



World Leader In Rating Technology

Annual General Meeting held on 10th November 2009

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MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 1400 on 10th November 200 in Busan. Korea

Congress Members Present:	Bruno Finzi (Chairman)	Italy
	Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
	Don Genitempo (Deputy Chairman)	USA
	George Andreadis	Greece
	Sten Edholm	Sweden
	José Frers	Argentina
	Nuno Goncalves Henriques	Portugal
	Zoran Grubisa	Croatia
	Noboru Kobayashi	Japan
	Patrick Lindqvist	Finland
	David H. Lyons	Australia
	Vadim Mekhanikov	Russia
	Alessandro Nazareth	Italy
	Peter Reichelsdorfer	USA
	Abraham Rosenberg	Brazil
	Makotu Uematsu	Japan
	Hans Zuiderbaan	Holland
Alternate Members:	Per Boymo substituting Thomas Nilsson - Norway	
	Chris Comititis substituting Panayotis Kontides - Cyprus	
	Ott Kallas substituting Veiko Rosme - Estonia	
	Eckart Reinke substituting Ecky von der Mosel óGedrmány	
	Wolfgang Schaefer substituting Christian Plump ó Germany	
Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	Daniel Calero	Spain
	Jean Luoís Conti	France
	Bruno Frank	Switzerland
	Helmut Gelmini	Austria
	Martin Hannon	New Zealand
	Giovanni Iannucci	Italy
	David Irish	ISAF
	David H. Lyons	Australia
	Ioannis Maragoudakis	Greece
	Enrique Molinelli Fernandez	Spain
	Jean-Bertrand Mothes-Masse	France
	Ab Pasman	The Netherlands
	Albert Rozin	Latvia
	Yuri Vlasenko	Ukraine
Officers present:	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer
	Philip Tolhurst	Honorary Treasurer

Committee Members:	Minoru Tomita Eva Holmsten Christos Theodosis Minoru Tomita	Race Management Promotion & Development National Chief Measurer
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Observers:	Dobbs Davis Eugeny Khromchenko Shoici Maeda Elena Papazoglou Fabrizio Pirina Chalco Tobari Ichiro Yokoyama	USA Russia Cyprus Italy Japan
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1.00 CHAIRMAN'S REPORT

Chairman Bruno Finzi welcomed all present to the meetings and introduced the alternate Congress Chris Comitis (Cyprus), Per Boymo (Norway), Eckart Reinke (Germany), Ott Kallas (Estonia). Finzi also reported on the submissions presented to ISAF regarding offshore sailing and rating systems and he explained how ORC would be involved in 2010 in Working Parties together with ISAF to rewrite ISAF regulations affecting ORC.

He then reported about the latest important ORC events over the past several weeks of racing, spanning the globe from Brazil to Europe to the Far East.

And lastly, on a somber note, the recent passing of Ola Wettergren at age 89. He was a pinnacle in the Swedish offshore racing community as a Captain of the Swedish Admiral's Cup team in 1961 and 1963, a founding member of ORC, and for many years an ORC Congress member. His many contributions to the sport, great social skills, abilities at uniting offshore sailors from many cultures, and founding of the Royal Scandinavian Drinking Society (RSDS) will be remembered with great fondness and admiration.

2.00 THE TREASURER'S REPORT AND AUDITED ACCOUNTS

The Audited Accounts for 2008 were sent to all Congress Members for approval. They were approved by mail vote.

The Treasurer also circulated to the ManCom a breakdown management figures up to 30th September and these were discussed by the ManCom and in particular the previous year adjustments that had been made. It was noted that the amount of debtors had reduced substantially, and that there had been a corresponding increase in bank balances. With the bank balances having remained fairly constant, a small increase in debtors, and assuming that creditors had not increased since last December this would suggest that to date a small surplus would be achieved. A budget for 2010 was prepared to be submitted to the Congress. This budget is based on the assumption to maintain unchanged levies for ORC certificates.

Levies were confirmed unanimously by the Congress as follow:

ORC Int.	70 Euro
ORC Club	42 Euro
IOR	42 Euro plus ORC Club certificate for free
Speed Guide & Stability Datasheet	50 Euro when issued locally

3.00 APPOINTMENT OF AUDITORS

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

4.00 APPOINTMENT OF HONORARY TREASURER

The Chairman reported that because of the involvement of Philip Tolhurst in ISAF as Chairman of the Constitutional Committee he is resigning of the charge of Honorary Treasurer of the ORC. The Management Committee made a motion to appoint Don Genitempo as the new Honorary Treasurer of the Association. The motion was seconded and approved.

5.00 MEMBERSHIP OF COMMITTEES

The Management decided to create a new Committee named Rating Officers Committee. The existing Club Working Group will be disbanded to become part of this new committee. Chairman of this new committee will be Jean Louis Conti and Vice Chairman Boris Hepp. All Rating Authorities will be granted one place in this Committee. The position can be filled automatically either by the Rating Office or Chief Measurer or an alternate at their discretion.

The following changes were agreed with effect from 11th November, 2009:

- **Management Committee**
Philip Tolhurst reported that in view of his involvement in ISAF Constitutional Committee he is resigning as Honorary Treasurer of the Association. It is agreed that Jeremy Tolhurst is appointed to deal directly with the Auditors while Vivian will keep daily accounts to be sent to Jeremy every 3 months. The Committee Agreed to nominate Don Genitempo as Honorary Treasurer.
- **ITC Research Associates**
Michael Richelsen no longer Research Associate member.
- **Measurement Committee**
Taro Takashi is replaced by Ichiro Yokoyama
Chris Theodosis is replaced by Dimitris Dimou
- **Offshore Classes & Events Committee**
Christian Hedlund & Jesus Pinto no longer member of the Committee
A member for Sportsboat Class is to be nominated.
- **Promotional & Development Committee**
Dobbs Davis is nominated Chairman of the Committee and Sten Edholm is nominated Vice Chairman. Martin Billoch is replaced by Chris Theodosis.
- **Roll of Honour**
Kaoru Ogimi and Ola Wettergen to roll of Honour

REPORTS & RECOMMENDATIONS OF COMMITTEES

6.00 INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Alessandro Nazareth reported.

6.1 Allocated Submission

Grouping various submissions according to the items they are referring to:

6.1.1 AGE ALLOWANCE (ARG2 – ITA 3)

ITC agreed that current maximum allowance is too high, but the increment obtained for any additional year is correct. So the decision was made that Age allowance will maintain the same annual increment, but will have a top value reduced from 1.3% to 0.975%, corresponding to an age of 15 years (0.065% per year unchanged). So the ORC Rating Rule 103.1 will be changed accordingly.

6.1.2 MEASUREMENT OF HULL (AUS 1) –OFFSET FILES FOR NON MEASURED FILES (NED 6)

The committee agrees about principle of accepting Designer Offsets to issue new ORC INTERNATIONAL certificates. The principle will be tested on the Australian fleet by the end of 2009. ITC drafted a procedure to validate these offsets files following the procedure that will be inserted in ORC Rating Rule 301.1:

IMS hull measurement as defined in IMS Part B may be replaced by designer's data provided that:

- a) Designer send to the ORC hull data in 3D surface format (like IGS) including hull and all appendages with fore and aft water plane reference points which shall be marked on both sides of the hull such that they can be used for flotation measurements. The longitudinal position of the reference points shall be inside the flotation waterline and not more than 0.05*LOA from the waterline ends
- b) ORC Central Rating office will then create an OFF file which shall be validated by checking one or more of following:
 - LOA, MB, deck beam at any stations, any section girth or height
 - Displacement calculated by the LPP from the freeboard measurements compared with one coming from actual weighing or calculated from design waterline

This procedure shall be checked and approved by the ORC Chief Measurer and shall be used only for an exact type of boat with exact appendages for which the data is provided by designer.

It is owner's responsibility to ensure compliance, while the designer shall confirm by signed written declaration that the data provided are within the closest possible tolerances.

6.1.3 MEASUREMENT OF CARBON MAST (AUS 2)

The committee partially agreed with this Australian submission, removing the obligation of weighing the carbon mast but not accepting the declaration of weight coming from the designer or mast builder.

If there is a carbon mast and it is weighed MWT and MCG will be taken as measured values. If it is not measured, a new default mast weight and VCG for carbon masts has been formulated. At the same time a new field for Fibre rigging will be introduced along with the new default rigging weight for a non-weighed mast.

Carbon mast default will be substantially lighter than the present Default mast tube weight (in the ratio of $\sqrt{\text{Ealuminium/Ecarbon}}$) considering Ealuminium=70000 MPa and Ecarbon=130000 MPa, while the Fibre rigging default weight is fixed as the 20% of rigging default weight.

IMS Rule F9.8 will be changed accordingly.

6.1.4 DEFAULT CREW WEIGHT (ESP 1)

The very small difference that is returned when certificates are issued either with default crew weight or declaring a crew weight that is the same of the default is due to rounding problems inside the VPP (default crew weight is used in VPP with double precision decimals). So the code will be corrected to remove this small discrepancy.

The second part of the submission has been verified and it was clarified that there is no relationship between default crew weight and declared one.

6.1.5 DATA ON CERTIFICATE (AUT 1)

The committee agreed to also add PLT and PLD on the certificate for ðnon-spinnakerö configuration, to allow this kind of race to be scored with Performance Line system. The ORC staff will work to modify the layout of the certificate to allocate these two values.

6.1.6 NON-SPINNAKER CONFIGURATION (ESP 4) – NO SPINNAKER (ITA 1) – NON SPINNAKER RATING (NED 2)

The difference between the Special Scoring GPH to be used in races for ðCruising Canvasö (non-spinnaker races) that is printed on the bottom right of the first page of the certificate and the GPH obtained when a boat declares a non-spinnaker configuration (i.e. no spinnaker is measured in the sail inventory) is due to a different way of computing the polar speeds in theses two cases.

The first one is obtained with poled jib coefficients, the second one considering a ðdummyö spinnaker area equal to half of the default area. To avoid any confusion it is proposed to unify the two GPHs so that no difference will be found.

To verify the current treatment of ðno-spinnakerö configuration ITC made some tests during the meeting comparing the speed of a boat carrying an asymmetric sail on CL with same area of the jib against the boat with the ðdummyö spinnaker. The first configuration always tested faster, so since a jib will never be so efficient as an asymmetric sail, the committee feels comfortable implementing that for the ðno spinnaker configurationö the handicap will be computed with an asymmetric sail on CL with the same area as the jib.

6.1.7 SPL AND TPS (ESP 5) – SPINNAKER POLE (ITA 2) – SPL & TPS (NED 3)

Following the above submissions the ITC discussed the effect on speed of a longer pole which takes the kite away from mainsail coverage. The leading factor that could assess this was located in the ratio SPL/SMG or TPS/AMG and so a revised blanketing function was proposed and tested to reproduce the influence of SPL or TPS length on spinnaker performances. This new function will take into account the more exposed sail area to the apparent wind (less coverage from mainsail) that is obtained with a longer pole (SPL) or bowsprit (TPS), but its effect will be smoothed by the ratio between measured sail area over default one. In any case when SPL or TPS are smaller than J the blanketing function won't have effect, while the increase of power of the spinnaker with longer poles or bowsprit will be limited to a maximum of 20%.

6.1.8 SPINNAKERS ON REACH (FIN 1)

The committee already monitored the crossover point between jib and spinnaker at small true wind angles. The committee tried to address this with VPP parameters that could influence the crossover point:

- Center of effort height of kites too low
- Lift coefficients at small apparent wind angles too low
- Flat parameter too low
- Reef parameter too low

A test run on the above parameters showed that the factor that could have the most influence on the crossover point is the reef, so a new procedure with a limited minimum reef of 0.9 (that means a 20% reduction of sail area) for spinnaker configuration was adopted to move the crossover point to wider values of TWA.

6.1.9 ASYMMETRIC SPINNAKER AND CODE 0 TREATMENT (FIN 2)

The committee believes that the treatment of asymmetric spinnakers is fair, but that the crossover should be checked in a better way (see above 6.1.8 FIN 1 subm.), while the Code 0 issue should be treated more carefully. In fact it is very difficult that a Code 0 with a 74.9% mid girth could have efficiency similar to a same area Code 0 with a smaller mid girth.

In addition, it should be considered that usually Code 0 sails have an overall area less than a normal asymmetrical spinnaker, so the jump in handicap from a 75% to a 74.9% asymmetric is explainable with:

- a) Too much roach for a Code 0
- b) Too much sail area
- c) Sail coefficients derived from tests with a 58% and a 63% mid girth Code 0 and then averaged

The committee feels comfortable in leaving unchanged the current treatment of Code 0 sails.

6.1.10 OVERALL TREATMENT ON A BEAT (FIN 3)

The new aero models and depowering system introduced last year will be improved in 2010 (see 6.1. below). This will imply more differences in strong winds. The effect of flat decoupled from reef, the increase of the minFLAT value and the use of the same minJib area before beginning to reef will change the treatment of overlapping configuration in a more fair way.

Last year and also this year the DA parameter SA/DSPL for overlapping jib (see 6.5. below) will be revised giving a further advantage to this sail configuration.

6.1.11 VPP & UPBEAT SPINNAKERS (FRA 2)

After checking the figures of the table attached, ITC believes that there are many issues not so clearly connected to this submission:

- It is very difficult for a symmetric spinnaker to be as efficient as a jib, also if slightly bigger at small TWA
- A Symmetrical Spinnaker should be set on a pole, hence the difficulty to tighten the luff as a jib
- It should be more efficient if produced with an asymmetrical shape or even with a Code 0 shape (with reduced mid girth)
- The FIN2 submission (see 6.1.9. above) is claiming that a Code 0 is not so fairly treated, but if we should revise spinnaker coefficients at small TWA, speeding up the boats, we should as a result speed up asymmetric and Code 0 sails at the same angles. So it seems that the two submissions are asking two opposing solutions.

As a result the committee feels comfortable in leaving unchanged the current treatment of spinnakers as already decided for Code 0.

6.1.12 TWIN KEELS (FRA 3)

For the ORC club certificates it will be possible to issue them for these boats as the double keel could be simplified in a single one with the same surface and depth, as it was done for many years with the double rudder configuration. Next year ITC will insert in the agenda a study of this new configuration.

6.1.13 SPINNAKER AREA (FRA 4)

Last year the ITC introduced a single formulation for assessing spinnaker area as $SL \cdot (SF + 4 \cdot SMG) / 6$. This is the simple transformation and simplification of the old ORC formulation for asymmetrical spinnakers (with very small differences due to truncated coefficients) used until 2008.

It is the IRC formulation that should be read with the 0.83 multiplier as 0.833333333 to become the same as the ORC formulation. Therefore, the committee does not support the submission.

6.1.14 FLOATATION DATE (FRA 5)

Floatation date has an influence on handicaps if it is pre-1981 when boats were measured with sails on board. This will be fixed within the ORC Manager and VPP software taking the current date when floatation date is not entered.

6.1.15 MGT AND LARGE HEADBOARDS (FRA 6)

After several proposed solutions, it was found that the easiest and the most correct one is to leave the measurement method as it is now, using the ERS scheme, but changing the VPP internal calculation of the mainsail area assessing the real vertical positions where mainsail girths are taken. Furthermore, such vertical positions will also be used in the drawing on the certificates to better represent the real sail shape.

6.1.16 OFFSET FILE EDITOR (FRA 8)

NAUTATEC IWM Offset Editor is almost ready to be distributed by ORC as OFF editor. The new Editor will hopefully be included in next year's ORC distribution.

6.1.17 HEAVY ITEMS (GER 1)

ITC agrees with the German submission that there is no longer a need for this allowance for heavy items, that are no longer being carried on racing boats. Only the anchor and chain weight will remain as gyradius correctors if placed in the bow (max 30% of LOA from stem). In addition to this, the current aerodynamic treatment of jib furler used in conjunction with only one jib for ORC CLUB will be extended also to ORCi.

6.1.18 ACCOMMODATION DIVISION (GER 2)

The Cruiser Division regulations have been part of a complete revision of all Regulations (see below 6.4). ITC agrees with the German submission of merging all non-cruising boats in a single "Performance" division that will include the old "Racing" and "None" categories.

6.1.19 BMAX EVALUATION BY VPP (GER 4)

To avoid the effect where currently splined calculated BMAX could return odd values with BMAX larger than reality, ITC agreed to assume BMAX to be the maximum beam measured from the sections in the offsets. This has no effect on handicaps.

6.1.20 DEFAULT AMG (GRE 1)

Taking into account that some cruising boats could have only small gennakers with even $AMG < 0.75 * ASF$, it was decided that in those cases the VPP will artificially increase the AMG measured to the default value of $0.75 * ASF$ and the asymmetric on CL coefficients will be used.

6.1.21 POWER ASSISTANCE WHILE RACING (ITA 5)

ITC agrees with the submission that power-assisted winches are becoming widely used now, and a lot of cruising yachts can't race with reduced crew without the use of their electric or hydraulic winches.

For this reason the committee agreed to allow the use of those winches and all power-assisted systems on board (apart from direct propulsion), but only for Cruiser/Racer boats.

These boats will have a maximum penalty of a 0.5% applied to all handicaps that will be reduced to be the ratio between declared crew weight and default crew weight.

6.1.22 SPINNAKER CONFIGURATION (NED 1)

The committee supports the need of clarification which is proposed in ORC Rule 206.4. Sail configurations may be used as follows:

- a) If TPS is measured any spinnaker (symmetric, asymmetric or Code 0) may be tacked on the centerline.
- b) If SPL and symmetric or asymmetric spinnakers are measured, each of them may be tacked to the pole. Code 0 shall not be tacked on the pole.
- c) If SPL is measured, a jib may be tacked to the spinnaker pole.

Furthermore it was agreed to delete Rules 207.4 and 207.5 allowing double jib and poled jib configurations

6.1.23 MAXIMUM AREA OF STORM SAILS (NOR 1)

The committee basically agrees with this submission, but this being an issue for the ISAF Special Regulations Committee, David Lyons, also a member of that Committee, will discuss this problem during next meeting in Busan.

6.1.24 MAXIMUM AMOUNT OF MEASUREMENTS IN ORC CLUB (NOR 2)

The ITC is still convinced that ORC CLUB certificates should be issued even if the boat has a valid inclining and floatation measurement. The default values were introduced only to simplify the issuing of CLUB certificates when owners don't want to have a complete set of measurements.

The default values were kept high and derived from a statistical analysis of the fleet to avoid any possible advantage for CLUB, but not to impose different measurements in ORCi and CLUB. It is possible that some boats could be designed to exceed these default values, therefore it is left to good common sense to use measured or estimated - data to avoid any exploitation.

National Authorities and Rating Offices can issue some prescriptions if they want to protect the existing CLUB fleets with certificates based mainly on default values.

6.2.1 Aerodynamics

New Upwind Aero Model upgrade

After the Delft meeting the proposal of improving the new aero model was approved with the following scheme:

- 1 Use FLAT and REEF parameters in sequence and decoupled, thus making the depowering more related to the way boats are sailed by reducing the sails' camber (flattening) and then reducing their area (reefing)
- 2 Fix a minFLAT = 0.6 that is more realistic (currently it is set at 0.4)
- 3 Change the minFLAT for light boats (that have flatter sails) reducing the 0.6 of the same amount of the flat measured at 8 kts of wind. As an example, if at 8 kts FLAT=0.8 the minFLAT will become 0.48 ($0.8 \times 0.6 = 0.48$)
- 4 Use the same amount of minimum jib area before beginning to reef the mainsail, making this not dependent from the initial overlap

Davide Battistin coded the above scheme and made test runs that showed satisfactory results, because the difference with 2009 was not so large, and in strong winds some of the problems that were encountered this year were reduced. It was also noted that generally the VPP run speeds were increased, so the corrections were effective in this manner as well.

Davide Battistin explained that with some more work to be done on the optimizer after the AGM it will be possible (thanks to the above new depowering scheme) to even reduce the VPP run speed even further without changing the final handicap output.

The item was agreed and the new coding will be included into the beta VPP.

6.3 Hydrodynamics

Truncated sterns treatment and Fn Transition

After the Delft meeting Davide Battistin prepared test runs on Axel Mohnhaupt's study on length, overhangs and truncated sterns. There has also been some further refinements to the formulation with the removal of a tail effect to LSM4. Detailed procedure and formulations are described in the ITC minutes.

The committee examined the test runs and observed that the trend was what was expected (short overhangs and transom-immersed boats slowed down), and thus agreed to approve the above procedure and to include it into the 2010 VPP.

6.4 Revision of Racing and Cruiser/racers Regulations

The working group that was appointed at the Annapolis meeting (David Lyons, Kay-Enno Brink and Nicola Sironi, working in conjunction with Zoran Grubisa) finalized their proposal for the simplifications of the Regulations for Cruising Division. A revised text has been prepared.

Here are the basic concepts on which these new Regulations are based:

These yachts have accommodation features designed for cruising and longer stays onboard compared with those primarily designed only for racing, and shall comply with Part 2 of these Regulations.

The requirements for the Cruiser/Racer Division are intended to ensure that:

- *The primary purpose of the yacht shall be for cruising.*
- *Accommodation layout and outfit shall be at least comparable to the standards of series-produced models which would find a broad market as cruising yachts.*
- *The yacht without modification is fully suitable and could be used for cruising.*

In recognition of variations in design of yachts found in the marketplace, the term 'should' is used so that some realistic flexibility of interpretation is allowable. Compliance shall be by owner declaration and is subject to checking by an ORC Measurer.

The Racing division will disappear and all yachts that don't comply with Cruising Division will be grouped in the 'Performance Division' where all yachts shall have to comply only with ISAF Special Regulations for Category applied at event.

6.5 Dynamic Allowance

In Annapolis Jim Schmicker brought to the attention of the ITC some strange behavior of handicaps related to DA not working correctly. At the beginning of the 2009 season Davide Battistin already corrected a bug on asymmetrical spinnakers.

In addition looking at the way DA works, in particular the upwind parameter SA/DSPL, Davide noted that this parameter is more effective at strong wind speeds but is computed with the maximum sail area. This is not correct and is unfairly treating boats with overlapping jibs.

A revision of the SA/DSPL ratio credit has then been coded, test runs were prepared and ITC has agreed to its inclusion in the 2010 VPP.

6.6 Double rudder

The double rudder was finally coded starting from the inputs of manual rudder (rudder distance from bow, span, top and bottom chords and thicknesses, adding only two new inputs:

- y-offset (distance from CL of rudder stocks)
- angle of rudder stocks

The new model accounts for the portion out of the water when heeled.

The scheme for forces prediction is:

- viscous drag with the transitional flow scheme: full area of the leeward blade + submerged portion of windward one
- induced drag: existing scheme

It will be included into 2010 beta VPP.

6.7 Production of a 2010 Beta VPP before next AGM / recommendation to the Congress

Since the meeting was more than a week in advance to the next AGM and since all the items on the agenda are almost finalized, the ITC believes that in Busan it will be possible to distribute the 2010 Beta VPP that will include :

- Fn transition and Truncated Sterns additional resistance, with tail effect removed (see 3.1)
- Refinement of aero model (see 2.1)
- New mainsail area calculation (see 1.2.15.)
- SPL/TPS power function (see 1.2.7.)
- Min REEF parameter for spinnaker configurations limited at 0.9 (see 1.2.8.)
- Modified Dynamic Allowance with new UPSA/VOL credit taking into account as sail area MAIN+FORETRIANGLE (see 5.)
- Deletion of HEAVY ITEMS, keeping only the gyradius adjustment for anchors and chain in the forward 30% zone (see 1.2.17).
- Use of a single jib with furler with same sail coefficients already used in current ORC CLUB (see 1.2.17.)
- New 'no spi' configuration treatment , with an asymmetric spinnaker on CL with the same surface as the jib (see 1.2.6)

- New AGE ALLOWANCE, limited to 0.975 maximum (see 1.2.1)
- Revision of default RM for MOVEABLE BALLAST (see last Delft meeting minutes)
- DEFAULT CREW WEIGHT truncation problems fix (see 1.2.4)
- New Default CARBON MAST weight formulation for unweighed carbon masts with Ecarbon=130 GPa and Default Fiber Rigging weight=30% of Default rig weight (see 1.2.3)
- POWERED WINCHES penalty =0.5%, that will be reduced with the ratio Declared CW / Default CW. (see 1.2.21)
- AMG FOR CODE0 increase to 75% of ASF, if the above asymmetric is the only downwind sail (see 1.2.20)
- BMAX calculation fix (see 1.2.19.)
- FLOATATION DATE problem fix (1.2.14.)
- DOUBLE RUDDER implemented (see last Delft meeting minutes)
- MANUAL RUDDER modified with frictional resistance aligned to that of the rudder contained into the offsets file (see last Delft minutes)

The above modifications represent the list of the Recommendation to the Congress, with addition of the revision of the Cruiser Regulations.

6.8. GP RULE revision: set up of an ITC working group on this item

ORC Chairman Bruno Finzi before the meeting asked Alessandro Nazareth to involve the ITC in revising the GP RULE and to appoint a working group to do this. The ITC is of course available to work on this item but before beginning it is very important to know from various class representatives, owners and sailors, the main requirements. It is important also to have all the data available from the class (Class and ORC certificates of all the fleet, scoring, etc.). One of the main concerns of the committee is that the current LVR of the GP42 is above 8, while all Delft models are mainly smaller (only one model is above 9 and all the others are below 7). This means that some new very light models should be added to the Delft series to correctly assess the resistance of these light boats. So it was decided to ask Mancom for a minimum of 3 new models to be built and tested.

6.9 New LPP: Suggestions and Proposals

The ITC strongly believes that a new LPP should be re-written. Something has been already done in the code to better assess some problems arising from poorly-measured offsets. The target of measuring separated appendages should be used as a starting point of the new LPP. ITC suggests to start the LPP work at once, but if budget problems will impose a long working time, leave open the possibility of open post-processors that could be added later to improve the new LPP characteristics.

6.10 ORC Research Fund budget planning

The construction of new models is the priority of the research program of ITC (see also item 7). The ITC has already last year asked for some funding for wind tunnel time to make some downwind tests to fix the crossover point between jib and spinnaker (see also 1.2.8). These two programs should be part of a 2-year research program.

6.11 Strategic planning for work after this meeting; Main projects for 2010

- Possible introduction of a different de-powering scheme with Main+Jib configurations at wide TWA
- Possibility of utilizing a Leeway and Rudder angle calculation to accelerate solution runtime
- Jib-Spinnaker crossover increase of accuracy
- Induced drag revision for all appendages configurations
- Separate appendage measurement, and devise a different way of measuring appendages (e.g. with horizontal profiles)
- Keel strakes, big volume keels resistance assessment?

- Wing / bulb assessment with a new and simpler approach
- LPP revision?
- Update of documentation
- Heeled drag increase in accuracy
- New residuary Resistance
- GP RULE working group
- Analyze races looking for correlations between boat performances and characteristics

All Committee proposals were approved by Congress

7.00 CLUB WORKING GROUP

Zoran Grubisa reported on behalf of the Club Working Group Chairman, Jean Louis Conti

7.1 Review of 2007 Fleet Statistics.

Zoran GRUBISA gave a preview of the expected number of certificates and regretted not having received the requested information sent by mail from all Rating Offices. Therefore the data as always were incomplete. The automatic updating of issued certificates is fully operational but the ORC staff regretted that not all Rating Officers were using it.

Nevertheless the ORC Club fleet statistics coming from each rating office have been reviewed and they show that the number of certificates is to be slightly more than last year. The total number of ORC-c certificate seems to have increased by 10% while the total number of ORC-i certificates continues on its downwards trend (still around 10%).

- In Spain and Greece, the increase in the total number of ORC-c certificate appears to have been made to the detriment of the number of ORC-i certificates.
- Japan and Sweden showed the largest decrease in the number of issued certificates.
- Newcomers Romania and Russia showed encouraging progress.
- France showed better numbers than last year by attracting a totally different clientele of owners pushing forward its own view on how to use the full potential of the ORC VPP and in proposing a straight forward interactivity between its successful empirical system and the ORC prediction system.
- Holland continues to be the main contributor in the total number of issued certificates and managed again to issue more than 1350 ORC-c certificates. It is followed by Italy with its 1000 or more certificates.
- Poland, Chile, Finland and Sweden are the only countries where the number of ORC-c certificates is significantly less than the number of ORC-i certificates.
- France, Holland, Canada, Japan, Korea, Latvia, Romania, Switzerland and United-States, are only using ORC-c rule totally ignoring the ORC-i.

7.2 Reviews by Country of current situation.

The situation was reviewed only for countries represented around the table.

In Croatia, Holland and Germany: Owners are encouraged to call for local measurers, but weighing and inclining tests are never performed.

France: There is no place in France for three different handicapping systems. Therefore it has been acknowledged that there is no immediate future for ORC-c as a stand alone system. The decision which was taken last year was to combine the respective strengths and complementarities of the empirical system and prediction system which are under the jurisdiction of the FFVoile into a single one whose primary function is to provide an upmarket and more sensitive version of the local empirical system.

- Greece: Local prescriptions have been in place for years in an attempt to protect the interests of ORC-c owners. Only boats with a GPH >700.0 and/or having all Dacron Sails on board can apply for an ORC-c certificate. Also at the beginning of the year, owners have to choose in which category (international or club) they wish to sail and no permutation is thereafter tolerated.
- Italy: Numbers prime over accuracy but the system is quite resilient due to the expertise of the Rating Officer. Declared values are the norm.
- Sweden: The number of certificates and racing under ORC-c are decreasing in Sweden, as was also reported last year. The main competitors are LYS (yardstick) and IRC. There is nothing perceived to be wrong with ORC-c, however LYS is cheaper (free of charge for 95 % participants) and people are curious to test IRC. They are pushing the IRC to be sailed under its endorsed form in order to have two alternate high profile rules (ORC-i and IRC endorsed) and two low key rules (ORC-c and LYS). For 2010, ORC-c will be withdrawn from the Round Gotland race following the fact that during 2009, only 10 out of 270 participating boats wanted to sail ORC-c.
- Switzerland: As in Germany, ORC-I certificates carry an automatic rating penalty when downgraded to ORC-c certificates. The number of cruising boats racing under ORC-c is decreasing while at the same time the number of sport boats is increasing.

7.3. Allocated submissions:

7.3.1 FORMAT OF THE ORC CLUB CERTIFICATE (FFV7)

WG did not acknowledge the necessity to review the general format of the ORC Club certificate. The following actions were none the less agreed:

- To show the presence of a luff groove device as a furler groove device but without the representation of the clew edge of the rolled sail.
- To note the presence of a centerboard and canard when fitted.
- Owner's Details and Comments should be displayed using a larger font.

It was also reported that in certain peculiar occasions, the graphic at the masthead was behaving in a strange manner. The reason for this ought to be investigated. It was reported that the graphic could not handle a reverse stem.

7.3.2 REMOVAL OF THE HEAVY ITEMS (NED 4)

ITC having already agreed to this submission, WG did not deliberate any further.

In case of no Spinnaker being on board, the total number of spinnakers allowed on board should be indicated as 0.

WG recommends agreeing with this submission

Request for not altering the format of the certificate once the issuing of new certificates has started.

WG showed compassion for this request but at the same time it acknowledged the difficulties encountered by the ORC staff to dispatch software 100% free of unseen bugs.

7.3.3 ORC CLUB GUIDE/MANUAL (NED 7).

WG did not see the necessity for creating an extra document. Zoran pointed out that most of the points covered by this submission were already posted on the web site under the header "ORC Club".

Michiel and Ab have agreed to examine attentively what is already published on the web site and will propose further additions to all members. The web site will then be updated accordingly in the shortest possible time.

7.3.4 MAXIMISE THE USE OF DEFAULT VALUES (NOR 2)

WG did not support this submission. The use of two different types of input data, (i.e. measured values and default values), or actual combining or dividing the ORC International and Club fleets have always been and can remain under jurisdiction of the local national authorities. MNAs can choose by their local prescription the way how they will divide and score ORC events, but there is no intention to impose any particular prescription about that to other areas and fleets. ORC Club as it names says, is intended primarily for the use in Club events with flexibility of applying it to the different type and size of the fleets, local conditions etc í

7.4. OTHER SUBMISSIONS

7.4.1 MISSING REFERENCE TO DACRON SAILS IN THE RULE BOOK (GRE 2)

WG was in favor of this submission. It was agreed that the fundamental criteria for benefiting from the bonus granted to Dacron Sails was woven only sails, and accessorially incorporating polyester fibers only.

7.5 Other matters arising:

Alessandro NAZARETH made a brief presentation of the work which will be submitted to the Congress Members for approval.

The chairman asked the committee members their view on the fact that the number of spinnakers allowed on board for ORC-c racing could possibly be too large and could lead to some unwanted exploitation of the rule. WG felt it would be unpractical to have different quotas for international and club racing.

8.00 MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported.

8.1 The Chief Measurer reported about the season activity, especially about the Measurement Conference that was held in Athens on March 6-7th, which was focusing mainly on the use of the Total Station for hull measurement, and was attended by about 40 measurers, coming from many countries of Europe, and from Japan.

8.2 Allocated submissions:

8.2.1 SPINNAKER AREA (ARG 1)

The Committee does not support the idea of changing again the spinnaker area formulation. It is known that way to calculate the area can be manifold, but the formula adopted last year, shared among many important classes, is the simplest and most known one.

8.2.2 USE OF DESIGNER SUPPLIED DATA INSTEAD OF HULL MEASUREMENT FOR ORCI CERTIFICATES (AUS1+NED 6)

The Committee appreciated the proposal worked out by ITC and agrees on it in principle, but has some concerns on the validation method, that has to be tested in practice to reduce the degree of uncertainty, and the complication of the validation method to avoid the risk of becoming more complex than the full measurement.

8.2.3 DEFAULT WEIGHT FOR CARBON MASTS (AUS 2)

The Committee appreciated the concept developed by ITC of setting a default value for carbon masts that is obviously lighter than the current one developed for aluminium masts, that led to the requirement of weighing carbon masts for ORCi. It was also noted that an additional indication is going to be implemented to include in the default weight the fact that the boat has steel or fibre rigging.

8.2.4 JIB FOOT WITH EXTREME ROACH (ESP 3)

The Committee discussed the known question on how to determine the edge projection when there is a round foot. Being the sail measurement regulated by the Isaf ERS, and the sails measurement guide, it is suggested to reference to those.

8.2.5 SQUARE TOP MAINSAILS (FRA6)

The problem arose this year with the development of large roach mainsails, which get a benefit in the area calculation, and in extreme cases have the MGT point falling on the sail top edge and not on the leech. The matter has been discussed by ITC, and the Committee agrees with its proposal of maintaining the ERS system of identifying the points on the leech from where to measure the widths, and keep the current method of calculating the *measured* area but recalculate internally in the program the correct area, adjusting the heights at which the measurements are taken, which is affected by the amount of roach. In case the MGT point falls on the top edge of the sail, the HB value will be taken as MGT.

8.2.6 INCREASE NUMBER OF BATTENS IN JIBS FROM 4 TO 5 (GER 5)

The Committee supports the Submission, maintaining the concept that the battens need to be approximately equally spaced.

8.2.7 DACRON SAILS (GRE 2)

The Committee agreed, thanks to the informed statement of Peter Reichelsdorfer, that dacron is a brand name for a polyester cloth, so *ödacionö* is to be replaced by *öwoven polyesterö*. This simple wording is enough to eliminate from this category laminated sails, being the film clearly distinguishable from any cloth finish.

8.2.8 PROPELLER INSTALLATIONS (GRE 3)

The Committee supports the Submission, that will reduce the propeller installations to 3 categories; Shaft, Strut and In Aperture. Existing data indicating other types will be defaulted to *öshaftö*.

8.2.9 MEASUREMENT MANUAL (NED 5)

The Committee agreed on the proposal. Regarding sails this is covered by the ERS and the Sail Measurement manual of ISAF, so this will be limited to the measurements that are peculiar to the ORC.

8.3 Hull measurement with Total Station

The Chief Measurer reported about the several training sessions performed in various countries in addition to the general one at the Athens conference. Greece and Germany have purchased a Total Station and performed several hull measurements with it. In other countries as Norway, Sweden, Poland, Slovenia and Italy further measurements have been performed with rented equipments.

8.4 List of ORC Measurers

The Committee discussed and agreed on the proposal of establishing an international list of ORC measurers who are active and experienced in ORC measurements. The names will be taken from the data uploaded to the database, and Rating Offices are asked to confirm the list of their active measurers.

- 8.5** The meeting continued with the presentation to Rating Officers of a new pilot version of the ORC Manager software, which will include some validation routines to check the data entered, and the new guides on speed and stability that have been made available online.

9.00 SPECIAL REGULATIONS COMMITTEE

Patrick Lindqvist, Chairman of the ISAF Special Regulations Sub-Committee, made a brief report on their meeting. 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** Mr. Finzi, the ORC representative at the ORCi World Championship reported on the event held 5th-11 July 2009 in Brindisi Italy. The Championship was organised by Circolo della Vela Brindisi in conjunction with the Italian Offshore Association UVAI.

77 yachts from 7 countries were divided into two Classes with the smaller yachts sailing as slightly shorter course. Five windward-leeward and two offshore races were completed. Racing was very close, with small differences in corrected times including six ties. George Andreadisø MELITI IV from Greece won the title in Class A, while the Class B champion was LOW NOISE, an M37 own by Giuseppe Giuffrè.

- 10.1.2** Zoran Grubisa reported on the ORCi European Championship that was organised by Ystad Segelselskap under the authority of the Swedish Sailing Federation.

The event was sailed during the Ystad Offshore Week, 3th-8th August. 23 yachts from 4 counties competed. 7 inshore races and 2 offshore races were completed in almost perfect conditions, giving very close racing with small difference in point totals. Christian Plump RODMAN 42 ö BELUGA RACINGö from Germany was the Overall Champion. Second was the SINERGIA 40 öDATACOMö of Rolf Aspholm.

- 10.1.3** The IMS 670 Class World Championship was sailed in La Coruna in North West Spain during the last week of August. Sixteen entries from five counties sailed six W/L and one offshore race, in predominately strong winds. Pedro Campos TELEFONICA was the World Champion with Fernando Pomboø öVINDIOö, second the Corinthian Trophy was won by TARRIT MEDILEVEL.

- 10.1.4** Dobbs Davis reported the GP42 Global Championship hosted by Daniel Calero in Puerto Calero Lanzarote, Canary Islands. 8 yachts representing 4 countries sailed the four days series in breezes in ranging from 7 to 8 kts. As expected the competition was exceeding close with ROMA 2 the eventual winner over ISLAS CANARIAS PUERTO CALERO.

10.2. Report from ORC Classes

Dobbs Davis reported on the very successful 2009 season of the GP42. The Class joined the TP52 on the AUDI MED CUP REGATA CIRCUIT for the five stages held in Alicante, Marseille, Sardinia, Portugal, Murcia. Seven teams completed the extremely competitive series, with the final outcome not decided until the last run of the last race of the last stage; in contrast to the TP52 series where one yacht dominated the fleet. ISLAS CANARIAS PUERTO CALERO won the series by one point over ROMA 2. The close competitiveness of the boats and the tight races has stimulated increasing interest in the Class for 2010.

Mr Davis also reported on the increased interest on the GP33 and GP26 specially in Japan and the USA where the new boats are building.

10.3. Allocated submissions

10.3.1 SPORTSBOAT LOA LIMIT (GER 3)

The Committee supports the proposal to lower the LOA limit from 6.50 to 6.0.

10.3.2 ORC 670 CLASS (ITA 4)

The Committee supports the proposal to allow carbon fibre masts and limit internal balance to 6% of displacement.

10.4 ORC 670 CLASS RULES

The Committee approved a motion to reduce the minimum number of series production yachts from 15 to 5 for Class eligibility.

10.5 2010 Calendar of events

The calendar of events as agreed by the Committee is attached.

10.6 Other business

The Chairman and Mr. Grubisa discussed changes to the standard NOR and SI of the Green Book to clarify some paragraphs. These were accepted by the Committee. A motion was passed to study and bring forth a more equitable penalty system for infringements during the first part of the two part long distance race. Mr. Grubisa will bring recommendations to the Man Com .

11.00 RACE MANAGEMENT COMMITTEE

Race Management Committee did not meet this year in Busan.

Nicola Sironi reported on the New Altura Software ready for downloading from ORC's website.

12.00 PROMOTION AND DEVELOPMENT COMMITTEE

12.1 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 These 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 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 2008-2010 especially to support the introduction of ORC International, the new version of ORC Club and the new ORC Operating System.

a) Zoran Grubisa reported about the 2009 achievements for the website;

- Altogether 203.000 visitors until 1st Nov compared to 240.000 in the full year of 2008. The record during one day was 2075 visits by 1460 different users during ORCi Worlds.
- New features;
 - É RMS files are available and updated automatically after each Rating office issue new certificate
 - É Speed Guide and Stability & Hydrostatics Datasheet are available online with PayPal system. Currently in testing mode. Final announcement will go in next few days
 - É A Windows based version of ALTURA

The layout and services of the website were discussed and were generally found to be good. It was decided to arrange an Owners Corner, format and routines to be determined later. It was furthermore decided to arrange an page for ORC Educational material.

Additional actions to be done are creating of an ORC Archive as well as to retrieve the information from the òRed Bookö about former major regattas, champions, boat names and design etc.

b) Zoran Grubisa reported about the status of standard distribution lists;

364 subscribers to the ORC mailing list, where you can sign up at the website.

Following mailing lists are regularly updated and maintained:

- ó congress@or.org ó Congress members
- ó dvp@orc.org ó DVP subscribers
- ó mailing@orc.org ó All Congress & Committee members
- ó nombodies@orc.org ó ORC Nominating bodies
- ó press@orc.org ó ORC media list
- ó ratoff@orc.org ó Rating offices
- ó subs@orc.org ó Mailing list subscribers

It was requested to add a distribution list for all ORC Measures to be able to distribute information to these as well as increase the knowledge about the measurers in each country.

The bimonthly newsletters have obviously not reached some committee members, the routines with Seahorse will be reviewed by Zoran Grubisa.

c) Dobbs Davis reported about the media activities;

- É An ORC Media e-mail account was set up, from which 21 press releases were sent out over the past year to over 80 global media contacts with announcements related to ORC rules and regattas
- É 6 ORC columns published in Seahorse
- É An ORC PowerPoint presentation was developed last year, was also used in a presentation to a group in Madeira;
- É An ORC newsletter to accompany the online edition of Seahorse was composed and made available monthly to all ORC certificate holders;
- É The 2010 ORC Yearbook is to be published by Seahorse and distributed by ORC; target is 1st February 2010.

- É Over 100 news reports about regattas, conferences, launches, and ORC news were composed and/or edited and published on the ORC website this past year;
- É The GP42 Class in the MedCup this year got widespread print, media, and TV exposure (statistics from the MedCup media team are still forthcoming)

The challenge to receive news in English from some championships remains, the plan for this should be checked well ahead by the appointed ORC representative for the event. A draft for a Media plan will be produced by Dobbs Davis to be included in the 2010 Green Book.

- d) Zoran Grubisa reported about the status of ORC publications;
The plan is to have all publications ready and updated with all changes approved by the Congress during the AGM by the end of 2009:

- É IMS Rule
- É ORC Rating Systems
- É Green Book
- É GP Class Rules
- É ORC VPP Documentation (Formerly öVPP Formulationsö)
- É Speed Guide Explanation
- É Stability & Hydrostatics Datasheet explanation

A revised Race Manual Guide should be developed during 2010, also to include the use of ORC Club. Important to properly coordinate content with the 2010 ORC Yearbook.

It was requested to have a brief description of the ORC measurement methods available, with pictures from hull and stability measurement. This would improve the understanding about IMS measurement among sailors and race officials and help to demystify the ORC measurement process.

The question was raised about the need to have some of the ORC publications in hardcopy, possibly also to make some money from selling these. The committee agreed that the present software access is adequate and the need for hardcopies is very limited.

- d) The following seminars were arranged during 2009;

- É Seminars
 - ó Romania
 - ó Portugal (Madeira)
 - ó South America and US will be a next priority

- É Measurers Conference
 - ó Athens March 2009
 - ó Next one probably 2011

- e) In order to ensure a stronger regional support, it was decided to more officially appoint regional coordinators. These are foreseen to;
- É To call for at least one annual regional meeting
 - É To coordinate events dates etc
 - É To support and promote new areas and fleets
 - É Encourage exchange of race officials
 - É To organize regional ORC seminars and Support Teams

- É To provide ORC with news and reports from regional activities
- É Liaise with regional entities like EUROSAF
- É Support with translations of news, articles and educational material as appropriate

The following regional responsibilities were proposed;

- ó South America; Pepe Freres and Martin Billoch
- ó Baltic and North Sea: Thomas Nilsson
- ó Black Sea: Vadim Mekhanikov
- ó Australia: TBD later by ManCom
- ó Northeast Asia: TBD later by ManCom
- ó North America: Dobbs Davis

f) The P&D activities around the GP classes were discussed. Summary of status;

- É GP 42 Well highlighted in media ! Active support by ORC Staff (Dobbs D). Website under new administration and new design
- É GP 33 Design review published in Seahorse and on ORC website. Efforts will increase when a reasonable footprint has been established in a region.
- É GP 26 South American website closed down?? No update from Martin Billoch received. A North American Class Association has been created, wants to have a more active role in promotion of GP 26.

12.2 The future of the P&D Committee was discussed. It was confirmed that there is a need for such a committee, especially as the ORC Management Committee has made Promotion & Development a high priority over the next years. Additional development in P&D Committee will be:

- É To develop the network of regional representatives
- É To improve communications with ORC members

12.3. Any other business

It was decided that there is a need for some ORC merchandise and giveaways.

12.4. Promotion & Development Priorities for 2010 were discussed and confirmed to be::

- É To continue a dedicated campaign to promote ORC rating systems and the new ORC web services
- É Continue efforts in North and South America, the Baltic and Black Seas as well as Australia to create ORC administered race circuits and championships, and continue to investigate new countries and new fleets
- É Continually update ORC official documents
- É Actively support media at all major ORC Championships
- É Endeavor to get as much news as possible on ORC events worldwide and publish this on the website
- É Increase the number of visitors to the website by offering more race analysis and technical material (??)
- É Assemble and finalize the first ORC Yearbook
- É Investigate possibilities to get sponsors for all ORC publications and the ORC website

- É Create a network of P & D representative(s) in each region
- É Increase the contacts with MNA's
- É Review mechanics and distribution of Seahorse deal
- É Be more inclusive of ORC members in communications
- É Create new Educational Materials section on website
- É To assemble a centralized contact database for all ORC certificate holders

13.00 MANAGEMENT COMMITTEE

Chairman Bruno Finzi reported.

13.1 ORC/RORC relationship

A working party formed in the last ManCom meeting composed by: Bruno Finzi and Wolfgang Schaefer from ORC and Andrew McIrvine & Eddy Owen from RORC did not have a chance to meet. Therefore it is recommended that the working party should meet as soon as possible after the meeting in Busan.

13.2 2009 IRC certificates analysis

It was noted from the IRC certificates status that the total numbers of certificates from October 2008 to October 2009 diminished by 8,4%

13.3 ORC/US Sailing relationship, 2009 ORR certificates analysis

A termination agreement allowing ORC and US Sailing to terminate all mutual obligations between MIT, US Sailing and ORC regarding the use of LPP, VPP and related products was finally signed between the parties. With this agreement ORC VPP and related should be sole responsibility and property of ORC without any further obligations to US Sailing and MIT.

13.4 Fleet Statistics & Update on Levy payments & Invoicing from and to MNAs

Vivian updated on Levy Payments & invoicing. Invoicing and payments in 2009 is going well and 3rd quarter invoices were already issued at the beginning of October.

Zoran Grubisa is collecting the numbers to update the Fleet Statistics as of 1st November 2008. These statistics will be presented to Congress for evaluation.

Total number of certificates up to now is already higher than total of 2008 with an increase in Club and a decrease in International.

13.5 Update about ORC rating offices and relationship with MNAs (Japan, Australia, Portugal etc)

Australia: A good progress has been made in relationship and Australia. An offer to the CYCA for including ORC fleet in the Rolex Sydney Hobart Race was well accepted and staff will further work on issuing certificates and checking the data. An offer include free certificate by the end of the year together with Stability Datasheet if it is used for the entry of the Rolex Sydney Hobart Race. Furthermore, proposal from the submission AUS1 will be tested on the Australian fleet and will be used as a reference in final drafting of the rule for 2010.

Portugal: a letter of understanding has been signed to appoint APR as Rating Authority in 2010.

Japan: The ManCon decided to invest some resources planning a visit in Japan of the Chief Measurer.

13.6 Allocated submissions

13.6.1 AGE ALLOWANCE (ARG 2)

The Committee supports the decision of the ITC to have a credit of 0.065% per year for a maximum of 15 years which is 0.975% after 15 years.

13.6.2 MEASUREMENT OF HULLS (AUS 1)

The Committee supports the submission subject to providing an accurate procedure through the new rule update.

13.6.3 HYDROSTATICS & STABILITY DATA SHEET (AUS 3)

The Management Committee supports Rationale 1 and 2 only as the goal of the data sheet is not to create an alternative to the ORC Certificate

13.6.4 INFORMATION ON THE CERTIFICATE (ESP 6)

The Management Committee does not support the submission as these informations are already available to Rating Officers and not needed instead by the Sailors.

13.6.5 PRESENTATION OF THE MINUTES (FRA 1)

The spirit is followed by our organization as far as practicable.

13.6.6 ACCOMMODATION DIVISIONS (GER 2)

The Committee supports the submission without the rationale.

13.6.7 BATTENS ON JIB (GER 5)

The Management Committee supports this submission.

13.6.8 AGE ALLOWANCE (ITA 3)

See Submission ARG 2.

13.6.9 POWER ASSISTANCE WHILE RACING (ITA 5)

The Committee supports the submission, only for cruising, the suggested penalty by ITC related to the declared crew weight but points out that the exemption from RRS 52 is needed in the new rule.

13.6.10 ORC LEVIES (JPN 1)

The Committee recommends to reject the submission because only one certificate shall exist at any one time. The Management Committee will provide anyway a new policy to reduce costs of new certificates with one only item changed such as crew weight.

13.6.11 MEASUREMENT MANUAL (NED 5)

The Committee supports this idea and will invest with the staff to create and provide this manual.

13.6.12 ORC CLUB GUIDE (NED 7)

The Management Committee will monitor the staff to take care of this request.

13.6.13 OFFSET FILES DATABASE (NED 8)

The Management Committee will monitor the staff to take care of this request.

13.6.14 MAXIMUM AMOUNT OF MEASUREMENTS USED IN ORC CLUB (NED 8)

The Committee is rejecting the submission but feels that each National Authority can still provide National Regs. to accommodate this condition.

13.7 Seahorse, Newsletter and Website

Seahorse deal did not give the results that was expected. It was noted that on-line magazine editions is generally not very well accepted, and the e-mail registration process was too complicated. The complete deal is under review with Dobbs also taking into account his expanded involvement with ORC.

The website has shown an increasing number of visits, particularly during the ORC Worlds where results were posted immediately after the races. It was noted that better co-operation is needed from national events from where is very hard to get any information for the web.
In the main ORC events there should be ORC media representative present at the venue.

13.8 ORC Publications

It is planned to have 2010 Rules and documents ready by the end of 2009 together with VPP and new ORC Manager software distributed to the rating offices.

Interpretation ORC-2009-1 was confirmed and it will be recommended for confirmation by the Congress.

13.9 ORC International marketing and Promotion

After significant improvement in the technical aspects during last years, Management Committee feels a need to improve marketing and promotion activities. At this purpose an increase in the budget for the Promotional activities is agreed.

14.00 CALENDAR FOR 2009 – MEETINGS AND EVENTS

14.1 2010 Calendar

The calendar of major ORC events is attached.

14.2 Meetings

AGM - The 2010 AGM will take place in Athens, Greece. Dates to be finalized.

Man Com - There will be 2 ManCom meetings, one in April to take place in Athens and one in September, venue to be defined. Both dates to be communicated.

ITC - The next ITC meeting has not yet been scheduled. Possible locations could be Rome, Valencia, Hamburg, or Madrid if the meeting will be held in the same time as the local symposium "Diseno de

Yatesö. Another possibility is to hold the next meeting in the same location as the Measurers Conference. In any case the aim of the Chairman is to hold the first meeting of the year not later than March 2010.

Observers are requested to contact the ORC Secretariat if they wish to attend and to obtain meeting details.

15.00 ELECTION OF ORC CHAIRMAN

Bruno Finzi was proposed, seconded and voted Chairman of the Offshore Racing Congress for 2010.

16.00 ELECTION OF DEPUTY CHAIRMEN

Don Genitempo being nominated Honorary Treasurer resigned from Deputy Chairman. The Congress elected Joseø Frers as the new Deputy Chairman and re-elected Wolfgang Schaefer Deputy Chairman of the Offshore Racing Congress for 2010.

17.00 APPOINTMENT OF CHIEF MEASURER AND SECRETARY

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

APPENDIX

2010 CALENDAR OF MAJOR ORC INTERNATIONAL EVENTS

16 th - 24 th January	Circuito Atlantico Sur Rolex Cup	Buenos Aires, Argentina
28 th June ó 3 rd July	Offshore Team World Championship	
	Sardinia Cup	Porto Cervo Sardinia, Italy
11 th ó 13 th June	Faerder Race	Oslo, Norway
3 rd - 10 th July	Sportsboats European Championship	Sankt-Petersburg, Russia
5 th ó 11 th July	ORC Int. European Championship	Cagliari, Italy
4 th - 12 th September	ORC Int. World Championship	Flensburg, Germany

DATES TO BE DEFINED

Beginning of May	Coppa Carlo Negri - Regate Pirelli	S.ta Margherita, Italy
End of May	Rolex Capri Sailing Week	Capri, Italy
Middle of May	North Sea Regatta	Scheveningen, The Netherlands
End of May	Kommodores Cup	Gdynia, Poland
June	Giraglia Rolex Cup	St. Tropez, France
June	Kiel Week	Kiel, Germany
July	Eurocard Gotland Runt	Sandhamn, Sweden
18 th ó 24 th July	Rolex Ilhabela Sailing Week	Ilhabela, Brazil
July	Trofeo de la Reina	Valencia, Spain
July	Baltic Offshore Week	Hanko, Finland
Beginning of August	Copa del Rey	Palma de Mallorca, Spain
October	Rolex Middle Sea Race	Malta

VENUE AND DATES TO BE DECIDED

670 World Championship
GP 42 GLOBAL Championship

FUTURE EVENTS

2011	ORC Int. Worlds	Cres, Croatia	18 th ó 26 th June
2011	ORC Int. Europeans	Hanko, Norway	Dates to be confirmed
2012	ORC Int. Worlds	Finland	1 st ó 2 nd week of August