ORC

World Leader In Rating Technology

Annual General Meeting held on 8th November 2011

INDEX

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MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 11:30 on 8th November 2011 in San Juan, Puerto Rico

Congress Members Present:	Bruno Finzi (Chairman)	Italy
	Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
	Jose' Frers (Deputy Chairman)	Argentina
	George Andreadis	Greece
	Sten Edholm	Sweden
	Don Genitempo (Honorary Treasurer)	USA
	Zoran Grubisa	Croatia
	Noboru Kobayashi	Japan
	Patrick Lindqvist	Finland
	David H. Lyons	Australia
	Enrique Molinelli	Spain
	Alessandro Nazareth	Italy
	Ab Pasman	The Netherlands
	Peter Reichelsdorfer	USA
	Abraham Rosemberg	Brazil
	Lazaros Tsalikis	Greece
	Makoto Uematsu	Japan
	Ecky von der Mosel	Germany
	Hans Zuiderbaan	Holland

Alternate Members:	Henry Bacchini substituting Jean- Bertrand Mothes Masses (France)
	Per Boeymo substituting Thomas Nilsson (Norway)
	Robert Jacobsen substituting Christian Plump (Germany)
	Ott Kallas substituting Veiko Rosme (Estonia)
	Paolo Massarini substituting Giovanni Iannucci (Italy)
	Totos Theodossiou substituting Philippos Georgakis (Cyprus)
	Eva Holmsten replacing Ecky von der Mosel (Germany) (2nd part)

Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	Jean Louis Conti	France
	David Edwards	Hon. Congress Member
	Bruno Frank	Switzerland
	Nuno Goncalves Henriques	Portugal
	Martin Hannon	New Zealand
	David Irish	ISAF
	June Lee	Korea
	Vadim Mekhanikov	Russia
	Albert Rozin	Latvia
	Gerd Schmiedleitner	Austria
	Manuel Torres Simon	Spain
	Yuri Vlasenko	Ukraine
	Godwin Zammit	Malta

Officers present:	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer

Observers:	Gianfranco Alberini	Italy
	Dobbs Davis	USA
	Hans Drakenbreg	Sweden
	Eva Holmsten	Sweden (1st part)
	Dan Nowlan	USA
	Panayotis Papapostolou	Greece
	Fabrizio Pirina	Italy
	Edoardo Recchi	Italy
	Hanna Zuiderbaan	The Netherlands

1.00 CHAIRMAN'S REPORT

ORC has been enjoing another great year in 2011.

The ORC Rating Systems (ORC International and ORC Club) are managed in 33 countries by National Rating Offices on five continents, and centrally managed by ORC for countries where a National Rating Office is not yet established, so ORC is used in a total of 42 countries.

The largest constituencies of ORC, with fleets in excess of 1000 boats, remain in Italy and Holland, where ORC fleets are the default baseline handicap system. A preliminary tally of fleet statistics is found at the end of this report, although these figures are typically under-estimated until year's end due to regattas starting in the Southern Hemisphere season. Nonetheless, use of both rating systems remains stable in most countries, with a modest growth of about 5% overall anticipated for 2011.

Use of the ***ORC International*** and ***ORC Club*** rules continue to enjoy wide acceptance among the constituencies that have for many years used IMS and ORC Club. However, use of ORC rating systems is also expanding in new countries as well, with substantial increases in Australia, Russia, and the Baltic countries, with a new Rating Office having been set up in Lithuania last year.

Since ORC Rating systems are unique in measuring the stability of offshore yachts, the size and types of boats using ***ORCi/ORC Club*** is quite broad, ranging from the smallest end of very slow cruisers to the racing super-maxis. But the rule is also versatile, since all kinds of performance-enhancing devices are rated under ORC Rules, including movable ballast such as water ballast and canting keels, with all combinations of appendages, but also hiking devices as trapezes and straps. In this form and among small keelboats, ORC has a so-called Sportboat Rule for rating dissimilar boats.

Many of the world's prominent offshore races and regattas continue to use both ORC Rating systems, which, unlike single-number systems, offer unmatched scoring flexibility to race managers through use of the Windows-based CyAltura and Velum race management software packages available on the ORC website. There is also a Beta-version debut at the AGM of Yacht Scoring's web-based scoring program, which can make results readily available to anyone on or off the course as soon as the finish time data is put into the system. This is a huge step forward in offering close to real-time results.

Races which use ORC scoring includes several Rolex-sponsored events, including Rolex Circuito Atlantico, Rolex Sydney-Hobart Race, Rolex Giraglia Cup, Rolex Ilhabela Sailing Week, Rolex Capri Race Week, and the Rolex Middle Sea Race.

And beyond the Baltic, Mediterranean, and South American cultures, ORC is also being used by fleets established in Canada, the Black Sea, and the Far East.

As reported last year, the use of the International Offshore Rule (IOR) is also resurging among selected fleets in the West coast of Italy, and persists in Russia in the lakes near Moscow.

ORC offers, in addition to the customized VPP information included on certificates in International and Club formats, a Speed Guide package of polar performance data for any ORC-measured boat, as well as a Stability and Hydrostatic Datasheet, which is of value to sailors and organizers to assess stability among entries in their offshore races and events. These can be ordered from the ORC website.

The complete documentation of the ORC VPP and ORC Rating Systems is also available for download from the ORC website. This is in addition to the Rules and guidelines publications that are updated and posted after each AGM.

A new innovation called ORC Sailor Services has been introduced this past year, with great success among boat owners, sailmakers, project managers and others inquiring about rating changes to their boat. The service allows free online access to the ORC database of nearly 55,000 certificates, and to then either generate copies of previous certificates, or to edit the measurement file and to process a new test certificate under the current VPP…and all for only 10€ per test or copy certificate.

	31.12. 2006		31.12. 2007		31.12. 2008		31.12. 2009		31.12. 2010		01.11. 2011	
	IMS	ORC	IMS	ORC	Int	Club	Int	Club	Int	Club	Int	Club
ARG	57	139	37	114	27	107	24	38	39	155	27	158
AUS	41	0	15	0	20	0	32	0	72	0	48	0
AUT	6	191	6	53	5	27	8	37	6	34	10	47
BRA	55	141	45	109	77	88	75	36	72	101	76	78
CAN	0	0	0	0	0	22	0	63	0	46	0	70
CHI	0	0	116	18	114	19	102	38	51	13	2	0
CRO	94	202	147	150	142	148	102	151	64	143	75	133
CYP	13	12	1	1	0	0	0	29	1	32	2	26
ECU	1	19	1	19	24	1	24	39	24	0	18	1
ESP	388	211	328	154	253	123	226	202	328	193	385	230
EST	23	50	37	63	60	74	46	67	45	64	39	71
FIN	87	42	82	37	71	30	65	19	60	26	73	31
FRA	41	375	30	308	5	136	1	196	1	212	1	212
GER	337	415	314	448	287	456	259	489	250	491	278	478
GRE	367	221	350	255	367	269	293	343	297	398	320	450
ITA	577	1083	709	1018	706	1020	824	1037	671	1218	707	877
JPN	70	358	50	312	26	269	2	147	2	98	1	61
KOR	0	19	0	23	0	25	0	44	3	26	1	25
LAT	0	0	0	36	1	35	1	39	1	16	1	8
LTU	0	0	0	0	0	0	0	0	3	47	4	63
MLT	1	11	1	16	1	26	1	33	0	29	2	23
NED	267	1145	1	1353	4	1306	2	1281	3	1202	2	1409
NOR	47	0	32	0	51	0	63	80	47	17	41	1
NZL	2	63	2	63	0	15	0	9	0	8	0	0
PER	5	0	15	0	18	0	20	0	17	1	27	2
POL	0	0	15	1	16	3	13	4	19	21	49	28
POR	23	11	22	124	18	131	24	127	11	103	14	98
ROU	0	0	0	0	0	14	1	30	0	0	0	10
RUS	0	0	0	25	0	42	4	101	34	91	9	71
SLO	0	0	4	27	7	31	4	29	3	14	6	16
SUI	0	251	0	232	1	234	0	242	2	230	0	194
SWE	59	133	67	58	70	30	53	17	42	10	78	27
UKR	2	55	0	48	5	12	0	18	0	14	2	24
USA	15	50	17	60	0	30	0	19	0	26	0	0
	2578	5197	2444	5125	2376	4723	2269	5004	2168	5079	2298	4922
		7775		7569		7099		7273		7247		7220

2.00 THE TREASURER'S REPORT AND AUDITED ACCOUNTS

The Treasurer Don Genitempo reported.

The levy income may not reach the budgeted amount. There are no levy incomes from the GP Classes but levies from the International Maxi Association have been invoiced. On the contrary the general sales are exceeding the budget so ORC should reach total income expected.

It has been confirmed that the U.K. no longer requires audited statements for small companies, and that in 2006 our Articles were amended removing that requirement. The committee feels, however, that we should continue to use an outside accountant to audit the company accounts.

Since the financial situation of the Company is in good standard the levies were confirmed by the Congress are unchanged for the past two years, and are as follows:

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 appoint Jeremy Tolhurst as Auditor for the coming year was seconded and unanimously approved.

4.00 APPOINTMENT OF HONORARY TREASURER

The Chairman made a motion to re-appoint Don Genitempo as the Honorary Treasurer of the Association. The motion was seconded and unanimously approved.

5.00 MEMBERSHIP OF COMMITTEES

There were no changes to the Membership of Committees for 2012.

REPORTS & RECOMMENDATIONS OF COMMITTEES

6.00 INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Alessandro Nazareth reported.

6.1 CHIEF MEASURER REPORT – LIGHT SHIP TRIM

The Chief Measurer reported that there were no major concerns raised during the racing season in all major events.

He went through the measurement of several Wally's, who chose to use the IMS measurement platform to make an accurate evaluation of displacement and overhangs on boats whose size does not allow a simple and accurate displacement measurement. This led him to propose in Delft to change the measurement trim from the "measurement" trim as was set up in IOR times, and continued unchanged in the IMS then ORC, to the "light ship" trim, where all items not permanently installed need to be removed for measurement.

The concern for generally adopting light ship trim is the protection of the existing fleet, in an effort to avoid a massive re-measurement exercise, and the committee devoted a long time in trying to list all the advantages and the disadvantages of such a new flotation trim. The main problem should be to correct compute stability after the weights have been deducted, since the inventory is made without recording the VCG.

After the Delft meeting the software has been programmed to take into account all items listed in the Measurement Inventory, and to deduct them to obtain a new flotation trim.

Since the Inventory list may be incomplete and not take into account several items, the committee agreed to maintain unchanged the current procedure of measuring flotation for next year, but to also include a new routine in the LPP that is able to calculate the empty LIGHT SHIP TRIM DSPL removing all the weight included in the Measurement Inventory, and all geometric measurements like LWL, BWL, overhangs and all other useful information that the new LPP will provide as output. This will enable the correct deduction of some "extra" weights, such as fuel in the tanks, which is allowed in the Rule but does not activate an automatic calculation.

For future further developments of this measurement trim procedure, the ITC suggested adding the vertical location (VCG) of all gear to the weight and LCG already included in the inventory list.

6.2 SUBMISSIONS

6.2.1. GRE 3 - HEAVY ITEMS

The anchor & chain are the only items remaining from the "Heavy items" pitch gyradius scheme that is giving credit for these items when placed in the forward 30% of LOA. Given the following facts - the rating credit is rather small, the anchor weight is mostly declared and rarely weighed, and the small changes in anchor LCG will not result in significant change of GPH - the committee supports the submission by removing the Anchor & chain pitch gyradius credit.

Furthermore, it was noted that – independently from the effect on rating - moving sails or equipment with the intention of improving performance constitutes a breach of ORC Rule 201 and RRS 51.

6.2.2 MANCOM 1 – INCLINING TEST FOR SAILING SHIPS

The committee supports the change of minimum heel angle of 1° for boats with LOA > 24.0 m (sailing ships). From the ITC point of view it is also acceptable to measure a boat with LOA > 24.0 m with extra weight on board and to adjust the freeboards accordingly. Tools for this are already available in the new LPP that is now integrated in the Offset editor. In order to evaluate its effect on stability, the VCG of all extra weights shall also be noted. These adjustments shall be verified and approved by the ORC Chief measurer.

The following rule changes are proposed as a result of this submission:

- Add new **IMS E2.2** (and renumber accordingly IMS 2.2): "For boats with ***LOA*** > 24.0 m – considered "ships" - items whose removal from the boat is impractical may remain aboard with their weight and longitudinal and vertical positions recorded. Freeboards and stability measurements shall then be adjusted for displacement, trim and stability calculated by taking out recorded items. Such a procedure shall be verified and approved by the ORC Chief Measurer."

- Add to **IMS E2.3** for all except (f): "height from the waterline".

- **IMS E4.7**: Add: "+/- 0.01 * ***PL*** of 0.0275 * ***PL*** for yachts with ***LOA*** > 24.0 m"

- Add new **IMS E4.9**: "For boats of ***LOA*** > 24.0 m inclining data presented in the "stability booklet" issued by classification societies or other maritime authorities may be used provided they are adjusted to the correct measurement trim and condition as defined in E2.2. Use of such data shall be verified and approved by the ORC Chief Measurer.

6.2.3 **NED 2 – IRC OVERHANGS**

The current LPP together with the Offset editor and its latest improvements give a lot of possibilities for checking and deriving what the submission is asking. The ORC Technical staff will continue to work on further improvements of the software which will allow the use of ORC measurement data for any other rating system or purpose when needed.

6.2.4 **NED 6 - WEIGHT USED AS INPUT FOR CLUB CERTIFICATE**

The direct input of displacement in ORC Club includes a so called "pessimization" routine, that is re-drafted for 2012 and together with the new formulation of transom drag is expected to give slightly better results, reducing the difference between measured freeboards and entered weight ratings.

However, the committee reminds ORC that if the use of direct weight input results are unsatisfactory, freeboards measurement or stern height if available can always be used. The new ORC Manager with its integrated LPP will allow very quick checks to obtain a correct estimated flotation in ORC Club.

6.2.5 **NOR 1 – ASYMMETRIC SPINNAKERS**

The committee devoted some time in Delft discussing the current treatment of asymmetric spinnakers in the VPP.

After some tests with different spinnaker configurations (eg, symmetric, asymmetric on CL and on a pole) with the same surface areas and same length poles (see also item 5(d)), there was no strange behaviour noted.

The efficiency of asymmetric spinnakers on moderate to heavy displacement boats is clearly not comparable to that of light boats that are sailing at more reduced AWA where these kinds of sails are more powerful compared to symmetric ones. This is even more evident when the asymmetric is tacked on the centreline. The current aero model is based on wind tunnel experience that obviously is independent of boat displacement. This season there were many races with many boats equipped with asymmetric spinnakers that performed very well, even winning series of races.

In addition, there are some possible advantages of light boats that have been corrected (see the transom item below in 6(b), and the shape function item 5(b)).

Hence the committee thinks that there is no need to revise the aero model for asymmetric spinnakers, so the submission is not supported. The committee will, however, keep this item in its 2012 agenda for review.

6.2.6 **RUS 3 – VPP - APPENDAGES**

Having an asymmetric appendage in the offset file means that one or both sides of it have been measured without a correct centreline reference. This could return a larger or smaller volume of the appendage with large effects on the boat's handicap.

The committee fully agrees with what the submission is reporting, but there is no other way apart from re-measuring the appendage correctly (with the current separate appendage method it could be done easily). The ITC has asked the Russian NA to send some examples of such offset files to better study the problem next year.

6.2.7 **RUS 4 – VPP – CREW POSITION**

This submission highlights a known problem of the effect of crew position on boat performance and how the optimal position changes with TWS and TWA.

Last year this problem was examined with the crew moving from the leeward to the windward side with increasing TWS. This year the committee introduced in the VPP a longitudinal forward movement of the crew to avoid excessive trim aft, and hence the high transom drag (see below item 6(b)), which is already a step towards what this submission is requesting.

The longitudinal movement of crew is something that should also be checked with reference to the trimming moment of sails (which currently is not taken into account in the VPP) and should be part of a long term investigation. So the committee decided to postpone this item to next year's agenda.

6.2.8 **RUS 5 – GENOA AND CODE 0**

Code 0 wind tunnel tests were performed with two different sails, one with 58% of AMG/ASF ratio and another with 67%, thus covering almost the entire range of Code 0 sails (currently 55% to 74.9% in the rule). These sails were tested in flying shape.

The Code 0 is a special type of asymmetric spinnaker, as it may be free-flown or with a stay in the luff. So, in order to avoid an exploitation of making sails as a genoa with a roach (which is not permitted according to the IMS G4.5) and declaring it as a Code 0, the following change to the ORC 208.5 is proposed:

- Add new ORC 208.5: "The Spinnaker **luff** shall not be attached to the **forestay.**"

6.3 AERODYNAMICS

a) Simplified rig treatments revision

The committee feels comfortable with the current treatment of the simplified rig, although it is known that the effect of it is maximized with light winds and disappears with stronger winds, which is contrary to what happens in reality. Nevertheless, this item will be kept on the ITC agenda for a thorough revision.

b) Analysis of type-forming against fractional spinnakers

Some concerns were raised by the sailing constituency about an existing type-forming tendency against fractional spinnakers (both symmetric and asymmetric). In the VPP there are two main factors that affects spinnakers when moved from fractional to masthead configuration:

a) The wind gradient
b) The shape function

The wind gradient is the main factor and accounts for the physics of wind increasing with height, while the shape function evaluates the dimension of the spinnaker compared to that of the fore triangle (ISP & J) to take into account the loss of efficiency of big spinnakers below 12 kts of true wind speed (TWS).

The shape function reduces the area of the spinnakers more than the reference area below 12 kts of TWS, but since the reference area calculation is related to the ISP measure, then moving the spinnaker to the masthead returns a less effective shape function for the same spinnaker area. The committee thus decided to use IG instead of ISP in the reference area calculation for the shape function in 2012, in order to evaluate identical area spinnakers with different ISP heights.

Some test runs showed that the effect of the shape function is about 20% of the effect of wind gradient (at 6 kts TWS, reducing then to 0% at 12 kts) so ITC feels comfortable in adopting this modification to the shape function in the 2012 VPP.

A test run on the world fleet showed max variations of 0.4% in GPH. This is thus intended to be included in the 2012 VPP.

c) Mainsail depowering revision (including an investigation on heel angles greater than reality, like the Farr 400 case)

The committee devoted a long time discussing the depowering scheme currently applied to the mainsail and jib. Some cases (like the Farr 400) reported higher heeling angles than reality and also discontinuity in the VMG upwind in over 14 kts TWS, with up and down VMG changing in a non-monotonic way (a so-called saw tooth VMG curve).

With the new aero model introduced some years ago, the depowering on sails begins with a flat that reduces the total sail lift (applied down to a min flat = 0.6). There is another depowering function connected to the flat called twist that lowers the centre of effort of sails trying to reproduce the way sails are twisted to be depowered.

Then the reef function starts reducing the genoa area until it reaches the minimum area and then, if further heeling force reduction is required, the mainsail is reefed. The committee belief is that there are two open issues related to this depowering scheme:

- The CEH (Center of Effort Height) lowering with increased depowering
- The EH (Effective Height) of the sailpan reduction with depowering

The CEH of the non-reduced sailplan is lowered by the TWIST function that was introduced with an old aero model when flat was reduced down to around 0.30/0.35, thus enabling the centre of effort of sails to lower more compared to the present VPP where flat is stopped at 0.6.

In addition, the CEH is slightly lowered in the phase when the jib is reefed, not taking into account that jibs could also be twisted by the crew. The EH is not changing at all when the CEH is lowered, so it is constant up to the moment when mainsail is reefed. Some test runs were prepared with a new TWIST function that lowered the CEH more, and with a formulation of EH coming from the Milan Wind Tunnel tests that relates EH to lowering CEH.

The first test partially solved the excessive heeling problem (but left the VMG saw tooth over 14 kts TWS), while the second one increased heel on the boats. So a new formulation that takes into account the depowering of jibs when their area is reduced was prepared, which thus lowers the CEH of the sailplan by a further 5% when the jib is reefed.

The test run prepared showed a reduction in heeling angle in all the fleet, and no sawtooth pattern in upwind VMG. The new formulation of CEH lowering is more related to the reality of current sailplan depowering, so being the test runs positive it will be implemented in next year's VPP.

A test run on the world fleet showed max variations of 0.3% in GPH (with boats accelerated).

d) Analysis of gybing angles of different spinnaker configurations

During the season some concerns were raised about the evaluation of gybing angles for various spinnaker configurations. Some tests with different spinnaker configurations (symmetric, asymmetric on CL and on pole) with same area spinnakers and same pole length, were

prepared and the different gybe angles obtained compared to each other, and no strange behaviour resulted.

6.4 HYDRODYNAMICS

a) Residuary Resistance – Working Group update

The Residuary Resistance Working Group (Andy Claughton, Kay Enno Brink, Davide Battistin, Philippe Pallu) met the day before the ITC meeting. The chief measurer Nicola Sironi was present too.

This is a report of the meeting from group leader Andy Claughton:

Complete the cleaning of database with fix of negative RR

The Delft database is complete with test data for a model tested upright without keel and with sail force trimming moment applied, except models 71-73, where some anomalous behavior needs to be resolved by Delft.

A plan has been devised to bring all the residuary resistance (Rr) values to zero in a consistent way by using Hughes viscous resistance (Cf) line and model specific Form Factors (1+k). Kay Enno Brink will report on progress with this and the possibility of predicting 1+k values based on hull parameters.

Choice of the parameters to be given to Delft for new models

2 new models based on Series 4 are proposed:

- Cp 0.54 LCB 0.565
- Cp 0.56 LCB 0.555

with other parameters as guided by Lex Keuning.

Choice of the models to be tested at high speeds

The Rr working group has no strong views on which models should be tested. We suggest that Delft start with models that are easiest to test and go from there.

CFD validation tests

Start with a validation test on the 5 hulls of the Delft series 8.
Use the upright canoe body-only data scaled at lwl = 10m
Kay will organize the supply of:

- igs file of hull shape
- displacement
- xCG, (LCB)
- trim moments applied during tank test
- set of velocities

The following codes will be tested:

- OpenFOAM (Multiphase RANS code) by Wolfson & Crain
- icare: by Crain
- reva: by Crain
- isis: by Ecole Centrale Nantes if they can do it for zero cost.

There are no costs associated with this validation, on the understanding that if a code shows its worth then calculations on new hull geometries will be the subject of some commercial agreement.

Next year's agenda

Try to get a new regression based on all Delft models for review at the Spring meeting.
Also develop better methods to evaluate the effect on the fleet, perhaps by re-scoring regattas to see place changes, rather than looking at sec/mi;
Also evaluate more sophisticated ways of assessing "errors," perhaps by looking at weighting the "error" to Fn range, say 0.3 - 0.45.

The Working Group will meet again one day before or one day after the ITC spring meeting that will possibly be done in Delft in next March (if Lex Keuning will be available).

b) Transom drag upgrade

To correct the trend towards stern-down trim that emerged after the introduction of the calculation of the immersed transom drag, the committee revised the current routine. This happens mainly in small boats were the crew weight is very effective compared to DSPL. The intention is to limit the total amount of transom drag and to optimize the longitudinal crew position to avoid any possible exploitation.

The ORC programmer prepared some test runs on a reduced fleet of small boats (it was on small boats that the difference in handicap for excessive aft trim were very high with the 2011 VPP), and he tested the boats with a set of same displacement trims:

a) Fixing a maximum of transom drag at 20% of viscous (now it is limited of 20% of total drag)
b) Moving the crew position forward at 10% LSM0 fwd of LCB

The first test was effective for those boats with excessive transom immersed drag, while the second was obviously affecting the entire fleet, so Andy Claughton made a proposal of evaluating the transom drag at Fn = 0.35 and if >0, only in this case move the crew forward of maximum 15%LSM0 to reduce it.

The test was satisfying, so a combined test run with the transom drag at a limit of 20% of Rf coupled with the fwd movement of crew weight was prepared. 300 boats were accelerated (mainly small boats) with a maximum of 0.7% GPH decrease (only a mini transat was accelerated 1.8% but this was a case considered anomalous last year). The rest of the fleet was not affected.

The committee approved this modification and its inclusion in 2012 VPP.

Canting keel + canard(s) treatment revision

The ORC programmer checked the treatment of the canards when a percentage of it remains outside of the boat in any conditions, and a small bug was fixed.

c) Increase in accuracy in the appended L calculation for manual single rudder

In the current VPP there is a "manual fix" with a reduction of the 20% of the wetted area for the manual rudder, to return the same values as the appended L with complete offset files. Panayotis Papapostolou has almost completed a routine that in the case of a single rudder (for a manual double rudder configuration this is not possible) will re-build a dummy offset file with vertical sections in way of the rudder (with same volume, surface and dimensions of the manual rudder).

This could be then used to compute the appended L as it is done for all the offset files containing a rudder. This will be ready for next year's VPP.

6.5 DA FORMULATION REVISION

The chairman prepared a thorough revision of the DA formulation and proposed some modifications. The proposal was made in the direction of applying DA only to true cruising boats, passing through a revision of the 6 different allowances that are composing DA (the D/L allowance was removed having a unfair effect) and a general reduction of the overall effect of DA. After a short discussion on this item, the test run prepared by Davide Battistin was reviewed. Boats were accelerated of maximum 1% in GPH with an average of 0.3% GPH decrease. The overall maximum DA allowance decreased from 1.5% to 0.75%.

The ITC therefore decided to implement this into next year's VPP.

6.6 INVESTIGATION ON VMG UP OSCILLATION WITH INCREASING TWS (eg, FARR 400 CASE).

This problem was directly connected to the depowering of sails, and so corrected by the introduction of the CEH lowering while the jib is reefed (see above item 5(c)).

6.7 NEW "OFFSHORE SINGLE NUMBER HANDICAP"

At the prompting of ORC Chairman Bruno Finzi at the beginning of the season the ITC studied the possibility of introducing a new OSN (Offshore Single Number) handicap. David Lyons made a re-formulation of the Offshore Single Number Handicap based on different courses and wind speeds to more accurately reflect the race course geometries used.

The new OSN will be computed as a weighted average of the following polar speeds (not wind averaged):

TWS	**8**	**12**	**16**
Beat VMG	40%	25%	10%
60	5%	10%	20%
90	5%	15%	20%
120	5%	15%	20%
150	5%	10%	20%
Run VMG	40%	25%	10%

The resulting speed at 8 kts TWS will be accounted at 25%, the one at 12 kts TWS at 50% and that at 16 kts at 25%.

The above scheme takes into account more windward/leeward directions in light winds, which is gradually reduced to have more reaching as the TWS increases. This is quite different from the present GPH which is an average of circular random 8 and 12, and thus being more moved towards strong winds and with less reaching in light winds. The overall OSN is generally 5% faster than current GPH in average, and this reflects the average speed of boats during an offshore race.

GPH will be retained to identify boats and classes as a reference by crews and owners, and the new OSN will be added to the set of scoring options currently available.

6.8 ORC CLUB "PESSIMIZATION" ROUTINE IMPROVEMENT

See item 6.2 above - Submission NED 6

6.9 STATUS OF DEVELOPMENT OF APPENDAGE MEASUREMENT WITH INDEPENDENT STATIONS

Panayotis Papapostolou presented the last version of the ORC Offset Editor. The procedure that interpolates stations in a separate measured appendage to re-build a correct Offset File is in the works, accepting appendages measured with horizontal waterlines instead of vertical sections.

The vertical stations required by the LPP are therefore constructed using other points that are measureable more easily and accurately in horizontal, diagonal or contour sequences. Another routine able to correct a wrong trim re-build vertical station instead of simply displacing them vertically is also under development.

The development of this very powerful tool that now includes the LPP is very helpful in finding some offsets with clipping problems that will hopefully be corrected either automatically within the LPP or manually with the help of the graphic tool of the Offset Editor.

6.10 STATUS OF DEVELOPMENT OF IMS AS A GLOBAL MEASUREMENT TOOL

The IMS measurement platform is providing information for displacement, LWL, overhangs, rig and sail measurements, plus hydrostatic and stability data that could be used also as reference for notified bodies or registers for boat certification.

Some handicap systems are using the VPP in the background to issue their certificates. All the tools are in continuous development and there is no doubt that the current IMS system is truly a global measurement tool. ITC therefore fully supports its distribution around the world that could also be useful in expanding the use of ORC handicap systems.

6.11 COMPLETION OF RECOMENDATIONS TO THE CONGRESS

a. Transom drag fine tuning (max drag at 20% of Rf + movement of the crew forward if drag >0)
b. Sailplan CEH lowered when jib is reefed to take into account also the jib twist
c. Spinnaker SHAPE FUNCTION revision with reference area of spinnaker related to IG instead of ISP
d. DA reduction
e. No anchor gyradius adjustment
f. New Offshore Single Number Handicap – GPH remains to identify boats and classes
g. New pessimization routine for ORC CLUB boats with declared DSPL
h. Minimum Inclining Angle at 1° or acceptance of data coming from Stability Booklet for boats with LOA>24 m
i. Computation of Measurement Trim DSPL deducting extra weights (like liquids in the tanks, sails, gear) for boats above 24 m LOA
j. Light Ship trim DSPL computation in LPP output
k. Acceptance of endorsed additional information's for ORC CLUB certificate issue when DSPL is entered
l. Computation of Windward/Leeward handicap without wind averaging
m. New rule for code0 sails (and generally for all spinnakers) making it compulsory to set them flying
n. New inventory list with indication of VCG of gear

The above modifications represent the list of the Recommendations to the Congress.

ITC strongly suggests that the new beta VPP will be immediately and widely distributed to expert RO and DVP users. Former ITC members have expressed their availability to be part of the beta testers too. Debugging performed before the end of the year should enable the ORC to avoid having to issue new versions of the VPP during the 2012 season.

6.12 2012 VPP: PREPARATION OF AN "ALL EFFECTS" TEST RUN AND A BETA VPP FOR IMMEDIATE RELEASE.

An "all effects" test run and a beta VPP has been prepared at the end of the meeting and is ready to be distributed to RO and Beta Testers. These two products contain:

- New shape function (see item 5(b) above)
- New transom drag routine (see item 6(b) above)
- New jib twist function (see item 5(c) above)
- New DA formulation (see item 7 above)

6.13 2012 VPP DOCUMENTATION RELEASE

The committee, looking at the 2012 VPP modifications, will try to deliver the 2012 VPP Documentation before the end of the year when the new VPP will be released.

6.14 ORC RESEARCH FUND BUDGET PLANNING

The ITC is planning to perform the following research program next year:

1. Two new models will be built and tested in Delft (see 6a)
2. Some existing models will be tested at high speed in Delft (see 6a)
3. Some CFD validation work will be performed (see 6a).)

The whole research program could be performed free of charge (the no charge for the construction of the two new models must still be confirmed). The CFD validation test may be done free of charge but if the validation process could be completed early next season ITC would like to make some new models to be tested with CFD, and these new tests most probably will not be free of charge.

So the committee will ask to ManCom for the establishment of a fund that may be used during the year 2012 or in 2013.

6.15 STRATEGIC PLANNING FOR WORK AFTER THIS MEETING. MAIN PROJECTS FOR 2012

- New residuary Resistance
- Heeled drag revision
- Fine tuning of transom Drag
- Revision Asymmetric Spinnaker treatment
- Evaluation of crew optimum position with varying TWS and TWA
- Effect of asymmetric appendages
- Revision of Clipping Routine
- Code0 treatment revision
- Simplified rig treatment revision
- DA revision

All ITC proposals and recommendations were unanimously approved by Congress.

7.00 RATING OFFICERS & MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported.

7.1 LIGHT SHIP TRIM

The Committee discussed the possibility of measuring boats empty, removing all items not permanently installed but currently allowed by the Rule to be on board at the time of afloat measurement, items that will have to be carried on board while racing, and be listed in the Measurement Inventory list.

The Committee supports the idea, but does not recommend rushing with its implementation, so the proposal is to change the measurement trim from the condition now in force since 1981 to the "light ship" condition, and remove all items not permanently installed for measuring afloat from 1/1/2013.

For next year the Measurement Inventory will provide an additional field to record the VCG of the items listed, in order to provide the information necessary to properly correct in the future not only displacement and trim but also stability data, when the measurement trim will have to be converted into "light ship" condition removing all these items. This procedure has already been programmed in anticipation of the change, and is intended to be operational next year limited to fuel tanks, when not empty at the time of measurement.

7.2. SUBMISSIONS

7.2.1 GRE1 - INNER JIBS

The Committee supports the Submission, and recommends adding in the Rule text wording specifying that Inner Jibs - to be considered as such - cannot be attached to the forestay.

7.2.2 GRE2 - DETACHABLE INNER STAYS

The Committee discussed the submission, and concluded that the Rule is clear enough as is, and when inner stays can be detached but not adjusted, they qualify as "fixed". The wording will be adjusted to make it clearer.

7.2.3 NED4 - FREEBOARD POINTS LOCATION

The location of freeboard points in an unquestionable way is becoming increasingly difficult due to the development of building technologies, so the Committee recommends that whenever a new OFF file is generated through measurement, the freeboard points location has to be documented with some notes, sketches or pictures, and that they have to be attached to the actual OFF file and accessible from the database. Panayotis has already prepared the platform where this information can be entered and retrieved by the Rating Officers. Some wording to clarify this will be added in IMS B.4.1.

7.2.4 NED5 - WEIGHT AND TRANSOM HEIGHT TO DETERMINE TRIM

The use of actual weight in association with the height of the transom is indeed a good method to define the correct trim of a boat, certainly more robust than the automated routine embedded in the program and activated when the weight is directly entered instead of the freeboards, and the trim is calculated through a "pessimization" routine. All tools to do this are already available in the program, obtaining the correct displacement entering freeboard values.

7.2.5 RUS1 - LIMIT ITEMS ON BOARD AT THE TIME OF MEASUREMENT

In view of the transition to the "light ship" trim forecast in the future, the Committee does not consider changing the loading schedule at this time.

7.2.6 RUS2 - POSITION OF SPINNAKER POLES FOR INCLINING

The Committee supports the idea of placing the spinnaker poles for the inclining test at the Longitudinal Center of Flotation (LCF) where it is known and following amendment to the IMS E4.1(b) is proposed:

"Two poles shall simultaneously be positioned port and starboard approximately at the LCF (longitudinal centre of flotation), where known or at the ***MB*** station (***SMB*** from the stem), but not aft of 65% ***LOA*** and suspended outboard to provide arms for supporting inclining weights instead of the Bmax Station (SMB)."

7.2.7 NED 1 - OFFSETS FILES IDENTIFICATION

The Committee discussed the ongoing problem of the proper identification of hulls through the limited and uneven information provided through the OFF file names and Class identifications contained in them, and how to identify "good" from "bad" ones, and which version of the same model they apply to. Panayotis has presented a system he prepared in the database able to associate to each OFF a "status" (Validated, Erroneous, Club), comments, and accompanying files as pictures or sketches.

7.2.8 NED 2-IRC OVERHANGS

The Committee supports the conclusions reported in ITC Minutes.

7.2.9 NED 3 - OD FILES

The Committee discussed at length the difficulty of including One Designs, who all share within the same class an identical rating. It has been agreed that all existing OD files will be re-run automatically every time a new version of the VPP is launched.

7.2.10 MANCOM 1 - SAILING SHIPS

The Committee supports the concept of accepting Stability Booklet data for sailing ships (LOA>24m), with the necessary adjustments to reflect the appropriate loading condition. The minimum angle is reduced, and the methodology to use the boom or weights on deck instead of poles rigged on the sides of the boat, that has been discussed in previous sessions of the Committee. See also ManCom and ITC Minutes.

7.3 CAPSIZE INCREMENT (CI)

Dan Nowlan presented a study that was performed last summer after the accident happened in Lake Michigan that caused the loss of two sailors due to a capsize that occurred in a race. The investigation led to discover that in the formulation of the Stability Index, that was established many years ago and never changed, the cap limit of Capsize Increment (CI) set at -5 risks to be too permissive for boats with very flared topsides or wings, thus allowing in offshore races with a Stability Index limit boats that are unsafe.

The Committee therefore proposes to eliminate the cap value of -5 for the Capsize Increment of the Stability Index formula, pending an analysis of its effect on the existing fleet.

Recommendations from the Measurement Committee were unanimously approved by the Congress.

8.00 SPECIAL REGULATIONS COMMITTEE

Special Regulations Sub- Committee Chairman, Patrick Lindqvist, reported.
Please refer to ISAF Special Regulations Sub-Committee Minutes.

9.00 OFFSHORE CLASSES & EVENTS COMMITTEE

Offshore Classes & Events Committee Chairman, Don Genitempo, reported.

9.1 REPORT OF CHAMPIONSHIPS

9.1.1 Mr. Finzi, the ORC Representative, for the ORCi World Championship in Cres, Croatia reported that a record number of entries of 119 yachts from 16 countries participated. The event was organized by the sailing Club of Rijeka and the Sailing Club Reful. The fleet was split into 2 Classes with separate starts and separate results. There were 66 diverse types of yachts, from 6 new 2011 designs to IOR and ILC type. America's Cup, Olympic and Continental Champions were in crew lists, so the event was definitely of elite status.

Light winds prevailed, allowing only 5 inshore races to be completed. Class A was able to complete both segments of the long distance race, while Class B could only score the first portion of the distance race. Class A Champion was the Italian Farr 40 "Enfant Terrible" owned by Alberto Rossi. The modified M39 "Low Noise" owned by Giuseppe Giuffre' was Class B Champion. The Corinthian Champion in Class A was "Quebramar" a J/V 42 owned by Fye Slovikia. "Escandalo" and M37 owned by Inna Vaclavova was the Class B Corinthian Champion.

9.1.2 ORC Representative Zoran Grubisa reported on the ORCi European Championship, hosted by the Royal Norwegian Yacht Club and sailed in Hanko, Norway. 25 entries were divided into 2 Classes and 6 inshore and 2 offshore races were completed in varying breezes. The winner in Class A was "Silva Hispaniola" an Evento 42 owned by Peter Schmidt of Germany. In the closely contested Division B, Martin Nilsson's Swedish Team on the Salona 37 "Feel Good" was the Champion.

9.2 REPORTS FROM THE CLASSES

Paolo Massarini reported the last active ORC Class, the GP42, had not held any event during the season. The boats were competing well in various handicap events however.

A discussion of prospective Classes for the future grouping owners of boats in the 50 foot size range who have express interest in forming a rating band or Level Classes, much as ORC has done with the IMS rating band Classes. Paolo Massarini will further investigate this interest and coordinate with Chairman Genitempo.

Chairman Finzi reported on the new contract agreed with the Maxi Class for measurement systems and dual scoring ORC / IRC.

9.3 SUBMISSIONS

9.3.1 FIN 1 – LIFERAFT IN ORC CHAMPIONSHIPS

The Committee supports this submission as the selection of the appropriate Offshore Regulation category for the sailing area will make the determination.

9.3.2 ITA 1 – CHAMPIONSHIP RULES

The Committee supports the submission and will include it in the Green Book.

9.3.3 ITA 2 – PERSONAL FLOTATION DEVICE

The Committee supports the submission.

9.3.4 ITA 3 – CHAMPIONSHIP FORMAT

This submission dealt with several issues therefore each separate issue was singled out and addressed individually as follows:

1. Length of Offshore Race with two scores – The Committee supports extending the length to provide duration of 30/36 hours for the slowest boat.
2. The first finish line of the long race should be at approximately mid-course. The Committee supports the submission.
3. The Committee agreed to delete the third option for offshore races, Paragraph 8.1 (c) of the standard NoR.
4. The Committee supports extending the duration of the two separate offshore races to 12/14 hours for the slowest boat.
5. The Committee does not support changing the coefficients for scoring.
6. The Committee supports modifying the scoring of offshore races for boats that cannot finish within their time limit. They should be scored TLE (Time Limit Expired): last place plus one point.
7. The Committee supports a modification to allow competitors to discard one short offshore race if two offshore races are completed. The long offshore race is not discardable.
8. The Committee agrees to make more prominent the requirement that inshore races shall be of 1½ - 2 hours in duration, both in the Championship Rules and the Sailing Instructions.

9.3.5 ITA 4 – EVENT MEASUREMENT CHECKS

1) The Committee supports the submission calling for pre-event measurement availability and measurement checks during the regatta, including freeboards with emphasis placed on leading boats.
2) The Committee does not support the provision making boats ineligible for prizes unless measured twice.

9.4 DISCUSSION ON PARAGRAPHS 3 & 4 OF GREEN BOOK

Application for hosting events and obligations of hosting organizing Club.

The Committee discussed the desire to continually upgrade and improve the overall quality of its championships. To that end, the guidance of the Green Book given to prospective hosts will be reviewed and enhanced, with more stringent details as to facilities and personnel requirements and conduct of the event. The Chairman and Zoran Grubisa will use the recommendations expressed during the meeting to add content to the Green Book.

The Congress unanimously approved the recommendations of the Committee.

10.00 RACE MANAGEMENT COMMITTEE

Race Management Committee Chairman, Ecky von der Mosel, reported.

As there were no submissions on the agenda, the RMC used the opportunity for an extended demonstration of the offshore scoring program www.yachtscoring.com by his developer and programmer Luis E. Kahl, Detroit, USA.

The Congress authorized the Management Committee to make a special arrangement with Luis Kahl in order to diminish the cost of the organizers of ORC event in 2012 who will select to adopt this web based scoring software.

11.00 PROMOTION AND DEVELOPMENT COMMITTEE

Promotion & Development Committee Chairman, Dobbs Davis, reported.

11.1 Continued increases in certificates in new areas such as Australia, the eastern Baltic, and Russia, as well as continual inquiries in regions such as the USA, Hong Kong, New Zealand, South Africa, and elsewhere indicates the ongoing efforts made in promotion and development have been successful at reaching these areas. This has been done through use of the ORC website, ORC columns in Seahorse, editorial contributions in numerous national and international publications, press releases, and presentations made, such recently in Hong Kong and later this month in Australia.

11.2 The ORC website remains as the primary conduit for internal and external communications. Content continues to focus on stories from major inshore and offshore events, design reviews, class news, as well as significant ORC activities of interest to the overall ORC community. Website traffic remains robust, with >600 unique visits daily on average, with significant spikes during Championship events: the 2011 Worlds in Cres in June logged >200,000 visits by >9,000 computers. Some discussion was made on whether other non-ORC news could be added to help drive additional traffic to the site, but it was agreed this would be difficult to manage on a full-time and consistent basis without a possible partnership made with an existing online newsletter, such as Scuttlebutt Europe. Also, an appeal will be made to all managers of events on the ORC Calendar to provide information and photos from their events in order to be more inclusive of news stories on the site.

11.3 The new website structure was reviewed, with suggestions made for improved content and style. Besides easier navigation, the site will have several new features, such as new social media (Twitter and Facebook) links, archived historical items, such as past championship winners and a history of ORC, and a new sidebar section for technical articles related to ORC.

11.4 The primary four drop-down menus of the new site and the ORC documents contained in each will be translated into Italian, Spanish, French, German, and Russian, with other languages to be provided as needed. Compatibility of the new site with all mobile devices (eg, iPhone, Android, etc) will be verified.

11.5 Sailor Services has been identified as a vital tool to make direct contact and underscore the easy access of ORC systems with owners, project managers and others interested to explore rating changes and/or certificate information of the ORC fleet. Currently there are >54,000 records in the database for search access of IMS, ORC Club and ORCi certificate data. In its first year of introduction already there have been 217 test certificates run and 41 Speed Guides sold through this service.

11.6 A new Yearbook was reviewed and confirmed to be a good promotional tool in both hardcopy and digital form for newcomers to ORC, with the current content taken mostly from the website to be amended by Committee members to read more clearly for non-expert users (for eg, scoring sections). Other content to be added to the draft includes a Calendar of events, a list of ORC publications, and the list of Measurers will be deleted in favor of just national Rating Office contacts.

11.7 Sponsorship options were discussed, utilizing exposure given on the website and certificates as the primary items to sell. It was agreed a package of these items would be compiled and interest sought from an expert in this field to assess the viability of the various sponsorship options.

11.8 New ORC merchandise was revealed, to be vended by online catalog retailer Annapolis Performance Sailing, with suggestions made for some additional items to the current selection, as well as improvements to logo size, style and placement.

The Congress unanimously approved the recommendations of the Committee.

12.00 MANAGEMENT COMMITTEE

Management Committee Chairman, Bruno Finzi, reported.

12.1 ISAF SUBMISSIONS AND ORC REPORT TO ISAF

ISAF submissions allocated to the Oceanic and Offshore Committee have been reviewed. In particular IRC submissions 064, 069, 077, 080, 083, 084, 089 and 092 to amend the ERS are supported by ORC.

Submission 075, coupled with submission 166, is dealing with RRS 50.4. The ERS, as they stand now, deliberately do not specify the difference between a jib and a spinnaker. The limit of mid girth (width) ≥75% foot exists in IOR, IMS, and IRC. In IMS, sails between 55% and 75% mid-girths are treated as spinnakers, but special Code zero coefficients are used.

If these two submissions (75 and 166) are accepted, these sails (Code zero's) will be treated as Jibs, which effectively means to ban them as their associated rating penalty would become excessive. If then the ERS would be amended this way, either ORC would have to discard the scheme that was introduced in 2008 and has shown to work correctly for Code zero's, or make an exception to the ERS for the use of these sails.

Therefore ORC will act to have submission 75 rejected and 166 amended in the ISAF meetings.

ISAF amended submission 51 to take note of new ISAF Regulation 13 that was passed and approved last year regarding ORC. An ORC report to ISAF has been presented including the fleet statistics up to November 1st, 2011and reports from the Championships held in 2011.

In accordance with ISAF regulation 13.2 (f), the Chairman will negotiate with ISAF Executive the fee due for the ORC World Championship.

12.2 ORC/RORC RELATIONSHIP

The Chairman asked Wolfgang Schaefer to resume the progress of the planned joint-venture with RORC with the administration of offshore rating rules. Not much progress has been reached since last November press release in Athens.

In the original meeting in Paris in early 2010, where representatives of ISAF were also present, a letter of intent was signed by both parties. After the signature of the letter of intent some meetings were held during 2010 in London and an agreement for a Press Release to be published before the 2010 Annual Meetings in Athens was reached.

ISAF has now asked for an update of the situation for ISAF meetings and a statement of negotiation was prepared as follows.

"JOINT STATEMENT FOR ISAF ON IRC/ORC RULE NEGOTIATIONS

We remain in agreement concerning the overall strategy to bring our organizations and offshore rating rules together.

Progress has been slower than we would have liked but the two organizations have remained in close communication through the five of us on the original Steering Group. The main delay has been because of the complexity of amalgamating the structure and finances of IRC. Until now IRC has been run in cooperation but separately with offices in France and UK. Different parts of the world were dealt with by

one office or the other. The aim has been to combine these two completely but there have been complications in the detail mainly relating to different tax laws between UK and France. These problems are nearly settled and we then intend to continue our negotiations as one united organization (IRC) with another (ORC).

The two rating systems have become closer than we were. The two rating systems control the majority of offshore racing around the world, undoubtedly helped by ISAF recognition. Our vision is that one joint organization will be formed encompassing both existing rules, which we will run in parallel for a time as we approach consensus.

These negotiations will be continued by the existing representatives from IRC and ORC, who will schedule a series of meetings during next year to define the structure and the operating procedures of the new company. ORC and IRC are confident that the new company will be established and fully operational prior to the next November ISAF / ORC conference in Dublin.

Andrew McIrvine	*RORC*
Marc de Saint Denis	*UNCL*
Chris Little	*RORC*
Bruno Finzi	*ORC*
Wolfgang Schaefer	*ORC*

November 2011"

ORC is drafting an Agenda of items to be discussed with RORC during 2012 in order to finalize the agreement before next AGM in Dublin. The timetable agreed with RORC is the following:

- Before end of March 2012 begin discussion about the structure of NEWCO
- Before end of May 2012 begin discussions about operating procedures of NEWCO
- Before end of July 2012 get approval from ORC Congress and RORC Main Committee for NEWCO structure and operating procedures
- Before end of September 2012 prepare final documents for signatures
- Press release about NEWCO at November 2012 ORC and ISAF meetings
- Before end of November 2012 set timetable for a new rule.

Congress unanimously gave mandate to Management committee to proceed with the negotiations.

12.3 ORC/US SAILING RELATIONSHIP

There has been no official contact between ORC and US Sailing regarding reentry into the US market; however president Gary Jobson has indicated through the US ORC Congressman that the two entities will continue to communicate on this issue.

On an unrelated item, the ORC has been contacted by representatives of the NYYC in regards to its development of a new High Performance Rule HPR. Steve Benjamin, who chairs this initiative, has travelled to the ORC meetings to discuss international rating rules issues with the Management Committee.

12.4 ORC/IMA (SUPERMAXI AND WALLY)

The Super Maxi Class in Porto Cervo had a good week of racing where IRC and ORC scoring was "merged", and results were averaged using the two systems. The unanimous decision of this year's fleet was to maintain the double certificate (ORC/IRC) also in 2012.

Edoardo Recchi announced that three Super Yacht regattas, the Caribbean Super Yacht Regatta in March in Virgin Gorda, the Loro Piana Super Yacht Regatta in Porto Cervo in June and the Super Yacht Division of the Maxis in Porto Cervo in September, will all use ORC ratings in 2012.

The ORC measurement methodology has been used by all Wally Yachts to obtain a better assessment of their rating-sensitive IRC measurement parameters, and Paolo Massarini announced that more work will be done by the Wally Class with ORC in 2012 exploring also double scoring IRC/ORC.

The ORC measurement platform could expand and be extended to all other IMA Classes, such as has been done for the Wally's in 2011 by measuring all boats individually, with the Perini Navi's where data was obtained from the design offices and amended to respect the actual boat's polars as observed, and for the Super Maxis where data was obtained from a combination of sources. These could even include the Classics, whose large fleets are often crowded by ancient schooners, and along with their replicas who are now reconsidering the long-forgotten Universal Rule.

With the adjustments of the requirements of the inclining test in the Submission prepared by the ManCom for sailing ships (LOA>24m, it will be possible to issue full ORC International certificates, and not only Club for these boats.

12.5 FLEET STATISTICS & UPDATE ON LEVY PAYMENTS

Fleet Statistics

Fleet statistics are showing overall numbers as expected on the level of previous years. Some rating offices are still waited to submit their numbers, but nevertheless, it may be expected that final number at the end of the year will be over the 2010 numbers. Decrease in number of certificates can be noted in Chile, Japan, Norway, Russia and Switzerland, but it has to be noted that number currently presented are for the first 10 months only and some more certificates may come by the end of the year. Increase in number of certificates is already shown in Greece, Netherlands, Peru, Poland and Sweden.

Update on Levy Payments

The secretariat circulated an excel file with the information on levy invoices and relative payments. Third quarter invoices were issued at the end of September. Regarding the 2010 Year End levies, payment from Russia is still to be received.

12.6 REPORT ABOUT ORC RATING OFFICES

Relationships with Rating Offices and ORC Nominating Bodies are generally on good level.

12.7 SAILOR SERVICES REPORT

Since its launching at the beginning of the year, ORC Sailors Services is showing great results and acceptance from the sailors with number of users increasing every day. The result of this project started a couple of years ago is that it is a great promotional tool which makes ORC a truly World leader in Rating Technology. ORC Sailors Services are offering the possibility to get certificate copies, to make test runs changing any measurement data recorded on the certificate, Stability Data sheet and Speed Guide. At the beginning, services were limited to the data form certificates from 2009 and later only.

Later during the year services have been expanded to the complete legacy ORC database making available currently more than 55.000 records of ORC certificates.

12.8 ORC PUBLICATIONS, ORC WEBSITE IN 2012

ORC Publications

ORC page in Seahorse Magazine: Bi-monthly full-page features continue, which are dedicated to technical matters of interest to ORC. The latest column in the December issue is a review made by Jim Donovan of his latest GP 26 design being built now in Turkey.

Other publication articles: A feature article review of handicapping systems will be written soon for Sailing World magazine in the US.

New ORC news template: Work continues on a new template that is in color, with photos and graphics and will still be compatible on all PC platforms, with the Constant Contact product being considered. Efforts are also being made to improve the accuracy and quality of the contacts in the ORC subscriber and press lists.

ORC Directory*:* As was discussed in London, the old Yearbook as a resource for ORC contacts and organizational information has become the Directory, and a new copy of this has been created for review.

Yacht Scoring program: Luiz Kahl worked during the AGM with Zoran, Nicola, and Panayotis to refine the remaining algorithms in the PCS scoring elements of his web-based regatta management software Yacht Scoring, and reviewed its features at the Race Management and PDC meetings.

Regatta management guide: PDC hopes to help develop this as an agenda item in the Race Management Committee, with PDC input regarding media services.

ORC Website

Besides continuing to provide content for the ORC home page News section, a new website design has been revealed by Zoran, which was reviewed at the PDC meeting. The reason for the new design is to help refresh the look of the homepage, as well as to introduce new and more innovative methods of navigation for the user. With the new web design, in addition to the official publications, explanatory articles can now be added for the user (for eg. how to get your boat measured, where to go for certificates, etc), as well as archiving past news stories, and creating a 'Hall of Fame' of the names and photos (when available) of past ORC Championship winners.

12.9 ORC MARKETING, ORC YEARBOOK IN 2012

ORC Marketing

All ORC Championship events this year have been supported with composition and distribution of regatta press releases and other announcements. This includes the ORC Europeans in Hanko and ORC Worlds in Cres.

Presentations of the new ORC Sailor Services have been made in several locations: at the YC Rio de Janeiro in Brazil; in Germany at the Go For Speed seminar in Flensburg; in Hanko at the ORC Europeans; and in the Royal Hong Kong YC at the China Cup. This is in addition to several private tutorials shown to influential owners and industry members in the US and elsewhere.

Future presentations will be also be made in Sydney, Melbourne and Perth at the invitation of Yachting Australia after the AGM. Discussions are also underway for a tour of Brazil and Chile to help support the recent problems encountered with ORC use in those countries.

ORC Yearbook

A new 2012 Yearbook has been created for review, both digitally and in hard copy. Now that there is access to Ken Weller's yearbook archives, ORC can also proceed to put past Yearbooks on the website in archival form.

12.10 MNA'S RELATIONSHIPS

Management Committee addressed specifically the problems of two MNAs: Brazil and Portugal.
Special meetings were also planned during the week with Spain and USA.

12.11 SUBMISSIONS

12.11.1 GER 1 - CERTIFICATES COPIES ON THE WEB

This is a National Authority policy: ORC does not want to oblige in one way to another N.A.. The revenues from Sailor Services are shared with the relevant N.A.

12.11.2 NED 2 – IRC OVERHANGS

The Management Committee agrees with the ITC response on this submission. See ITC Minutes.

13.00 CALENDAR FOR 2012 – MEETINGS AND EVENTS

13.1 2012 Calendar of Events

- The 2012 ORCi World Championship in Helsinki was confirmed.
- The 2012 European Championship had previously been approved to be in Punta Ala in June.

13.2 2013 Events

Two invitations to host the 2013 ORCi World Championship were received from Circolo del Remo e della Vela Italia of Naples and from Marina Dorica Organizing Committee of Ancona, Italy. The organizing Committee is comprised in 4 area Clubs. Both candidates provided beautifully constructed presentations offering excellent facilities, amenities and expert personnel.

In the end, the Committee voted to accept the bid of Ancona.

The Committee was made aware of a forthcoming invitation to host the 2013 Europeans by Sweden.

13.3 Committee Meetings

ITC Meetings

The next ITC meeting will be held next March and possibly in Delft (6a)). Other possible locations could be Athens, Madrid, or Hamburg that could be taken into account also for the September meeting (middle of September weekend).

Since the 2012 AGM will be in Dublin, the ITC thinks that the final ITC meeting could be made there, ending at least 2 days before the AGM to allow the preparation of minutes and test runs.

Management Committee Meetings

Venue and dates are to be confirmed.

AGM 2012

The next AGM will be held in Dublin, Ireland. Exact dates are to be confirmed.

The Congress unanimously approved the recommendations of the Committee.

14.00 ELECTION OF ORC CHAIRMAN

Bruno Finzi was proposed, seconded and voted Chairman of the Offshore Racing Congress for 2012.

15.00 ELECTION OF DEPUTY CHAIRMEN

Jose Frers and Wolfgang Schaefer were proposed, seconded and voted unanimously as Deputy Chairmen of the Offshore Racing Congress for 2012.

16.00 APPOINTMENT OF CHIEF MEASURER AND SECRETARY

Congress re-appointed unanimously Nicola Sironi Chief Measurer and Vivian Rodriguez as Secretary.