



World Leader In Rating Technology

Annual General Meeting held in Muscat, Oman on 13th November 2013

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MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 11:30 on 13th November 2013 in Muscat, Oman

Congress Members Present:	Bruno Finzi (Chairman)	Italy
	Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
	George Andreadis	Greece
	Henry Bacchini	France
	Steve Benjamin	USA
	Jean Louis Conti	France
	Sten Edholm	Sweden
	Don Genitempo (Honorary Treasurer)	USA
	Zoran Grubisa	Croatia
	Giovanni Iannucci	Italy
	Noboru Kobayashi	Japan
	Patrick Lindqvist	Finland
	David H. Lyons	Australia
	Alessandro Nazareth	Italy
	Thomas Nilsson	Norway
	Ab Pasman	The Netherlands
	Pedro Rodrigues	Portugal
	Lazaros Tsalikis	Greece
	Makoto Uematsu	Japan
	Roy van Aller	The Netherlands
	Ecky von der Mosel	Germany
Alternate Members:	Jose' Angel Rodriguez Santos substituting Rafael Bonilla Paz (Spain)	
	Robert Jacobsen substituting Peter K. Burger (Switzerland)	
	Emilio Feliu substituting Enrique Molinelli (Spain)	
	Wolfgang Schaefer substituting Christian Plump (Germany)	
	Eckart Reinke substituting Bruno Frank (Switzerland)	
	Ott Kallas substituting Veiko Rosme (Estonia)	
Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	Jose' Frers (Deputy Chairman)	Argentina
	Philippos Georgakis	Cyprus
	Martin Hannon	New Zealand
	June Lee	Korea
	Andres Rizzo	Ecuador
	Abraham Rosemberg	Brazil
	Albert Rozin	Latvia
	Gerd Schmiedleitner	Austria
	Toni Tio Sauleda	Spain
	Yuri Vlasenko	Ukraine
	Godwin Zammit	Malta
Officers present:	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer
Observers:	Dobbs Davis	USA
	Per Boeymo	Norway
	Egon Elstein	Estonia
	Torben Graef	Brazil
	Eva Holmsten	Sweden
	Paolo Massarini	Italy
	Dan Nowlan	USA
	Fabrizio Pirina	Italy
	Christos Theodossis	Greece

1.00 CHAIRMAN'S REPORT

The Chairman, Bruno Finzi, reported:

The 2013 report card looks good for ORC:

- (1) Worldwide certificates: ORC seems to be gaining in popularity of use around the world, because fleet statistics show substantial gains over last year. As of last week there were 6016 ORC Club and 2209 ORCi certificates issued by the 35 ORC rating offices around the world, representing an amazing 14.8% increase. And there is still the Southern Hemisphere season yet to begin before the close of the year; this should increase ORC certificates even more for 2013.

	31.12. 2006		31.12. 2007		31.12. 2008		31.12. 2009		31.12. 2010		31.12. 2011		31.12. 2012		07.11. 2013	
	IMS	ORC	IMS	ORC	Int	Club	Int	Club	Int	Club	Int	Club	Int	Club	Int	Club
ANG	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
ARG	57	139	37	114	27	107	24	38	39	155	27	158	23	156	27	109
AUS	41	0	15	0	20	0	32	0	72	0	90	0	80	0	101	0
AUT	6	191	6	53	5	27	8	37	6	34	10	47	9	54	5	38
BRA	55	141	45	109	77	88	75	36	72	101	71	11	118	18	84	4
CAN	0	0	0	0	0	22	0	63	0	46	0	70	0	18	0	8
CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
CRO	94	202	147	150	142	148	102	151	64	143	73	133	59	207	61	161
CYP	13	12	1	1	0	0	0	29	1	32	2	28	1	29	1	14
DEN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0
ECU	1	19	1	19	24	1	24	39	24	0	26	2	18	0	23	0
ESP	388	211	328	154	253	123	226	202	328	193	385	230	385	371	573	426
EST	23	50	37	63	60	74	46	67	45	64	37	70	46	73	25	65
FIN	87	42	82	37	71	30	65	19	60	26	63	28	140	15	72	11
FRA	41	375	30	308	5	136	1	196	1	212	1	212	0	161	5	178
GER	337	415	314	448	287	456	259	489	250	491	278	478	189	372	209	368
GRE	367	221	350	255	367	269	293	343	297	398	320	450	252	449	225	458
HUN	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	17
IRL	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
ITA	577	1083	709	1018	706	1020	824	1037	671	1218	749	941	599	981	580	756
JPN	70	358	50	312	26	269	2	147	2	98	1	60	2	72	4	138
KOR	0	19	0	23	0	25	0	44	3	26	1	15	0	39	0	23
LAT	0	0	0	36	1	35	1	39	1	16	1	8	2	10	1	9
LTU	0	0	0	0	0	0	0	0	3	47	3	51	4	63	5	59
MLT	1	11	1	16	1	26	1	33	0	29	2	23	2	24	4	27
MNE	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
NED	267	1145	1	1353	4	1306	2	1281	3	1202	2	1409	3	1289	1	1100
NOR	47	0	32	0	51	0	63	80	47	17	41	1	43	13	45	1572
PER	5	0	15	0	18	0	20	0	17	1	30	2	24	0	31	2
POL	0	0	15	1	16	3	13	4	19	21	22	17	16	10	14	15
POR	23	11	22	124	18	131	24	127	11	103	14	98	15	89	9	79
ROU	0	0	0	0	0	14	1	30	0	0	0	8	0	16	0	46
RUS	0	0	0	25	0	42	4	101	34	91	9	73	7	58	9	92
SLO	0	0	4	27	7	31	4	29	3	14	6	16	7	11	7	12
SUI	0	251	0	232	1	234	0	242	2	230	0	194	2	179	1	174
SWE	59	133	67	58	70	30	53	17	42	10	43	17	144	1	60	1
UKR	2	55	0	48	5	12	0	18	0	14	2	21	0	20	1	27
USA	15	50	17	60	0	30	0	19	0	26	0	0	6	0	6	0
	2576	5134	2326	5044	2262	4689	2167	4957	2117	5058	2309	4871	2196	4813	2209	6016
	7710		7370		6951		7124		7175		7180		7009		8225	

- (2) New countries: The large increase in Club certificates comes primarily from the adoption of the ORC VPP for use with the large NORLYS fleet in Norway, but there were certificates issued for the first time in China, Montenegro, and Hungary. Also, a small but competitive fleet of ORCi-rated boats has been established in Denmark, poised to participate in various regattas throughout the western Baltic, and there has been a resurgence of ORC use in Spain, even at their major events such as Copa del Rey.
- (3) Events: The Adria Ferries ORCi World Championship in Ancona continued the three-year trend of the Worlds attracting >100 entries from 11 countries, and if there had not been an entry limit, there would have been another record number again for this year. The Avantage European Championship also produced the strongest turnout in over a decade, with 60 teams from 8 countries racing in Sandhamn, Sweden, a turnout that was double that seen in recent years. Here for the first time there were three classes rather than two, allowing a better quality of racing among more like-style boats.

In both events the winners were the best-prepared and best-sailed teams in competitive classes composed of a mix of racing and cruiser/racer-style designs, and not those having any rating gimmicks to cheat the rule.

- (4) VPP performance: Results in races this year were more in line with observations than those seen in previous years. This helps validate the hydro and aero model improvements made on the 2013 VPP through the CFD research made by the International Technical Committee (ITC).
- (5) A deal with US Sailing was struck to help in the development and administration of HPR, starting a process to re-build an important relationship of trust and understanding with ORC that has deep historical roots that were severed nearly 10 years ago. Jim Schmicker from Farr Yacht Design in the US has come back on board to help with the ITC, and Steve Benjamin from HPR and the New York YC is the newest ORC Congressman to represent the US. Along with Jason Ker's work with ITC now in its second year, this has helped improve and diversify new culture and talent into ORC.
- (6) Transparency: the ORC's Sailor Services system continues to expand and provide unique public access to the ORC database, with almost 70,000 boat measurement records now accessible online for free copies of issued certificates and unlimited test runs available for only €10 each. With instructions available in 9 languages, this is a tremendous resource for valuable measurement and rating data on thousands of boat types being raced all over the world. Over 4000 test certificates have been run this year on this system.

But with good grades and increased popularity comes higher levels of competition that push the rule limits, putting the rule system under more pressure to perform. So, we have been discussing here at our AGM in Oman some important improvements:

- Establish three rather than just two classes at the World Championship, given that the broad spread of boat types being raced on starting lines have over 50 boats. While the existing Class B fleet had about a 54 sec/mi rating split between fastest and slowest boats, the Class A fleet was spread out nearly 3 times more widely in rated speed. The three-class approach worked well at the Europeans in Sweden, where the fast HPR-style boats were separated out of the Class A group to race themselves, and this can be used at the 2014 Worlds in Kiel.
- A review of the equipment and safety rules to make sure they are relevant to current trends in performance design.
- Further development of the UMS concept to include all relevant measurements of a boat for use in any measured rating system, an idea that RORC's Mike Urwin has described as a "passport" of measurement identity for any boat. As a step forward we look to work closely with the US now to share measurement data from our databases.
- Development of a consistent method for Performance Curve Scoring that is available for any programmer to use in the development of new web-based scoring tools.

- The immense popularity of ORC Championship events has given us several proposals from organizers who want to host ORC World and European Championships submitted for 2015 and even 2016, and we are happy to confirm the site of the 2015 ORC European Championship will be in Parnu, Estonia.
- We have been reviewing the Green Book criteria for championships and are making upgrades and improvement to their features so that the event quality is the highest possible in handicap racing.
- We have some new ideas for future offshore World Team events, and are reviewing options in northern as well as southern Europe.

And the ITC has its ongoing research agenda to improve the VPP with new CFD and wind tunnel research to better characterize how modern race boats de-power upwind through flattening and twist rather than reefing. ITC Chairman Alessandro Nazareth is also doing cooperative work with HPR in helping make older boats competitive through use of the ORC VPP and to better estimate VCG from component measurement methods.

As for the “one world, one rule”, the concept is not dead yet...ORC continues to look for opportunities to pursue this lofty goal.

2.00 THE TREASURER'S REPORT AND AUDITED ACCOUNTS

The Treasurer Don Genitempo reported.

The Financial Reports for 2012 were approved among the Congress Members by email vote.

The amount of levies invoiced up to 30th September 2013 looks higher than previous years, due to the new system of levy invoicing. The budgeted amount of levy invoicing should be exceeded by year end. The general sales are exceeding the budget so we should easily reach total income expected.

There are still a few Nations that are behind with payments of their previous years invoices.

Since the financial situation of the Company is in good standard the levies were confirmed by the Congress are unchanged for the past four 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 are the following changes to the Membership of Committees for 2014:

Management	Patrick Lindqvist is joining the Committee
ITC	Rob Pallard & Philippe Pallu de la Barriere are stepping down from the Committee, and Jim Schmicker has re-joined the Committee
Offshore Classes & Events	Paolo Massarini becomes Chairman of the Committee. Don Genitempo will remain as a member of the Committee
P&D	Sten Edholm & Steve Benjamin are joining the Committee
Committee of Honour	Qu Chun is joining the Committee
	David Kellett, David Pedrick & Manolo Ruiz e Elvira have been added to the Committee

REPORTS AND RECOMMENDATIONS OF COMMITTEES

6.00 INTERNATIONAL TECHNICAL COMMITTEE

6.1 REPORT ON 2013 SEASON – CURRENT VPP FEEDBACK

Nicola Sironi reported about season races and results. The World Championship in Ancona was a success in terms of participation, the best boats were all on the top while the scoring was very close in corrected time differences. The same was observed in other major regattas. Another sign of VPP accuracy is that there were no major concerns or complaints raised from the sailing constituency.

The Chief Measurer reported also about some issues encountered during the season, such as particular headsails, checks and tolerances in controls during the races, LPP, and offset file measurement (new ways of generating the OFF or designer files). All the above issues have been discussed (see below) and will also be discussed in the Measurement Committee at next AGM.

6.2 SUBMISSION REVIEW

6.2.1 ARG 1 - LCB FOR BOATS WITH AGE DATE EARLIER THAN 1995

The LCB position on the fleet of pre-1995 boats was in some ways not correctly assessing their residuary drag. However, the elimination of LCB as a parameter affects the RR calculations, so the perceived disadvantage in fact seems due to an unrated advantage in the previous years.

6.2.2 ESP 1- JH DEFAULT

The ITC discussed a default JH formulation based on LPG (5%) to address the problems of old sails without having JH measured. A new sail will have JH as all other measurements (other girths, JL and LPG), so this problem should disappear in the near future.

6.2.3 FRA 1 - ALUMINIUM MAST ALLOWANCE

The ITC inspected the current formulation based on Elastic modulus looking also at the fleet with aluminum masts. A raised modulus for carbon will be used for the carbon mast default mast weight.

6.2.4 GER 1 - OFFSHORE SINGLE NUMBER HANDICAP

The formulation currently in use was used in several offshore races, both in the ToT and the ToD scoring methods, so Kay-Enno Brink explained the logic of the German submission, which leaves a net loss to leeward. The new formulation provided by Kay-Enno seems better, and the ITC recognized its technical

foundations, but it was agreed to defer any decision about change in the OSN established 2 years ago to the Management Committee.

So ITC will suggest the following new formulation for 2014:

Proposal 26 Oct 2013	8	12	16
Beat	0.40	0.30	0.20
60	0.05	0.15	0.20
90	0.05	0.10	0.15
120	0.05	0.15	0.20
150	0.05	0.15	0.15
Run	0.40	0.15	0.10

6.2.4 GRE 1 - PROPELLER INSTALLATION

It was agreed to reintroduce a propeller installation type with shaft, but not exposed, that was eliminated a couple of years ago. The problem came from some Club boats with a housed or very short propeller shaft able to get the full allowance of an exposed shaft. By re-introducing the old “other” prop installation type, the problem will be solved.

6.2.5 GRE 2 – EXTEND DACRON CLOTH SAILS ALLOWANCE TO ORCi.

The ITC agrees on the concept, and proposes to adopt it, to remove all differences between International and Club results.

6.2.6 MANCOM 3 - MATERIALS AND PRACTICES MODERNIZATION

The Committee devoted much time discussing possible amendments of ORC Rule 101 (Materials) and 205.2 (Mast Jack on board). Regarding Rule 101 these were the main modifications proposed:

101.2 The following materials are prohibited:

- a) In hull and deck structures: Carbon fiber with modulus exceeding 270 GPa.
- b) In spars with the exception of booms, bowsprit and spinnaker poles: Cored sandwich construction where the core thickness at any section exceeds the thickness of the two skins.
- c) No material with density greater than 11,34 kg/dm³ except when fitted to the boat before 01.01.2013.
- d) Pressure applied in the manufacture of hull and deck structures greater than 1 atmosphere
- e) Temperature applied in the manufacture of hull and deck structures greater than 80°C
- f) Aluminium honeycomb cores in hullshell and deckshell structures.
- g) In hull and deck structures: Plastic foam core of nominal density less than 60 kg/m³.

Regarding Rule 205.2, a mast jack will be allowed on board but not to be used while racing.

Another item discussed was the use of light materials like titanium and carbon in stanchions and pulpits, and the Committee agreed to assign a .005 gyradius reduction pending a validating test run.

Final rule wording will be checked within the ITC before publishing 2014 rules.

6.2.7 NED 1 - LPP CLIPPING ROUTINE

The clipping routine is under revision while reconsidering the LPP. New routines need to be added to address clinker hulls. Another “fix” easy to implement is an error message when a “double back” in a station between adjacent points is found.

6.2.8 NED 2 - DEFAULT LPS, RULE 106.1

It has been agreed that all Club boats without stability measurements (using only the default RM) resulting in an $LPS < 103^\circ$ will have their VCG lowered until $LPS = 103^\circ$ is reached. ITC also decided a BIAS factor of 3% on RM for unmeasured ORC CLUB boats.

6.2.9 NOR 1 - OVERLAPS BETWEEN ASYMMETRIC, CODE 0 AND GENOA

See Par. 6.4.4 and 8.2.1 below

6.2.10 RUS 1 - HEEL LIMIT ON DOWNWIND COURSE

The committee agrees about the fact that an excessive heel in downwind courses could let the boat broach, but the ORC VPP must be firstly seen as a handicap system. Therefore it could happen that some values (like heel) are not exactly corresponding to reality. But, considering that excess heel downwind is causing excess weather helm, the ITC will investigate the values of rudder angle (that is now already included into VPP, but only for information) and if some anomalous values are detected, it may produce a formulation to reduce the heel angle.

6.2.11 Submission: RUS 2 - SPEED CALCULATION OF SMALL YACHTS

The VPP has a routine for the calculation of added resistance in waves (see ORC VPP Documentation chapt. 6.5, page 68). The wave energy spectrum has been modified in the past to reflect the fact that the majority of races are held in flat water, reducing the energy at low wind speed.

The corresponding resistance formulation takes into account many non-dimensional factors plus a size factor (depending on L). The Committee will work on the above two factors in 2014 to see if small boats' speed is really overestimated. Regardless, the modification of the drag coefficients for upwind sails goes some way to addressing this perceived problem.

6.3. HYDRODYNAMICS

6.3.1 FINE TUNING OF NEW HYDRO MODEL (LENGTH EXPONENT, GEOMETRIC BTR)

The new Residuary Resistance formulation proved to be very robust and reliable in handicapping boats during the 2013 season. The ITC has however worked on fine-tuning of the following items, with the aim to increase accuracy:

- a) BTR: Currently the integrated BTR is transformed into a geometric BTR as input in the RR surfaces (that depends on BTR and LVR). The Committee is developing a new formulation based on the waterplane area inertia (WPI) that better reflects characteristics of the boat at each heel angle.

$$BTR = K * (WPI/L)^{0.3333} * L * (WPI/L)^{1/3} / VOL$$

- b) The region of surfaces with $LVR < 4$ has been re-faired.

6.3.2 TRANSOM DRAG REVISION

This item has been deferred by ITC to next year for a more robust and reality-related formulation of transom drag.

6.3.3 CANTING KEEL WITH CANARD(S) FINE TUNING

The current formulation to compute induced drag for boats equipped with a canting keel and canard is computing the effective draft of appendages, taking the maximum depth in upright conditions and

computing the heeled one with a cosine dependency, without taking into account that in some cases with the canard off of the centerline the maximum depth could increase at certain heel angles. ORC programmer Davide Battistin will elaborate on this more accurate formulation.

6.3.4 CREW WEIGHT TRIM MOMENT

This item has been deferred by ITC to next year to study a correct formulation that reflects crew position sensitivity and hence the trim on boat performance.

6.3.5 EVALUATION OF DYNAMIC WETTED AREA

Jason Ker reported about having already done some correlation work on dynamic wetted area versus static wetted area at different BTR and LVR. This would be a further improvement in the viscous resistance formulation, and has been programmed. The results of the test runs were not satisfactory, therefore the ITC decided to postpone this item to next year as it deserves some more study before including it into the VPP.

6.3.6 DEFAULT RM REVISION

The current default RM calculation (see ORC VPP Documentation chapt. 4.4.5 page 30) is based on a polynomial of non-dimensional parameters that multiplies boat length and DSPL. The formulation has been derived from a regression using a data set of the entire ORC fleet with a valid inclining, but in some cases (mainly in the lower and upper Length ranges) this may deviate from reality.

To increase the accuracy the Committee inspected a different approach to derive a default VCG instead of RM, using a component weight method, estimating the components W and CG of hull, deck, and adding mast and keel from database.

Not having enough time to develop the above approach with enough accuracy, the ITC did not recommend implementation for 2014, but to keep this on the ITC agenda for next year.

6.3.7 POSSIBILITY FOR THE VPP TO RATE BOATS WITH DOUBLE KEEL WITH BULB

With the present ORC VPP it is possible to handicap boats with double fixed keels (composed only of fins) by making an offset file without a keel (just with the hull + rudder) and using the canard section in the Manager to input the double keel data. This approach doesn't allow rating boats that have the double fixed keel with a bottom bulb. The bulb will be included into the new Manager inputs and its resistance (frictional and residuary) will be computed using the same formulation used for a single fixed bulb.

6.3.8 CANTING KEEL WITH WATER BALLAST BOATS

During the summer ORC programmer Davide Battistin made a modified special VPP to rate boats that have both canting keel and water ballast tanks, to allow some of them to race in ORC classes in some events. The results were not so close to reality because in some cases the boats were slower when using the ballast.

After examining some results and with the help of Jim Schmicker, the Committee deduced that this effect was mainly due to water ballast trim tanks that were not correctly addressed by the VPP because they were increasing also the RM.

A modification of the VPP will be implemented for 2014 taking into account the water ballast tanks, but only those that increase stability (and hence have $TCG > 0$). The VPP will make special runs combining canting and water ballast in different ways, and select the fastest combination.

6.4 AERODYNAMICS

6.4.1 DOWNWIND WIND TUNNEL RESULTS ANALYSIS

Fabio Fossati presented a first draft of the report of the wind tunnel tests performed in Milan last July at the Valencia meeting in September.

The tests were done combining two mainsails (one with square top roach and one with a typical IMS max roach curve) and 4 asymmetric spinnakers tacked on a bowsprit (2 larger sails with the shape of an A1 and A2, and two smaller sails, also with the shapes of an A1 and A2). The post-processing must be slightly revised because of some corrections in the areas of the sails (the VPP internal area) and the blockage coefficients, but the first analysis returned quite different results from the current VPP coefficients, with more lift and a different slope in the power to AWA relationship.

So, Davide Battistin made a further post-processing correction to the areas and considering a blockage coefficient of approximately 3%, but without a similar test made with a pole instead of a bowsprit it will be difficult to change sail coefficients.

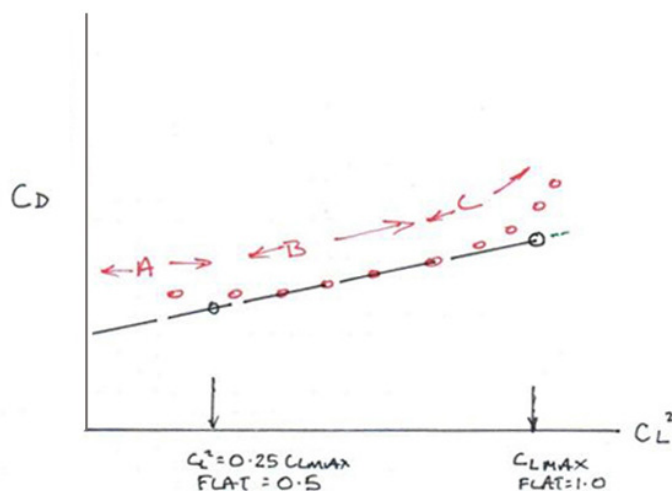
The Committee will study the possibility to extend the tunnel tests later this year or early next year, using a pole and not only a bowsprit, to try to determine a new set of coefficients for spinnakers in 2014. Nonetheless, the Committee will derive from the tests some useful information to verify the power formulation introduced last year.

So the power function was modified to avoid typeforming for masthead spinnakers versus an ISP lower than P+BAS, and a correction was made for boats having $ISP < 0.95 \cdot (P+BAS)$.

6.4.2 SITUATION WITH CFD INVESTIGATION (OPEN FOAM)

Andy Cloughton worked on the CFD Virtual Wind Tunnel set up by the Wolfson Unit using the Open FOAM code, running on the University of Southampton "IRIDIS 3" high performance computer. The CFD studied a range of flying shapes that Jason Ker provided soon after the Valencia meeting, comparing these with existing wind tunnel data to try and develop a new sail de-powering methodology.

The current Aero model describes the Cl^2 Cd behavior according to a constant slope on the line down from Cl_{max} . In reality sails fall on a curve described by the red circles in the sketch plot below:



Region A is where easing the sails for maximum de-powering creates extra drag

Region B is where the VPP has a simple linear fit that "works"

Region C is where the sails are tightly trimmed to get max drive at the expense of extra drag

The study served to better understand the interplay between Induced drag and center of effort height in a way so that the current sail depowering scheme could be amended to take into account boats with different sail area/rig height to righting moment ratios that de-power in different ways.

The CFD study ran on different sail shapes and returned a span in the Cl range and then got from that data a simple curve that defines a multiplier, which when applied to the baseline curve gives a new Cl-Cd ratio:

Flat	0.1	0.2	0.3	0.4	0.5	0.55	0.6	0.65	0.7	0.75	0.8	0.85	0.9	0.95	1
Cd Multiplier.	1.060	1.060	1.060	1.060	1.060	1.060	1.055	1.048	1.035	1.020	1.008	1.002	1.000	1.004	1.060

The results of the test run are in the direction expected, so the ITC decided to implement in the 2014 VPP this new $cd-cl^2$ multiplier as a better representation of the physics related to sail de-powering. But it was also agreed that the completion of this work (in particular all the depowering modifications related to REEF factor) will be deferred to next year's agenda.

6.4.3 TWO-MAST AERO MODEL REVISION (KETCHES, SCHOONERS, GAFF RIGS ETC.)

The Committee acknowledges that these rig configurations are not very common, so devoting time to model specific multiple mast configurations will take a lot of time and resources and is not a priority. So it is suggested to use the current ketch model introduced last year (with a 25% lift reduction on the mizzen) to rate other rigs, taking into account the equivalence of sail areas.

6.4.4 GENOAS (LPG>110%) WITH ROACH + CODE ZERO TREATMENT

The Committee discussed the NOR Submission and other experiences from the field related to genoas featuring some roached leech, and reached the conclusion that headsails can include genoas as well as jibs using the ERS measurements and the area and center of effort calculations, giving up any differentiation between headsails.

An extension of this decision led to a proposal to also change the treatment of Code Zero sails. These types of sails, accepted in ORC from 2008 as a special kind of spinnaker, are to be treated from 2014 as a special kind of headsail, thus conforming to the ERS definition and the treatment adopted by other Rating Systems, using a special set of coefficients for these sails when they are set outside the foretriangle. In particular, all headsails (mid girth < 75% foot length) set inside the foretriangle (IG, J) will be treated as normal headsails (formerly genoa/jibs), while those set flying outside the foretriangle will be treated as differently, and if fitted with battens will have yet another set of coefficients.

This will require some work after the AGM, so it's not included in the test runs circulated at the AGM.

6.4.5 POSSIBILITY TO RATE PARASAILOR SPINNAKER

The Committee confirmed what was discussed in the past regarding this kind of spinnakers, allowing them in ORC CLUB, measuring these sails as if the holes are closed with cloth, adding to the measured area the "extra" area of the void in the sail.

6.5 SMALL AND LIGHT BOATS ISSUE

See SUBMISSION RUS 2 (Par. 6.2.11)

6.6 LPP UPGRADE TO ACCEPT OTHER FORMATS AND CLINKER HULLS

The Committee devoted a long discussion to this item. Davide Battistin is currently re-writing the LPP, to solve some tricky problems of appendage clipping (see submission NED 1 Par. 2.6), but especially to better control and more easily maintain the LPP for the future. There was unanimous agreement to retain the current OFF format as the only format for LPP input: it is simple, consistent and preserves the link to physically measured hull shapes. A study to ascertain the sensitivity of stations spacing and placement will be performed to produce a standard for OFF file generation from a variety of 3-dimensional geometry files.

The ITC will study separate conversion software to create .OFF files to this standard from different 3D hull forms. Some IMS and ORC rules should be amended to take into account the above concepts:

- B2.2 a) should be changed to add a station wherever a big change in slope of hull bottom line or any discontinuity is found
- B2.2 b) should be changed to allow the positioning of forward freeboard stations in different places (e.g. the bow knuckle)
- B2.2. c) should be changed to allow placement of aft freeboard stations in different places (e.g. at transom end)

6.7 SCORING SOFTWARE

One of the main issues related to scoring software is when handicaps have non-monotonic change with TWS (e.g. with a minimum time allowance reached at less than 20 kts TWS, so at the high end a decreasing speed with increasing wind). In this case ITC suggests changing the curve in a way that a slight slope is retained from the maximum point up to 20 kts of TWS. Another issue is related to the details of the spline calculation used in the various available scoring software programs.

To obtain the same results in terms of corrected time, ORC will provide detailed documentation for the spline calculation. The source code isn't enough, and a "black box" module is difficult to interface in different software platforms.

The difficult question to solve is the behavior at the extremes of the considered range of the curve, and what options to choose to look for in points outside the range. For example, at the high wind end the curve tends to flatten, sometimes dropping, on windward courses, and different options on the tangent at the extremes can give different results.

The important thing is to create some "benchmark" using the existing programs, which could be used to test and verify any new software being presented in order to be approved to ensure consistency of the results, given the same input data.

6.8 CLASS DIVISIONS

One of the big issues in current races is that large differences in handicaps in the same class could cause some problems when the wind isn't steady, so there are not only real problems for the Race Committee to change courses but also when choosing scoring options, because the wind is not the same for the larger and smaller boats of the same division racing on the same course.

There are some submissions requesting to increase the number of classes racing for the World Championship next year, and this could be a solution but there are issues related to the number of boats, nations and continents in each class to award the title.

A ManCom submission is asking to establish 3 main ranges with limits set at 500 and 600, but after a long discussion the ITC recommends the following class divisions (with 2013 VPP) looking at the current database of well-attended races of the year:

CLASS 0 GPH < 420
CLASS 1 420 < GPH < 475
CLASS 2 475 < GPH < 550
CLASS 3 550 < GPH < 600
CLASS 4 600 < GPH < 630
CLASS 5 630 < GPH < 700
CLASS 6 GPH > 700

The above limits will need to be adjusted according to next year's VPP to keep as much as possible the boats in the same class so that they fall within the above limits this year.

6.9 J CLASS

J class boats are currently racing with a customized VPP rule (developed by the Wolfson Unit MTIA at the University of Southampton). This year they were asked to get an ORC certificate for racing in Porto Cervo at the last Maxi Yacht Rolex Cup, belonging to the Supermaxi Division which used ORC for scoring.

For this reason the ORC Chief Measurer got in touch with the class representative, Martyn Prince, addressing all the details to run these boats. According to Martyn the experience was very favorable, and the J Class could in fact become a Rating Office on its own, providing to its 8 members ORCi rating certificates, allowing them to compete in any race in the world where ORC is used.

6.10. SAIL STACKING ON WINDWARD SIDE

This issue was raised during last ITC meeting in Annapolis. A discussion paper has been prepared by Yachting Australia and the conclusion was to allow sail stacking below deck. Here below the conclusions of that paper:

A YA prescription altering RRS51 would therefore have limited immediate applicability in Australia unless the requirements of these two major rating rules can be addressed or altered.

Guidance to MYA's and clubs: it is recommended that an explanatory memorandum be prepared by YA and sent to clubs that clearly explains that this is subject to class rules and that *only unused and packed sails* excluding storm and heavy weather sails as required by SR4.24 can be moved about below decks so as to improve sailing performance, and that they shall be effectively restrained against falling at all times except when being moved in order to fulfill existing Special Regulations requirements, especially noting SR1.03.1. In races lasting longer than (say) 24 hours it could be stated that 1/3 of the bunks (where fitted, quantity rounded up) shall be left vacant for the use of crew to rest, rather than occupied by sails.

Notice of Race and/or Sailing Instruction inclusions: the NoR and/or SI should include reference to any adopted prescription and include notice of the variation to RRS51 that is effective for the race or event as follows:

*RRS51 remains in effect except that where class rules permit, sails other than storm and heavy weather sails that are not set may be moved to improve performance provided they are effectively restrained below-decks (see 1.03.1 **securely fastened**) against falling and do not introduce any additional hazard to the crew.*

The committee acknowledged that practice, but it looks more of an RRS subject than a technical matter. The option of weighing sails and take into account their effect in the VPP was discussed but considered impractical due to the lack of information about the boat's interior layout that strongly influences the potential ability to move the sails to windward of the centerline..

6.11 UNIVERSAL MEASUREMENT SYSTEM UPDATE

ORC Chief Measurer reported on the UMS status.

A joint submission by ORC+USSA+IRC has been submitted to ISAF to support the concept of UMS. The IMS rule has all the features to become the UMS platform, with some work to be done in unifying a few measurements and their names in sails and rig.

The hull geometry is represented by an OFF file, from which to take integrated measurements - as the ORC does – or by interpolation of point measurements as draft, beam, girths, and/or overhangs needed by one or another rating rule.

The latest ORC Manager has implemented 2 conversion tools that calculate from ORC certificate data a sheet and a CSV file with all the necessary inputs for IRC. More recently another edition of the Manager allows the user to print HPR certificates. More can come, such as a DH conversion, or the classes of the International Rule, as well as the classic boats.

Regarding hull geometry, the STL files format has been indicated as the best and most robust universal standard to provide hull geometry information data, from a design file or direct measurement, but an OFF file needs to be obtained before running the LPP. A conversion software will be prepared to obtain this (see Par. 6.6).

At present the software already in use can create OFF files from cleaned and properly oriented point clouds, without any post-processing requiring the creation of a surface, or any conversion in different formats, such as DXF, STL, or IGS. With the 3D scanners now becoming increasingly available, an objective is to set up a standard procedure to get good and error-free OFF files. Some standard procedures are being put together, in order to make use of these new tools minimizing the expensive post-processing time.

6.12 ITC SERVICES

Panoyotis Papapostolou prepared a very good web tool for ITC members called ITC services. The ITC member is now able to upload in the ORC server one or more executables (VPPxx.EXE) to test (may be with any connected MATRIX.IN like the SURFRR.IN) that the ORC programmer has provided to him.

Then he can choose a test fleet at the existing world database. This test fleet could be saved/modified/updated each time the member will need. Before launching the test run, an ORP file should be uploaded, and then the test run is started. The final resulting CSV file can be saved and downloaded later when ready. In this manner everybody could be able to prepare his test runs with the reference boats he wants.

This tool will be further developed/modified/updated during the next year to allow ITC members to work more quickly on new VPP modifications.

6.13. COMPLETION OF RECOMMENDATIONS TO THE CONGRESS

- 1) Introduction of default JH at 5% of LPG
- 2) Increase of maximum Elastic Modulus for carbon in Default Mast Weight
- 3) New OSN
- 4) Reintroduction of “other” propeller type
- 5) Extend Dacron sails allowance in ORCi
- 6) Modification to allowed materials (ORC 101)
- 7) Mast jack allowed on board (ORC 205.2)
- 8) Titanium and Carbon Stanchions allowed
- 9) BIAS for ORC CLUB boats not inclined
- 10) Reduce maximum heel with spinnaker

- 11) Fine tuning of RR
- 12) Fine tuning of Canting Keel with double canard
- 13) Possibility to rate boats with double fixed keel with bulb
- 14) Possibility to rate boats with canting keel + water ballast boats
- 15) Fine tuning of Power function
- 16) Cd-Cl² multiplier in the aero model
- 17) New headsail definition and treatment with roached genoa allowed.
- 18) Possibility to rate Parasailor in ORC CLUB

6.14 STRATEGIC PLANNING, MAIN PROJECTS FOR 2014

- a) New LPP developing
- b) Added resistance in waves
- c) Fine tuning of RR
- d) Transom Drag revision
- e) Crew weight trim moment
- f) Evaluation of Dynamic wetted area
- g) Default RM revision
- h) Downwind aero model
- i) New de-powering
- j) STL hull conversion software
- k) Sail stacking on windward side

6.15 ORC RESEARCH FUND BUDGET PLANNING

The ITC believes that for next year's agenda some further CFD study and wind tunnel tests should be performed. It is difficult to say at this time which budget will be needed, so ManCom will be asked for the establishment of a fund that may be used during the year 2014.

6.16. MEETINGS SCHEDULING

In 2013 there have been 3 meetings, but many of the tasks started could not be concluded to result in useful VPP changes for 2014. Nonetheless, there was general agreement amongst the Committee that the face-to-face meetings were important in providing direction for the technical projects in hand.

For 2014 it is suggested to have 4 meetings instead of 3 to encourage this.

All the recommendations of the ITC were approved unanimously by the Congress.

7.00 RATING OFFICERS COMMITTEE

Rating Officers Committee Chairman, Jean Louis Conti reported.

7.1 2014 ORC MANAGER

In the absence of Panayotis, Zoran informed the Committee of the forthcoming innovations of the 2014 ORC Manager, essentially the added export functions. From the manager it will be possible to extract in one click all the necessary data for rating systems such as IRC, HPR and Dansk Handicap. It will also be possible in the manager to import HPR data stored on a separate excel file. No major improvement to the Manager appears to be necessary at the present.

7.2 FLEET STATISTICS

Zoran felt that the uploading and billing procedures have not been fully understood by all Rating Officers, and it was decided that a short document should be circulated to remind them how to use the system to its full extent.

7.3 SUBMISSIONS

7.3.1 ESP 2 - OBSOLETE MEASUREMENTS.

Refer to Measurement Committee minutes.

7.3.2 ESP 3 - IDENTIFICATION OF ESTIMATED DATA.

The committee unanimously decided not to support this submission on the basis it would add unwanted complications.

7.3.3 GER 2 - DRAWING FOR KETCH AND MIZZEN.

The Committee supports this submission.

7.3.4 GRE 3 - Text boxes format.

The Committee does not object to this submission as long it is easily feasible.

7.3.5 GER 5 - Printing HIN number on certificates.

The Committee supports this submission. The Hull Identification Number to be printed on both Club and International Certificates.

7.3.6 GER 11- ONE DESIGN *.DXT FILES.

The committee agreed that One Design Files should not in principle not be modified by Rating Officers. Nevertheless it was pointed out that it would be very time-consuming for the ORC staff to keep updating files each year. It has been decided to concentrate this attention only to ISAF International Classes (Keelboat & Yacht) as felt necessary.

7.3.7 GER 12 - OUTPUT FILE FOR DANSK HANDICAP

The Committee supports this submission.

7.3.8 MANCOM 3 - RULE UPDATES TO MODERN PRACTICE

Refer to Measurement Committee minutes.

7.3.9 NED 1- CLIPPING ROUTINE

The Committee acknowledged there was room for improvement. Work is being carried on this matter, and in the mean time the Rating Officer has always the option within the offsets file to effectuate this clipping manually by using the code 16 point.

It was agreed that Zoran Grubisa will prepare a short document to remind the Rating Officers that they should use the facilities already present on the web site to upload pictures and/or text to support any change they would have made to existing offsets files.

7.3.10 NED 2- LPS REVIEW

The Committee supports ITC decision on this submission.

7.3.11 NED 3- ADDITIONAL SHORT HANDED CERTIFICATE

It was reaffirmed that a boat may not hold 2 valid certificates at the same time. It is recommended that Rating Offices wishing to offer such a service to their constituency should issue a separate certificate identified with the letters SH preceding the Sail Number. Such certificate will be subject to an ORC levy.

7.3.12 NOR 1 - PHYSICAL LIMITS FOR CODE 0

Refer to Measurement Committee minutes. It was further requested that the word Code Zero ought to disappear from the Manager and certificates, and be replaced by Headsails Set Flying.

All the recommendations of the Rating Officers Committee were approved unanimously by the Congress.

8.00 MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported.

8.1 DISCUSSION ON LAST YEAR DECISIONS

The new “empty boat” measurement trim that was agreed last year, including the implementation not requiring the boats to be re-measured and automatically correcting the freeboards has not caused discussions nor problems during the season, as have some other changes.

8.2 SUBMISSIONS

8.2.1 NOR 1 - CODE ZERO – SEE ALSO ITC MINUTES

Upon a Submission from Norway, and the related discussion in ITC, the Measurement Committee – although not unanimously - recommends to go along with the ITC proposal, and to allow roach in genoas, so unifying the treatment of all headsails, having LP less or more than 110%. The concern is on the use of battens in overlapping headsails. The proposal of the Committee on which agreement was met is to provide a field in the data set to identify battens in headsails, and modify the sail coefficients when battens are used in genoas.

The Committee further agreed to go along the ITC proposal of changing the way to treat “Code Zero” sails as headsails and not as spinnakers, identifying them as having a luff length exceeding the forestay length, and when this is found assume the sail is a flying one, and adopt for it different coefficients from the jib ones. Sails already measured as Code Zero don’t need to be re-measured, and a factor will be applied to adjust the area accordingly. New Code Zero sails will have to be measured as headsails and not as spinnakers.

8.2.2 AUS 1 - HULL MEASUREMENT AND OFF CREATION

A hull measurement was performed in Australia using a Total Station measuring points without ensuring that they are on transverse stations. An OFF file was obtained from that measurement, but having to reconstruct a surface then slicing it to obtain transverse stations. This however required a considerable amount of time of post processing, and the Committee therefore does not recommend approving this submission.

During the season several boats have been measured using 3D scanners, obtaining several hundreds of thousands of points in a very short time. Methods are being used to quickly obtain a good Offset file that minimizes post processing time and does not require the creation of a mathematical surface, and the Committee is looking forward to get some automated tools in the months to come.

In the context of Offset files, it was agreed to clarify in IMS Rule B2.2(d) that stations have to be located at any change in slope of the profile, not only in the appendages.

8.2.3 ESP 2 AND GER 8 - REDUNDANT DATA

The Committee agreed to take off the redundant measurements from the certificate (CPW, SPS, BAL, BWT, but not PBW, still needed for solid propellers) and add an Appendix 1 to the ORC Rules listing all the measurements that are used for calculating the handicaps. They will be kept in the IMS Rule, and in the Manager, but adding a note explaining that the field is obsolete.

8.2.4 GER 6, 9, 10 - BONA FIDE HEADSTAY, LIMIT MARKS, FORWARD ACCOMMODATIONS

The Committee agreed to replace the rule wording with the one presented in the Submission.

8.3 NEW MATERIALS/INNOVATIONS

A new field needs to be added to the measurement data, to identify titanium or carbon fiber stanchions/pulpits.

8.4 UMS Update

A new version of the Manager has been presented, able to export data from the ORC to other systems.

A draft text of a potential UMS Rulebook has been presented, where some sections have been added to cover other systems measurements. The work has to continue, together with other systems management.

All the recommendations of the Measurement Committee were approved unanimously by the Congress.

9.00 SPECIAL REGULATIONS COMMITTEE

Special Regulations Sub- Committee member, Sten Edholm reported.

Please refer to ISAF Special Regulations Sub-Committee Minutes.

10.00 OFFSHORE CLASSES & EVENTS COMMITTEE

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

10.1.1 2013 CHAMPIONSHIP REPORTS

Avantime ORC European Championship: Zoran Grubisa gave the report on the 2013 Avantime ORC European Championship held in Sandhamn, Sweden in August, hosted by Royal Swedish YC (KSSS). There were 60 total entries, the largest ORC European Championships in Northern Europe to date, with 39 different boat types presented, and coming from eight countries around the Baltic. The fleet was divided into three classes, which proved to be an excellent method for grouping boats of similar characteristics and providing close racing within each class. The organizers and sailors found this to be a much better option than racing with a broad mix of boat types where rating differences can be up to 2 minutes/NM. A total of 29 boats had all-amateur crews and were eligible for the Corinthian Trophy, with 2 in Class 1, 10 in Class 2 and 17 in Class 3.

The event had very close racing, with differences in corrected times calculated in seconds. Multiple races were held each day and the program of 9 races was completed. Conditions during the week covered the complete range from light, medium to heavy winds. PCS and constructed course scoring was used for inshore races and Offshore PCS was used in the scoring of the offshore races.

Measurement controls performed before the races included crew weighing, safety equipment checks and sail stamping for the event, as well as sail measurements where needed. After the racing, spot checks

were performed where unfortunately conditions were not very suitable for freeboards and inclining checks. No measurement protest or issues were raised.

Winner in the 10-boat Class 1 was the TP 52 TRUCKNOR WOLFPACK skippered by Thomas Nilsson (NOR), while Bengt Falkenberg's First 40 TEKNOVA/ALBATROSS RACING won the 20-boat Class 2 and Mihkel Kosk's Estonian team on NM38 SUGAR 2 won the 30-boat Class 3.

10.1.2 Adria Ferries ORC World Championship: Bruno Finzi reported that this event held in June in Ancona was the most successful ORC Worlds yet, and continues a trend of strong Worlds events. There were 106 entries from 11 countries, 73 different designs, with 53 boats in each of two classes, showing tremendous diversity in the fleet. 41% of Class 1 and 57% of Class 2 were Corinthian entries, and an area to improve on was getting Group 1 crews pre-classified in the ISAF system. The event had a broad but difficult variety of wind, from violent thunderstorms to calm conditions, and three races were held on the final day to complete the program.

Class A was particularly competitive, with the winner – the TP52 HURAKAN - determined only in the last race. Class B was dominated by LOW NOISE and SCUGNIZZA, but a measurement penalty on LOW NOISE deprived her of the trophy, allowing the reigning Class B champion to retain their crown from 2012.

It was noted that the involvement of members of the ORC was important to maintain the high quality of this event, and should be retained in all future ORC events, with the Green Book to be more explicit of mandating this involvement both in advance and on site.

10.2 SUBMISSIONS

10.2.1 GER 4 – MORE CLASSES AT THE WORLD CHAMPIONSHIP

After considerable discussion, the Committee supports this submission suggesting three groups in an event, because it recognizes the importance of having fair racing in classes of reasonable rating spreads that can be properly managed on the race courses. The idea that class splits in a World Championship should be determined by the event organizers is supported, rather than pre-determined in advance.

The Committee also supports the general Green Book requirements for the 14 entry + 4 country criteria.

10.2.2 ITA 1 - ORC CLASS LIMITS

The Committee recognizes that it is difficult to support global class limits, because each fleet in each country or region can be quite different. However, it is appropriate that local organizers work with ORC to determine appropriate class splits.

Thus, the submission is not supported by this Committee.

10.2.3 MANCOM 2 - Withdrawn.

10.2.4 MANCOM 4 - EUROPEAN CHAMPIONSHIP FORMAT

Northern Europe has more Group 1 (amateur) sailors than have less available time to dedicate to sailing regattas, so the current week-long format makes it more difficult for teams to commit to more events within a season.

The Committee therefore supports the submission to encourage greater participation at events, but suggests a Working Party study how to best make new a balance between the competing pressures of time, competitive format, measurement control, weather and race management to possibly alter the format and/or make new format options that could be approved by ORC for sanction as a Continental championship.

10.3 REVIEW OF THE GREEN BOOK

The Committee has formed a Working Party of Paolo Massarini, Dobbs Davis, Thomas Nilsson and Zoran Grubisa to suggest suitable updates to the Green Book to improve event quality and relevance to new trends in event management and organization. Areas to examine include issues such as measurement control (eg, crew weight), media exposure, digital registration options, online reporting of results, etc.

10.4 POSSIBLE NEW ORCi CLASSES

After a lengthy review and discussion of the history, success and demise of past ORC Classes, the Committee advised to monitor carefully developments in the fleets before mandating any new classes. Steve Benjamin explained the recent success in the USA of the HPR 40 Class, and suggested ORC can take the leadership position of helping define this and possibly other classes for use in Championship events.

Accordingly, it was agreed to have a Working Party of Steve Benjamin, Dobbs Davis, Thomas Nilsson, Edoardo Recchi and Paolo Massarini report to the Management Committee their thoughts and suggestions on this topic at the Spring ManCom meeting in 2014.

10.5 PRESENTATION OF 2014 ORC WORLDS; OTHER ORC CALENDAR EVENTS

Ecky van der Mosel from Kieler YC gave a presentation of the latest planning developments for the 2014 ORC World Championship. Online entries had started a week earlier, and already 34 boats from 6 countries had entered, and it is believed that the event will attract once again >100 entries to the Baltic for this championship event.

There was unanimous support for a suggested 2014 ORC Europeans to be held during the Trofeo de la Reina in Valencia, however confirmation is needed, and Paolo will pursue this with RCNV.

The 2014 ORC Mediterranean Championship was agreed to return to Sicily at San Vito Lo Capo.

The Royal Ocean Cup is intended to be a nationality-based teams event with three boats/team using classes defined in ORCi ratings for late August 2014 in Copenhagen. After discussion the Committee decided to support this event, and it was even suggested that perhaps this could be considered as a new Offshore Teams Championship. However, the character of the ROC was considered to be very different than the history of offshore teams championship, so the matter did not get further discussion until such time as there is shown more interest in the event, given its close proximity to the World championship in Kiel.

(Another option for the teams event was to consider a 3-boat nationality-grouped competition within the Worlds fleet, but this would be very different than previous events as well.)

The location of the ORC Worlds 2015 has not yet been determined, but candidates include a locale in Spain such as Barcelona or Valencia, where a favorable proposal was already received from Bret Perry.

For 2015, the European Championship was voted unanimously to be at Parnu, Estonia, after an impressive presentation made by Mr. Egon Elstein about the event, and feedback provided by Zoran Grubisa and Dobbs Davis from their favorable meeting with Mr. Elstein's colleagues at the ORC Europeans in Sandhamn.

And for 2016 the Committee received and found attractive a proposal from Mr. Lars Ive and the Royal Danish YC in Copenhagen for a World Championship to be held there in Tuborg harbor, with dates to be discussed.

Emilio Feliu made a presentation to the Committee on behalf of the Club de Mar in Mallorca for them to host a possible ORC Mediterranean of Europeans event in the future, with no definite dates yet set.

A new Asian ORC Championship was proposed for the future, to be organized by ORC and a host club in northern China or South Korea, with entries anticipated from these countries plus Japan and Russia.

10.6 COMMITTEE MEMBERSHIP AND NEW CHAIR

After 18 years of service, Don Genitempo has now retired from the position of Chair of this Committee, with the new Chair to be Paolo Massarini. And Steve Benjamin has also joined as a new Committee member.

11.00 RACE MANAGEMENT COMMITTEE

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

11.1 SUBMISSIONS

11.1.1 GER 1 - OFFSHORE SINGLE NUMBER HANDICAP

Alessandro Nazareth reports on the development of this submission in the International Technical Committee, and reported that a study prepared by Kai Enno Brink shows a new OSN formulation that is mathematically more correct. With this, OSN handicaps change by no more than two percent. The ITC recommends use of this new definition, and after discussion this Committee agrees to support the ITC suggestion.

See ITC Minutes (6.2.4)

11.1.2 GER 7 - PCS SCORING

- a.) The mathematical methods used to calculate corrected times in PCS scoring was discussed, as it may affect the consistency of results using new web-based scoring programs being introduced. The Committee agreed that this is an important issue that has to be resolved and completed as soon as possible.
- b.) The content to a “Guide to Race Managers” already exists on the ORC web site at www.orc.org > scoring > overview. These pages and their content are very much welcomed by the Committee. Some ideas to improve these have been collected and additional suggestions from everyone on the Committee and in the ORC is welcomed.

11.2 RECOMMENDATIONS ON CHECK-IN AND MEASUREMENT CONTROL AT A MAJOR EVENT

A report was presented by Karin and Eva Holmsten about the software they have developed in cooperation with their sponsor Avantage and used at the AF Offshore Race and the ORC European Championship at KSSS in Sandhamn. Further information on the details of this software can be had from Eva at her contact: eva@wessag.se.

11.3 RACE MANAGEMENT SOFTWARE

Felix Weidling, KYC and Kieler Woche, presented the new web-based Race Management software “Manage2Sail” to the members of Management Committee, Race Management Committee and to Observers. This software offers many innovative features for self-entry of information, scoring and results that will be used in the 2014 Kieler Woche and the 2014 ORC World Championship in Kiel.

The members of the Management Committee took part in evaluating and making suggestions for improvement of this software, and ask for more suggestions from the ORC community. For more information, contact Felix at: regatta@kyc.de

12.00 PROMOTION AND DEVELOPMENT COMMITTEE

Promotion & Development Committee Chairman Dobbs Davis reported.

12.1 NEW PRODUCTS AND DEVELOPMENTS

Target Speeds: ITC Chairman Alessandro Nazareth was asked to comment on a new product proposed by Thomas Nilsson to be available on the Sailor Services page: Target Speeds. After a lengthy discussion of options, the Committee agreed that this would be a one-page output in editable .xls format of a boat's performance on a Windward/Leeward course over a range of True Wind Speeds for the following figures generated by the VPP: Boat Speed, Apparent Wind Angle, True Wind Angle, Apparent Wind Speed, Heel Angle, VMG, and a Flat/Reef function for higher wind speeds. The output would also be accompanied by a one-page explanatory text. It was also agreed that an expanded wind speed range would be preferable, up to 25 knots, and a simple matrix of values over a simple range of TWS and TWA could also be available as output.

Scratch Sheet: this would be generated by online entry with a base boat and other boats listed through a range of wind speeds for a variety of course options.

Simple Guide: Notwithstanding the content already on the website, the Committee also agreed that a one-page explanatory text of the ORC Rating Systems should be devised to be used as an introductory text for new fleets. This simple guide should then be translated into languages relevant to new markets.

Videos: Already there are drawings and photos to explain the process of measurement, so the Committee believed that content in video format could also be a useful explanatory tool. This could be files made in the iShowU program and available on a YouTube channel or posted on the website, and give an explanation of how to use the Sailor Services to generate Test Certificates, find the meaning of terms in the IMS, explain how to read an ORC Club or ORCi certificate, obtain a Speed guide or other product, or find a copy of a certificate in the database.

12.2 QUESTIONNAIRE/FEEDBACK REQUESTS

To obtain feedback on the rating system, the Committee discussed the development of a questionnaire to be used by Rating Offices and/or MNA's to gauge how effective the system is on owners, measurers, industry members and others on how ratings work.

12.3 FEEDBACK TO GREEN BOOK CRITERIA

The Committee sought to provide the Offshore Classes and Events Committee feedback on their improvement to the Green Book for the relevant criteria related to communications and media to be handled at championship events.

For example, it was discussed that the use of trackers was becoming more common and useful for promotion and media purposes, but also as a tool for ITC to retrieve performance data it could use to evaluate the VPP.

Also, these features were regarded as critical to the success of ORC events: having a dedicated Press Officer and Media Center; an official photographer to provide daily copyright-free images; mandatory web-based scoring; crew lists, facilitated by digital entry; social media and web pages for teams; providing daily content on all web and social media platforms; and having ORC work closely with events to coordinate media messaging.

12.4 OTHER BUSINESS

The Committee then had discussions on a range of topics, such as:

- new important markets for ORC (eg, Caribbean, Israel, Turkey and Asia) and how to develop contacts in these regions;

- developing the simple Guide to ORC that could be reproduced in small hard-copy format;
- devising and maintaining a digital yearbook;
- updating and maintaining the Measurer's powerpoint guide;
- mandating that ORC has its logo used on merchandise at all championship events
- increasing presence of ORC at Maxi and Supermaxi events

Finally, an ORC information seminar has been proposed to be held in early February in Copenhagen as a session to educate measurers, teach owners and sailors about the system, give practical advice on the upcoming season leading towards the Worlds in Kiel, strengthen ties with DSA in the region, and help promote upcoming events in Denmark that are using ORCi (eg, Ega YC in Aarhus).

13.00 MANAGEMENT COMMITTEE

Management Committee Chairman, Bruno Finzi, reported.

13.1 SUBMISSIONS

13.1.1 GER 1 – OFFSHORE SINGLE NUMBER HANDICAP

See ITC 6.2.4

13.1.2 GER 4 – MORE CLASSES AT THE WORLD CHAMPIONSHIP

The Management Committee gives the mandate to the Offshore Classes & Events Committee to form a WP to amend the Green Book to allow the possibility of three (3) Classes in an International Championship when matching a minimum criteria in number of boats and number of countries for each class.

13.1.3 ITA 1 – ORC CLASS LIMITS

The Management supports the idea of a general guidance from the ITC of how the world fleet could be divided, but at the same time feels that each MNA has the right to adjust class limits according to their own national fleet; therefore does not support the submission in terms that class limits should be established and mandatory for all MNA's.

13.1.4 MANCOM 1 – UNIVERSAL MEASUREMENT SYSTEM

According to the latest letter received from RORC, the ManCom decides to withdraw the submission waiting for further discussion with ISAF. ManCom requests to Measurement Committee to implement all features in the Measurement System to accommodate HPR & GP Boats.

13.1.5 MANCOM 2 – ORC CLASSES

The Management Committee withdraws the Submission.

13.1.6 NED 3 – SHORT-HANDED CERTIFICATE, RULE 303.5

The ManCom supports the submission. See 7.3.11. The RO Committee is asked to implement the easiest solution to accomplish what the submission is asking for.

13.2 ORC/RORC/IRC

An official letter was sent to RORC to ask for their final position about the project after having had no reply to several emails commenting on the result of the feasibility study performed by the jointly appointed RRWP who determined that a new rule should be transparent and VPP based. RORC officially replied they are no more interested in this project as they are convinced the market has room for more than one rule, while they confirmed their support of the UMS Universal Measurement System as a powerful tool for different rules to use only a single measurement procedure. It is ORC's opinion that the UMS would work only if there is a common database of a measured fleet.

13.3 ORC/US/HPR

HPR continues to be used for scoring select regattas in the US, and there are approx. 40 valid HPR certificates issued by US Sailing to date. Momentum continues to build for more events and more participation in HPR racing: 8 inshore events and one offshore race were scored using HPR in the US this year.

The next Version 5 of HPR is under development, with further work needed on age allowances and cost control credits. ORC programmer Panayotis has delivered to US Sailing a beta version of the HPR certificate generator, which is being tested and reviewed before implementing this function as a limited-access web-based tool.

13.4 POSSIBLE NEW ORC CLASSES

The submissions asking that ORC identifies classes at defined levels of GPH was examined by the ITC, who focused on the worldwide fleet and found groups clustered into seven rating bands as in Par.6.8. This could be used for the formation of these new classes.

However, it is unlikely these bands will be able to represent the fleet in any one region, and therefore the use of these bands may not be relevant to race organizers and national authorities. In the interest of keeping racing as fair and close as possible, it is therefore suggested that these bands are not imposed by ORC, but only offered as a guideline to race organizers who may wish to use them.

13.5 FLEET STATISTICS, UPDATE ON LEVY PAYMENTS, VAT & PAYPAL

Fleet Statistics

Fleet Statistics up to November 7th 2013 were circulated by Zoran Grubisa, At the moment the number presented is 8.219. This number is already exceeding the total number invoiced in 2012 of 7.009 certificates.

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 beginning of October.
Still to be received the following payments from previous years:
2010 levies from Russia
2011 levies from Chile, Portugal, Russia
2012 levies from Cyprus, Russia and Ukraine
2013 1st & 2nd quarter invoices are paid regularly.

VAT & Paypal

The VAT situation will be kept on the working agenda in order to maintain the amount on General Sales via PayPal under the limit to enter the VAT which is 75.000 GBP.

13.6 Report about ORC rating offices and relationship with MNA's

ORC Staff is collaborating with Rating Offices on an almost daily basis. New ORC activities are started in China and Denmark. Contacts have been taken also with South Africa, Turkey, Hong Kong and the Caribbean.

The automatic certificate request system has been currently set up for Angola, Brazil, Canada, China, Korea, Hungary, Ireland, Montenegro, Romania, and Russia.

13.7 Sailor Services Report

Sailor Services are showing good numbers with constantly increased traffic. A new product in the form of a simplified polar plot with target speeds upwind and downwind is planned and currently under construction by Panayotis (see PDC minutes).

13.8 Promotion and Marketing report

Promotion and Marketing of ORC has been very active, with many activities, ranging from providing new and fresh content in media outlets, to support the promotional efforts of existing ORC events, to visits and presentations of ORC to emerging markets. The increase in both certificates, countries (eg. DEN and CHN), and participation in ORC events is an indication the success of the promotion and marketing efforts made to date.

13.9 ORC Publications, ORC Website in 2013

ORC Publications are up to date for 2013, with work to start soon on the new rules as soon as possible after the AGM so that they can be available for public release on 1 January 2014. The ORC website continues to be the primary resource for access to these materials, and the new design this year has shown an increase in visits of sufficient statistical significance to attract the interest of sponsors, who have made advertisements for several months this year on the website and newsletter.

ORC Publications – ORC Rules and Regulations were posted on the website at the beginning of the year with VPP documentation slightly delayed. It was agreed with the ITC that VPP documentation should be edited with other rules and regulation and made available as soon as possible after new VPP is ready.

ORC website – The website has been re-designed at the beginning of the year with content better organized. Web traffic is reporting very good results with number of mailing list subscribers constantly growing. A new web contact form was set up where all e-mails are received by the staff and responded by appropriate persons. So far, 120 persons contacted ORC with different questions about ORC rating systems, measurement, events and other more general questions

ORC Yearbook: It was agreed that a 2014 Yearbook be produced in digital form that would be of the same style as previous versions of this publication, but not be made generally available, only on USB sticks presented to members of the Congress and Committees in Oman

13.10 STAFF INTERVIEW

All the staff has been confirmed in their position and the matrix of tasks and responsibilities assigned to each was reviewed. The first staff meeting in 2014 will be happening in Milan in January 2014.

13.11 MEETING WITH COMMITTEE CHAIRMEN

All Committee Chairmen were interviewed and suggestion about Committee compositions and Committee special needs was discussed and agreed.

13.12 REVIEW OF ORC 2013 INTERNATIONAL EVENTS & PROVISIONAL CALENDAR FOR 2014 EVENTS

The Chairman of the Committee, Don Genitempo presented to the ManCom the various applications received for future years Championships:

For 2014

- | | |
|---|---|
| - ORCi World Championship in Kiel – Germany | 2 nd to 9 th August - confirmed |
| - ORC European Championship: | Valencia – Spain – July – dates to be confirmed |
| - ORC Mediterranean Championship: | San Vito Lo Capo (Palermo) – Italy |
| | 12–15 June – dates to be confirmed |
| - Royal Ocean Cup | Copenhagen – Denmark – July 27- 30 August |

For 2015

- | | |
|--|--|
| - ORCi World Championship candidates | - Barcelona – Spain – May |
| | - Valencia – Spain |
| | - YC Marina di Loano – Loano – Italy |
| | - Porto San Rocco - Trieste - Italy |
| - ORC European Championship candidates: | - Cascais – Portugal – June/July 2015/2016 |
| | - Estonia – August |
| | - Palma de Mallorca – Spain |
| - ORC Mediterranean Championship candidates: | - RCNP – Palma de Mallorca – Spain |

For 2016

- | | |
|---------------------------|---------|
| - ORCi World Championship | Denmark |
|---------------------------|---------|

All this applications were discussed at the Offshore Classes & Events Committee on 10th November. For final decisions and the reports on 2013 Championships see Offshore Classes & Events Committee Minutes.

13.17 ANY OTHER BUSINESS

The Management Committee decided to have their next meeting in Miami on February 22-23, 2014.

14.00 CALENDAR FOR 2014 – MEETINGS AND EVENTS

14.1 2014 CALENDAR OF EVENTS

The 2014 ORCi World Championship had previously been approved to be in Kiel, Germany from 2nd to 9th August. The 2014 European Championship will be in Valencia, Spain, in July, final dates to be confirmed.

14.2 COMMITTEE MEETINGS

The next meeting of the Management Committee will be in Miami, USA over 22nd – 23rd February 2014.

AGM 2014

The next AGM will be possibly held in Palma de Mallorca, Spain, 30th October-5th November.

15.00 ELECTION OF ORC CHAIRMAN

Bruno Finzi was proposed, seconded and voted Chairman of the Offshore Racing Congress for 2014.

16.00 ELECTION OF DEPUTY CHAIRMEN

Jose Frers and Wolfgang Schaefer were proposed, seconded and voted unanimously as Deputy Chairmen of the Offshore Racing Congress for 2014.

17.00 APPOINTMENT OF CHIEF MEASURER AND SECRETARY

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