th to 9th August on the island of Marstrand. Thirty seven entries from 5 nations sailed nine races (7 windward- Leeward and two offshore) for the title. The Swedish yacht ñData Communicationò a Sinergia 40 owned by Rolf Aspholm was the decisive winner.

10.1.3 The World Championship for the 670 Class was held in Puerto Calero, Lanzarote, Canary Islands from 10th to 20th October. Twenty-one yachts representing four nations competed in a nine race series. In winning this World Championship Pedro Campos in the X-37 ñTelefonicaò scored his 13th World Title. In second place was Fernando Pombo in the Grand Soleil 37 ñVindioò, this time helmed by

Inaki Castaner. Jesus PintosôñNavantiaò was third overall but won the Corinthian title for the third consecutive time.
Puerto Calero staged a beautiful event in ideal conditions.

10.1.4 The Lubecker Yact Club organized the European Championship for the Sportsboat Class as part of the 119th Travemunde Weekò from 19th to 26th of July.
Fifteen yachts from four countries entered the series with only 13 competing. There were nine different designs in the fleet.
After nine races (2 discards) the top two yachts were Melges 24s both from the Czech Republic. Alexandre Tinoco sailing ñBohemia Expressò was the champion followed by Milan Hajek sailing ñRadostIIò, third was Marco van Driel from Holland sailing a Max Fun 25 ñMXTCò

10.1.5 Bruno Finzi reported that five teams participated in the ISAF Team World Championship for the Sardinia Cup. The event was hosted by the Yacht Club Costa Smeralda. Each team consisted of a TP52, a Swan 45 and a Farr 40. The Spanish Team was the winner.

10.2 Report from Classes

10.2.1 The GP 42 Class report was given by Paolo Massarini, Class Manager. The 2008 racing Circuit was made possible by the Class sponsor ñQuebramarò. The program included 6 events sailed in 4 different countries: Italy, Spain, France and Portugal. Of the 16 existing boats, 11 participated at the Quebramar Cup Series, that spanned a 5 months period. ñDesafioò a 2007 boat of Botin & Carkeek design won the Championship followed by the 2008 Felci design ñAirisò. The Swiss Farr design ñNear Missò was third.

10.2.2 Thomas Nilsson reported there was activity in the GP 33 with two boats on the water and two others under construction. Additional promotions are planned for 2009 to increase interest, which seems to have some following in Japan.

10.2.3 Martin Billoch reported on the activity of the GP 26. The Class is building good momentum in South America with 4 boats on the water and 5 under construction, in Argentina, Uruguay and Chile, The Class has been officially formed and its web page constructed. Eight additional boats are in the water in Europe, Russia and the USA. One is under construction in Australia and another in Chile,bringing the total up to 20 that should be sailing by spring.
There is discussion of joining the Sportsboat for combined events. The Class has a bright future.

10.2.4 Jesus Pintos reported the 670 Class is continuing to be strong in Spain, and Class leaders are discussing possible events in other countries to promote Class growth.

10.3 Submissions

10.3.1 DSV 3 – ORC Sportsboat interior volume

The Committee supports the proposal to delete Sportsboat Rule 4.3(b).

10.3.2 DSV 4 – ORC Sportsboat OSR Category

The Committee supports changing Rule 4.3 (e) to allow Category 5 as the default.

10.3.3 MANCOM 1 – GP 33 crew weight

The Committee supports the proposal to increase crew weight for the GP 33 to 640 kgs.

10.3.4 RFEV 5 – Carbon battens & Ruder in 670 Class

The Committee does not support this submission as written but agrees the carbon steering wheel should be allowed. Therefore the Committee is supporting its own submission to Congress allowing carbon steering wheels in the 670 Class.

10.3.5 SWE 3 – Communication

The Committee does not support this submission as written but agrees the intent. Therefore it supports its own submission to Congress in a more simplified form.

All Committee proposals were approved by Congress

10.4 2009 Calendar of events

The calendar as agreed by the Committee is attached

All Committee proposals were approved by Congress

11.00 RACE MANAGEMENT COMMITTEE

Race Management Committee Chairman, Ecky von der Mosel reported.

11.1 Recommendations about Submissions:

11.1.1 FFV 6, 7, 8, 9, 10 - Content of Certificates

The committee had a closer look to the actual design and content of the both types of certificates in the current version. We learned that there have been already made some changes by the technical staff, which partly fulfils the requirements of the FFV-submissions.
The RMC intends to leave further changes to the technical staff, but strongly recommends to keep things simple and understandable for the user. Data should only be printed if they are needed for measurement check and self-checking by the owner.

11.1.2 HSF 1 - Measurement Protests

After a long discussion under consideration of the meaning of the Measurement Committee from yesterday from the eyes of Race Managers we do not see an actual need for a change.
We understand the clause 305.2 of the Rating System as an instrument to handle and compensate the results of differences in measurements, not as an area of tolerance to designers, producers and sail makers. Probably this tolerance is too generous. Tolerances for freeboard height may be bigger as for a simple length of a pole. For the sake to keep things simple we would not like to recommend a catalogue for different measurement tolerances.

See Measurement Committee Minutes

11.1.3 KNWV1 - RMS File

Nicola Sironi explained the actual situation. After some discussion we learned from Panayotis Papapostolou that it will not be a technical problem to add to the RMS datafiles the offshore ToT now missing.

11.2 Methods of scoring

Eva Holmsten, Race Manager of Gotland Runt has recalculated the results of this long distance race and of some W/L races. They officially use ocean pcs scoring. The results do not come to big differences when using ToT or ToD scoring, except on extreme boats.

Other nations reported on their scoring experiences:

Greece:	Ocean pcs, Constructed courses on all races of the World Championship
Netherlands:	Triple Number ToT (strong recommendation not to use ToD in current/tidal waters)
Switzerland:	ORC Club races; Triple Number
Spain:	High level: PCS; others ToD or PL
Estonia:	ToT Offshore and Inshore
Russia:	Single Number Scoring
Italy:	PCS inshore, Single Number for offshore
Germany:	PCS for W/L, single Number ToT for coastal and offshore races. German Championship only single number ToT (inshore/offshore).

To sum up: The Race Management Committee strongly recommends to use the simplified scoring options when there are no chances to observe the course.

11.3 Any other business

Members of the RMC are missing the ñGuide to Race Managementò on the ORC-website. Nicola Sironi will check this to produce a new version with the 2009 documents. Everybody is welcome to give comments or report mistakes in this publication.

12.00 PROMOTION AND DEVELOPMENT COMMITTEE

Promotion & Development Committee Chairman Sten Edholm reported.

The report of the year activity started with the Chairman summarizing that the tasks of the Promotion & Development Committee are to be 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 measurement and scoring systems, producing better material easier to understand. Furthermore to report about races, new classes, new countries to be supported with Congress collaboration and in 2008 especially to support the introduction of ORC International and the new version of ORC Club.

a) The Chairman introduced Dobbs Davis, well known journalist and sailing analyst who is responsible for Seahorse US. He has been asked by the Management Committee to support ORC with seminars, presentations etc as well as to produce articles and columns for Seahorse and others magazines. In total 11 press releases and some 32 regatta reports were produced, generally published on Scuttlebutt Europe that reaches a wide subscriber base worldwide. There have furthermore been 7 columns for the Seahorse magazine, which also is distributed worldwide. Dobbs has also built up a series of Frequent Questions & Answers about ORC International and reviewed the English in various ORC Publications.

b) The website statistics were presented by webmaster Zoran Grubisa. Since 2005 with an average of 6.000 visits/month, has now increased to 18.600 visits/month in 2007 to average 20.000/month in 2008. Highest number of visitors from Italy, Croatia, Netherlands, Brazil, Sweden. Quite a few number of hits from Australia, Canada, Denmark and France. Altogether there were well over 200.000 visits in 2007. The routine to be able to pay licenses etc with credit cards has been established. Plans for the website include a better news archive and a

photo enlargement option, at the best also with access to High Resolution pictures. It is also planned to produce a monthly summary or important news from ORC. A registration facility for this has been organised on the website, around 200 individuals have so far registered. The former database of addresses is regarded to have so many obsolete addresses, that it no longer should be used. There will be a contact routine established for direct emails etc to the webmaster and other ORC staff members.

Almost all news today are race reports. There is an ambition to produce country reports, more race analysis as well as some technical articles. A question was raised about thoughts for a debate forum on the website, the general opinion is that most contributions usually have low quality and that a lot of work is needed to keep a good editorial standard.

There is still a problem that many major events do not produce news releases in English.

c) The promotional and development activities for the three Grand Prix Classes were presented and discussed:

- The GP42 Class has a well working Class Association, the website works fine and there are a few modest sponsors. No additional support is needed by Class Manager Paolo Massarini (ITA).

- The GP 33 Class is supported by Class manager Thomas Nilsson (NOR). He keeps contacts with the emerging projects in Japan and Poland, and will support to organize Owners Association as well as website when a somewhat bigger number of projects have been established.

- The GP 26 Class has organized a class association in South America, based in Argentina. There is an English website, using the GP42 layout. Class manager Martin Billoch(ARG) keeps contact with the various projects in Ukraine and the US, he facilitates discussions and has a promotion plan that includes approach to typical sport boat countries.\

See also Classes & Events Committee Minutes

d) Editing, releasing and production of ORC publications has been successfully performed by Zoran Grubisa, also in charge of proper distribution of the publications on all official ORC events as required by the Rules. Hardcopies are not distributed any longer, which saves considerably money and work. There was not an ORC 2008 ñRed Bookò produced. Instead, the Management Committee has decided to produce an ORC Yearbook. Zoran and Dobbs have been tasked to produce a plan for this, hopefully such a book can be published already for 2009. It will include basic facts about ORC, presentation of the ORC Rules, explanations of certificates, scoring options, event calendar, Committee members etc. It will be in a glossy format and possibly with advertisements. The new ORC products like Performance packages, Stability Certificates etc will also be highlighted. It was recommended to combine the advertisements selling with offering sponsor exposure on the website.

e) The production of manuals and educational material (Guide to Race Committees and Owners, as well as Power Point presentations of ORC International, ORC Club and GP Classes) will be reviewed. It was emphasized by the meeting that there must be ñEasy to Understandò material available, and set the appropriate channels for distribution.

The ñVPP Formulationsò are to be written by Andy Claughton, as agreed with the Management Committee.

f) The ñActive Country Marketingò was reviewed. Seminars, measurers training and working groups with National Rating Authorities and event organizers have been held in South Korea, Russia, Portugal, Brazil, Australia, US (San Francisco) 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 Rating Offices in Ukraine, Russia, Canada, Romania and Slovenia. Measurement assistance will be provided in Australia before Sydney-Hobart Race and a Measurement Conference for Rating Officers will be arranged early 2009.

g) The project to establish routines for promotional certificates for standard designs has been postponed due to workload, but efforts will be made.

h) Promotion & Development Priorities for 2009 were discussed and confirmed to be:

- To make a continued dedicated campaign for ORC International, Club and the new ORC Operating System
- Continue efforts in South America, the Baltic and Black Seas as well Australia and Northeast Asia to create ORC administered race circuits and championships
- Actively support media at major ORC Championships
- Further increase the number of visitors to the website by offering more race analysis and technical material
- Produce an ORC Yearbook and investigate possibilities to get sponsors for the website
- Create a network of P&D representatives in each member country to be able to support with distribution of information and material.

i) It was raised that the Committee would be happy to make recommendations regarding the priorities in the ORC budget for P&D.

13.00 MANAGEMENT COMMITTEE

Chairman Bruno Finzi reported.

13.1 Minutes of Previous Meeting

The Minutes of the previous meeting in Luneburg were reviewed and approved as circulated by the Secretariat.

13.2 Submissions 2008

See relevant Committee Minutes for Submissions discussed also by Management Committee

13.2.1 FSF 1 - TACK PENNANT LIMITATION

Old wording

208.4 - Where the asymmetric spinnaker is tacked on the centerline, it shall be tacked as close as possible to the deck level or its forward extension and sheeted on the same side as the boom, except when gybing or maneuvering. A single tack pennant not longer than 0.762m may be used, but shall not be adjustable except for hoisting, lowering and gybing the spinnaker.

New wording

208.4 - Where the asymmetric spinnaker is tacked on the centerline, tack pennants of whatever length could be used and it should be sheeted on the same side as the boom, except when gybing or maneuvering. In any case it will be prohibited to move on the windward side the tack of the spinnaker with the help of after guys and outriggers.

See ITC Minutes

13.2.2 MANCOM 1 - GP 33 CREW WEIGHT

The ManCom supports the submission of increasing crew weight to 640 kg.

13.2.3 SWE 2 - NEW NAME FOR ORC CLUB

The ManCom does not support the submission.

13.3 Updating on ORC rating offices

New ORC Software is in use by all rating officers with constant support from the ORC Team. Some of the changes asked by several submissions are already implemented, and ORC Tech team is continually working on the new features to be ready for 2009 version. First draft of Sail plan and Stability certificates are done and it is expected to have them ready together for the AGM, as it has been done.

13.4 ORC staff and consultants reports, ORC staff review for 2009 and assignment of duties

- Vivian will now overtake the job of the accounts from 1st January. She will prepare the monthly accounts to be checked by Jeremy at least for the first 6 months.
  A new smaller company of Auditors will be appointed, Philip will come with suggestions. After decision is taken a meeting with the new Auditors, Philip Tolhurst, Jeremy Tolhurst and Vivian will be organized to understand how the new Auditors would like to receive the monthly or quarterly accounts.

- Focusing on the new ORC products and software it is agreed the need for additional technical staff member responsible for issuing certficates for the ORC Central Rating Office covering all areas world wide where there is no National Rating Office as well as cleaning and updating offsets database in close co-opeartion with other Tech Staff members. The name of Quique Molinelli was agreed. The ManCom will inteview Molinelli during the week to investigate his availability and costs.

- A common feeling is that apart from Dobbs Davis, ORC needs to invest in the media market having a journalist in different areas that could organize media coverage for our main events. The Chairman has had a contact with Emanuela Di Mundo at this purpose and decision will be taken in the near future by the ManCom.

13.5 Promotional Activities, Articles, Newsletter and Website

Many positive ORC articles have been published since Dobbs Davis was appointed, particulary interview with Syd Fischer with help of Wolfgang. Number of visits on the ORC webpage is satisfactory and it was decided that there is no need for the newsletter as all the news are posted daily on the web. When there is any major news on the website, an e-mail may be sent to the ORC mailing list subsribers

13.6 ORC Publications

A new Year Book with a new format will be developed by Dobbs Davis trough Seahorse. Details of costs, image and distribution are being discussed and finalized with the ManCom.

13.7 Update on the Australian situation

Some Australian Owners have been very vocal in requesting a return of the ORC Rules for their races, being unsatisfied with the IRC. Dobbs Davis has traveled there in September and had a successful presentation of the ORC with many people present. Nicola is arranging a trip for a week at the end of November to instruct measurers and help presenting the system to the users.

13.8 Review on some particular MNA situation (Japan, Spain and France)

Some meetings with the representatives of Japan, Spain and France took place during the week of meetings to review the situation of these countries. A meeting was held with Daniel Pillons, member of the Empirical Handicaps Committee of ISAF as the manager of the HN system in France, that counts 4000 boats in their fleet. Pillons explained that he requests to Jean Louis Conti ORC Club certificates for all boats for whom they donôt have a record.

14.00 ISAF REPORT

The Chairman reported on the relationship with ISAF which is now going on the right directions.
The text of the submissions 033 and 034 from ISAFôs Executive Committee reviewed by the Management Committee correcting the fundamental errors of definitions regarding ORC assets and Rules present in the original text of the submissions were presented to ISAF for their review.
Submission 34 according to ORCôs text was accepted and submission 33 was dismissed.
ORC presented a Power Point Presentation about Stability and Hydrostatic Data Sheet as calculated by ORC to the Offshore Committee.

15.00 CALENDAR FOR 2009 – MEETINGS AND EVENTS

15.1 2009 Calendar

The calendar of major ORC events is attached.

15.2 Meetings

AGM 2009	The 2009 Annual General meeting will take place in Busan, Korea. Dates to be confirmed.
ITC	Three ITC Metings are scheduled in 2009. Venue and Dates to be confirmed by the Committee Chairman.
Management Committee	ManCom will meet twice (April and September). Final dates and venue to be confirmed.
Technical Staff	Will meet in Milan in December 2008
Secretariat and Marketing	Meeting scheduled for end of January/beginning of February

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

2009 CALENDAR OF MAJOR ORC INTERNATIONAL EVENTS

17th - 25th January	Circuito Atlantico Sur Rolex Cup	Buenos Aires, Argentina
Beginning of May	Coppa Carlo Negri - Regate Pirelli	S.ta Margherita, Italy
19th ï 23rd May	Rolex Capri Sailing Week	Capri, Italy
20th ï 28th June	Kiel Week	Kiel, Germany
4th ï 7th June	Kommodores Cup	Gdynia, Poland
6th - 13th June	Central European Championship	Cres, Croatia
7th ï 12th June	Giraglia Rolex Cup	St. Tropez, France
1st July	Eurocard Gotland Runt	Sandhamn, Sweden
4th ï 11th July	ORC Int.Worlds	Brindisi, Italy
Mid July	Trofeo de la Reina	Valencia, Spain
1st ï 8th August	Copa del Rey	Palma de Mallorca, Sain
5th ï 8th August	ORC Int. European Championship	Ystad, Sweden
Beginning of September	Faerder Woche & ORC Int. German Championship	Flensburg, Germany
17th October	Rolex Middle Sea Race	Malta
24th Sep ï 4th Oct	Thousand Island Race	Rijeka, Croatia

DATES TO BE CONFIRMED

Faerder Race	Norway
Finnish and Estonian Joint Championships	Tallin, Estonia
Hellenic National Championship	Athens, Greece
Latvian Offshore Championship	Riga, Latvia
ORC Int. Mediterranean Championship	Pescara, Italy

VENUE TO BE ANNOUNCED

670 World Championship
Sportsboat European Championship

FUTURE YEAR'S EVENTS

2010 ORC Int. European Championship	Flensburg, Germany
2011 ORC Int. Worlds	Cres, Croatia
2011 ORC Int. Europeans	Norway