ORC

World Leader In Rating Technology

Annual General Meeting held in Palma de Mallorca, Spain on 5th November 2014

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MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 11:30 on 5th November 2014 in Palma de Mallorca, Spain

Congress Members :	Bruno Finzi (Chairman)	Italy
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	Jose' Frers (Deputy Chairman)	Argentina
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	Rafael Bonilla Paz	Spain
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	Don Genitempo (Honorary Treasurer)	USA
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	Noboru Kobayashi	Japan
	Patrick Lindqvist	Finland
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	Daniel Pillons	France
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	Veiko Rosme	Estonia
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	Roy van Aller	The Netherlands
	Ecky von der Mosel	Germany

Alternate Members:

Eva Holmsten alternate for Thomas Nilsson (Norway)
Robert Jacobsen alternate for Peter K. Burger (Switzerland)
Jose' Leandro alternate for Pedro Rodriguez (Portugal)
Jean Malassis alternate for Henry Bacchini (France)
Jose' Angel Rodriguez Santos alternate for Enrique Molinelli (Spain)
Totos Theodosiou alternate for Philippos Georgakis (Cyprus)
Ecky von der Mosel alternate for Bruno Frank (Switzerland)
Manolo Torres alternate for Toni Tio Sauleda (Spain)

Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	Ivan Drinkovich	Croatia
	Sverre Ellinsen	Norway
	Martin Hannon	New Zealand
	Magdalena Maria Ion	Romania
	Gary Jobson	ISAF
	Yooj Yaehoo	Korea
	Roberto Peschiera	Ecuador
	Andres Rizzo	Ecuador
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Officers :	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer

Observers:	Davide Battistin	Italy
	Dobbs Davis	USA
	Emilio Feliu	Spain
	Boris Hepp	Germany
	Joakim Majander	Finland
	Paolo Massarini	Italy
	Dan Nowlan	USA
	Panayotis Papastopulos	Greece
	Fabrizio Pirina	Italy
	Michael Quist	Denmark
	Edoardo Recchi	Italy
	Teresa Rios	Spain
	Konstadina Sfakianaki	Greece
	Kazuyuki Suzuki	Japan
	Christos Theodosis	Greece
	Yiannos Photioy	Cyprus

1. CHAIRMAN'S REPORT

The Chairman, Bruno Finzi, reported:

ORC Rating Systems (ORC International and ORC Club) are managed in 32 countries by National Rating Offices on five continents and centrally managed by ORC for 6 countries where a National Rating Office is not yet established. Thus, in total ORC issues certificates for boats in 38 countries.

The major development for ORC this year was the record-breaking number of entries at the ORC World Championship, where 151 boats from 19 countries competed in Kiel in August to produce three new World Champions from Italy and Estonia. The tremendous growth and popularity of this and other ORC events has attracted interest from future ORC event organizers, and bids have been submitted to host these events through 2018.

The other significant development is the continued growth of ORC worldwide, surpassing 9000 combined ORC Club and ORC International issued and valid certificates worldwide. A preliminary tally of fleet statistics is found in Section 7, 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 strong in most countries despite tough economic times, with a 10.3% increase from 2013. The countries that have the largest number of ORC certificates include Norway, Italy, Spain, the Netherlands and Germany.

Use of the ORC International and ORC Club rules continue to enjoy a wide acceptance among the constituencies that have for many years used IMS and ORC Club. These include established fleets in the Baltic, Mediterranean, and South American cultures, where there has been positive growth in nearly every country, with significant growth noted in Italy, Germany and Spain. Growth also continues in new fleets in new regions, where ORC use is expanding in other regions, including the Far East, where the first ORC Asian Championship was supposed to be held in May but had to cancel due to the Korean ferry disaster; eastern Europe, where a new fleet is established in Bulgaria; and Australia, where use of ORCi is expanding. This is described in Section 3, as is ongoing cooperation with ORA on HPR and technical database development on the UMS with US Sailing in the USA.

ORC has also been asked to assist in the development of new VPP-based ratings for the Super Maxi class for their 2015 racing season.

Many of the world's prominent offshore races and regattas continue to use both ORC Rating systems, which, unlike single-number systems, offer numerous scoring options to race managers through use of the Windows-based CyAltura and Velum race management software packages available via the ORC

website. ORC has also developed this year a programming module that can be used by web-based scoring and regatta management systems for the most accurate ORC scoring method, Performance Curve Scoring (PCS). This new online scoring capability is gaining interest among commercial scoring software vendors, such as Yacht Scoring.

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 Supermaxis. The rule is also, however, quite versatile, since the VPP can characterize all manner of performance-enhancing features and thus rate them under ORC Rules. These include movable ballast features such as water ballast and canting keels, with all combinations of associated 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 of this type. There are active ORC Sportboat fleets in Switzerland and Russia, and inquiries have been made on use of this rule in other regions of the world.

When ORCi PCS scoring is applied in events using other single-number measured systems, results have been shown to be up to 30% closer in corrected time margins. This helps demonstrate the reduced type-forming bias in ORC for well-sailed boats of any design. This was demonstrated well in this year's ORC World Championship, where the scoring was often extremely close between racer and cruiser/racer designs.

Besides the ORC Championship events mentioned in Section 5 below, there were ORC Continental, Regional and National Championships held in the following 18 countries: Lithuania, Slovenia, Germany, Sweden, Peru, Netherlands, Estonia, Finland, Greece, Italy, Russia, Spain (in 3 regions), Korea, Croatia, Norway, Ecuador, Austria, and Argentina. There were also several prominent international races and regattas that use ORC scoring, including the City Clubs Open Regatta (CHN), North Sea Regatta (NED), Copa del Rey (ESP), Kieler Woche (GER), Admiral Yi Sun Sin Regatta (KOR), Aegean Regatta (GRE), Audi Sydney Gold Coast Race (AUS), AF Offshore Race (SWE), Lora Piana Superyacht Cup (ITA), and HH Skagen Race (DEN & NOR).

Several Rolex-sponsored events in 2014 used ORC scoring, including Rolex Circuito Atlantico, Rolex Sydney-Hobart Race, Rolex Giraglia Cup, and the Rolex Middle Sea Race.

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

2. THE TREASURER'S REPORT AND AUDITED ACCOUNTS

The Treasurer Don Genitempo reported.

The 2013 Financial Statements Report and Accounts were circulated and approved among the Congress Members by email vote. The 2013 Year End results showed a surplus of €63.292.

The 2014 expenses provided by the Secretariat for first 3 quarters are on target with the budget, general sales and sponsorships are exceeding last year's numbers. At the end of the 3rd quarter, general income shows an amount of only 2.000 Euro below the entire 2014 income budget.

Expenses up to the end of September are almost the same amount as those of 2013 expenditures, this is mainly due to late invoices for R&D for studies implemented in 2013 and that were received only in August 2014.

Since the financial situation of the Company is in good standard, levies will remain the same amount as for the past five years – **this was unanimously confirmed by the Congress**, 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
Target Speed	10 Euro

3. APPOINTMENT OF AUDITORS

A motion to appoint Mrs. Christine Tarrant (UK) as Accountant and Auditor for the coming year was seconded and unanimously approved.

4. APPOINTMENT OF HONORARY TREASURER

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

5. MEMBERSHIP OF COMMITTEES

The following changes to Congress & Membership of Committees for 2014 were approved:

Congress

According to the number of 2013 levies new nominations were received from Brazil, France, Croatia, Ecuador, Greece, Norway, Peru, Romania, Korea. Nominations for a Congress member have not yet been received from the following countries: Lithuania, Netherlands, Poland and Russia.

Membership of Committees

International Technical Committee	Tobias Kohl is joining the Committee
Measurement Committee	Gennaro Aveta is joining the Committee Tacha Montaner is joining the Committee
Offshore Classes & Events Committee	Javier Sanz and Jose' Martinez are joining the Committee Emilio Feliu is stepping down from the Committee
Race Management Committee	Toni Tio is joining the Committee
Promotional & Development Committee	Steve Benjamin is joining the Committee
Rating Offices Committee	Jean Louis Conti is stepping down as Chairman of the Committee and Zoran Grubisa will be the new Chairman of the Committee

REPORTS AND RECOMMENDATIONS OF COMMITTEES

6. INTERNATIONAL TECHNICAL COMMITTEE

6.1 REPORT ON 2014 SEASON – CURRENT VPP FEEDBACK

Nicola Sironi reported about season races and results. The World Championship in Kiel was a success in terms of participation, the best-sailed boats were all on the top while the scoring was very tight 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 first four race days of the Worlds were raced in light air and flat water, with medium/heavy displacement boats leading in corrected time. This helped create a general impression that these boats may have a slight advantage, but often the slow boats in the class were favoured by building breeze on these days. There were also some complaints raised about the treatment of headsails set flying that is considered too punitive versus normal configurations to the point that many boats discarded the new sail because of its impact on the VPP performances (see submissions NED 1 and GER 5 below).

6.2 SUBMISSIONS

6.2.1 ARG 1 - ANOTHER OPTION IN STABILITY MEASUREMENT

ITC discussed the issue of using the boom as an outrigger for the inclining test instead of poles. The majority of racing boats nowadays have asymmetric spinnakers tacked on CL, hence there is diminishing availability of poles for the inclining test.

The procedure using the boom was explained in previous Measurement Committee meetings, and practiced in a small number of big boats, but never consolidated in the Rule. This new method is now supported by the ITC and deferred to the Measurement Committee for defining the exact procedure and wording.

It is noted that using this procedure, the boom shall be pulled out until its end, where the weights are suspended, until it reaches the longitudinal position of LCF. The resulting heel shall first be recorded with the boom in that position, and no weights, then the weight is suspended, possibly with a load cell, and the angle with weights is recorded as the second set of data. WD shall be then measured athwartships from the point where the weights are suspended to the boat centreline. The measurement should be repeated on both sides of the boat, averaging the results. The sum of the two angles obtained suspending the weights should reach the minimum established in IMS E2.7.

6.2.2 ESP 1- POSITIVE LEECH ON MAINSAIL

The Submission refers to a possible loophole, resulting in a non-measured part of the sail area, when battens on the leech are placed between two measurements points on the leech. The solution is to halve the maximum excess measured on the leech to the adjacent measured width (girths). The decision was supported by Rob Taylor as being aligned with the ERS, and will be deferred to the Measurement Committee for final wording of the rule.

6.2.3 ESP 3- FOLDING THREE BLADE PROPELLER

The submission is supported. A new drag coefficient for folding three-blade propellers was developed with the same concept now used for feathering propellers of three-bladed versus 2-bladed. A test run was prepared and the results were in the expected direction. This modification is to be included in 2015 VPP.

6.2.4 ESP 4- FREEBOARD MARKS IN OFFSET FILE

IMS B2.2 seems to be sufficiently clear about where freeboards points could be located. Only a slight rewording could be introduced in the sheerline definition. The Committee feels the wording of the Rule, and the graphics dealing more with tonnage rules than handicapping, could be streamlined and modernized, but this is deferred to the Measurement Committee and Rating Officers Committee.

6.2.5 GER 1 - AGE AND SERIES DATE

ITC confirms the meaning and effect of SERIES and AGE date. A Series Date is included in most OFF files, but its value can be overwritten by the content of the DXT file. It is known that some certificate dates were wrongly shown in certificate copies in the Sailor Services, which is the primary reason for the Submission, but this problem has now been resolved.

6.2.6 GER 3 - ORC RATING RULE 304

ITC confirmed that the current ORC Rule 304 is clear enough to identify what requires re-measurement in case of modifications to the boat.

6.2.7 GER 5 - ORC RATING RULE 111.4

The Committee reiterated the concept that sails must be measured as they are used, and clarified that flying headsails should not be reefed, as this would allow the tensioning of loose-luffed headsails, turning them into tight-luffed sails.

To reinforce this, a new wording for headsails set flying will be introduced in 2015, requiring the luff to be tensioned on a flying headsail only by means of a halyard or a tensioning device (e.g. purchase, hydraulic cylinder, etc) attached to the tack point, with no tensioning device attached to any intermediate luff points (e.g. Cunningham holes).

The Committee revised the current treatment of tight-luffed headsails set flying and has studied a new set of coefficients, closer to those of loose-luffed flying headsails. A test run was prepared and the results were as expected.

This modification will be included in 2015 VPP.

6.2.8 GER 8 - ACCOMMODATION REGULATIONS CLARIFICATION

ITC believes that current IMS Appendix 1 Rule 205 is adequately clear on defining an approved table, while Rule 102.4 is reinforcing the concept of "permanently installed". The submission is therefore not supported by ITC.

6.2.9 GER 11 - MAST HEIGHT

The calculation of gyradius adjustment for the mast is based on the mast length, and is defined as being a maximum of (P+BAS, ISP, IM) so any increase of ISP in excess of P+BAS changes the mast length and therefore the gyradius adjustment, whose effect is felt only upwind.

To solve this issue (whose effect is however minimal) a test was performed taking only P+BAS as default mast length, and the resulting differences were negligible (below the first decimal in GPH).

This modification will be included in the 2015 VPP.

6.2.10 GER 12 - ORC RATING RULE 206.1(c)

This submission gave the opportunity to revise the entire wording of the rule regarding the use of headsails and spinnakers and their combinations. However, it was noted that IMS rules should define only how sails are measured while ORC rules are describing how sails are used.

A draft was prepared and deferred for final confirmation to the Measurement Committee. The rewording will clarify the use of inner staysails, the use of multiple headsails in various combinations, and the prohibition of using bloopers set outside another spinnaker or headsail.

6.2.11 GER 13 - ORC RATING RULE 208.6

See GER 12 above for rewording about spinnakers, but the Committee agrees on the concept of prohibiting spinnakers to be attached to a stay. This is also included in new text drafted for Rules 207 and 208.

6.212 NED 1 - FLYING HEADSAIL MINIMUM AREA

The current minimum area of headsails was derived last year from the Code0 minimum area, where a Code 0 was considered as a special type of asymmetric spinnaker.

With last year's change of considering a Code 0 as a headsail set flying, it was agreed that the same formula for minimum headsail sail area can be used with J and IM for headsails set on the luff and TPS and ISP for headsails set flying. Therefore, it was agreed to change the headsails set flying minimum area for 2015 as follows:

$$0.405 \cdot TPS \cdot \sqrt{ISP^2 + TPS^2}$$

6.2.13 NED 2 - DEFAULT MAST WEIGHT AND CENTER OF GRAVITY

The revision of default mast weight needs a thorough investigation to be addressed properly. The Committee recognized that the formulation introduced almost 20 years ago (1995) may need some update. The database of new aggressive mast weight and CG is rather large, and will be used to revise this formulation.

The issue is deferred to next year and is included in ITC 2015 agenda.

6.2.14 NOR 1 - ASYMMETRIC SPINNAKER SHEETED TO WINDWARD

Sheeting an asymmetric spinnaker on CL on the windward side is clearly breaking ORC Rule 208.3. Furthermore, this configuration is possible only if a crew member acts as an outrigger, requiring having his body outside the lifelines, in violation of RRS 49.2 and 50.3. Therefore, the submission is not supported.

6.2.15 RUS 1 - DEFAULT EQUIPMENT WEIGHT

The Committee agreed that the 1% default DSPM deduction to obtain the empty trim for boats floated before 31/12/2012 without any inventory list is not adequate for small boats. Therefore it is agreed to change this deduction scheme, adding a fixed amount of 50 kg to the 1% of displacement, as follows:

50 kgs + 1% DSPM

This will be included in the 2015 VPP.

It was noted that as time passes this date of 31/12/2012, the boats with old measurements will diminish, so this problem will gradually disappear.

6.2.16 RUS 2 - UPWIND SPEED OF SMALL YACHTS

This submission is a general recap of the following three (RUS 3 – USE OF IMPLIED WIND, RUS 4 – PENALTY FOR LOW INITIAL STABILITY – RUS 5 RESISTANCE IN WAVES), so the ITC addressed each one separately (see below).

6.2.17 RUS 3 - USE OF IMPLIED WIND

It is well known that Implied Wind resulting for boats in the middle of the fleet is often well below the wind observed on the race course. Only the first boat can sometimes exceed the observed wind. This is in the nature of the Implied Wind approach, which is the result of a calculation where course construction, elapsed time and certificate data are used to construct the course as the only variables.

Hence the ITC, after a long discussion, agreed to make a proposal for a better use of the Implied Wind concept. IW will always be used to determine the winner but then the scoring program will re-run the corrected times calculation using the winner's Implied Wind as a fixed wind speed for the rest of the fleet. This was experimented in Spain for a few years at the beginning of the century, then abandoned.

This option would give a better result to light boats with good performances in lighter winds. Therefore, ITC supports this Implied Wind hybrid method. The most important races of the 2014 season (World's and European Championships) and other races of previous years will be re-scored with this system to assess any resulting differences.

6.2.18 RUS 4 - PENALTY FOR LOW INITIAL STABILITY

The Committee had a long discussion again on this submission regarding how the stability of boats is treated by the VPP, since this has been on the ITC agenda for several years.

The introduction of an average RM (measured and default) and of the PHIUP (heel angle corrector) avoids type-forming towards low stability boats. It must be noted that this "protection" comes more from PHIUP correctors than from the RM averaging.

So ITC agreed to consider a detuning the RMdef in the average RM used by VPP.

A test run was performed using the following new formulation:

RMrated = (0.666666 * RMmeas + 0.333333* RMdef)

The test results had the expected impact on the fleet. The main concern about the possibility of reviving a trend towards optimizing tender boats was not considered to be an issue.

The new formulation for RMrated will be included in the 2015 VPP.

6.2.19 RUS 5 - RESISTANCE IN WAVES

A long time was again spent in discussing this topic. The VPP has a routine for the calculation of added resistance in waves (see ORC VPP Documentation chapter 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. Obviously there are racing venues where the wave energy is under estimated, but there are many others where it is still overestimated as the races are done in flat waters also with strong winds.

ITC suggestion has always tried to avoid the introduction of another dimension in scoring software options that regards sea state, as this would cause more problems than it would possibly solve.

As already written last year the Committee has tried to verify if the speed of small boats is really being overestimated. It was also noted that the modification of the drag coefficients for upwind sails introduced last year has helped address this perceived problem.

The formulation described in the ORC VPP Documentation seems to work correctly and no concern was raised about boats being treated incorrectly due to being out of the parameter's range of application. L^3/VOL is no longer in the formulation but its range has mistakenly been left in the documentation, while the correct ratio to be taken into account is B/Tc rather than Bwl/Tc, where there is no range of application.

The submission is thus not supported, but the Committee will keep this item on the 2015 agenda.

6.2.20 RUS 6 - INFLUENCE OF KEEL WIDTH

It was noted that a lot of boats scoring well in ORC have a large keel fin area mainly in the upper part of the fin with a lot of surface area (due to a very long chord length), reducing leeway and so also induced resistance. This is mainly observed in medium to high-displacement ratio designs. A test run was prepared trying to address this issue to reduce the frictional resistance of the keel when low leeway angles are computed.

The test was encouraging but some concerns are that this new treatment of keels is also affecting older boats with large keels (or even with long keels extending below the canoe hull).

It was thus decided not to implement this new Rf calculation, and keep this item on the 2015 ITC agenda.

6.2.21 RUS 10 - EXPLANATION OF HULL APPENDAGES MEASUREMENT

This submission is related to the GP Rule, and is deferred to Measurement Committee.

6.2.22 RUS 12 - HEADSAIL COEFFICIENTS

In 2014 the possibility to measure any kind of headsail (headsails are all foresails with mid girths<75% LPG) required the introduction of a new set of coefficients for each kind of headsail.

The headsail coefficients used previously that were retained for the VPP are:

1. Headsails with LPG<110% J (jib with and without battens)
2. Headsails with LPG>=110% J (genoa without battens)

The treatment didn't change compared to previous year (2013) for the above listed headsails. In addition, roach was allowed in genoas (they were not allowed in 2013 and before) without any different treatment. However, when a genoa has battens, these are supposed to support the roach, so a new set of coefficients was introduced to take into account the better efficiency.

The problem is that this different treatment for battened genoas is applied fully as soon as the LPG is over 110%, causing a sudden jump in performance for just a centimeter more of LPG.

The Committee has thus agreed to smoothen the transition between the original jib coefficients to the genoa-battened ones in the range of 110% to 130% LPG to fair in this jump.

A test run was prepared and no issues were detected. This modification is thus to be included in the 2015 VPP.

All ITC's recommendations were unanimously approved by Congress.

6.3 HYDRODYNAMICS

6.3.1 In the evaluation of possible fine-tuning of RR multipliers, no major issues were experienced to require modifications during the season, but the Committee will keep this item on its agenda for 2015.

6.3.2 On the topic of dynamic wetted area being possibly implemented into the VPP, Jason Ker worked with the ORC programmer on the coding of DYN WS evaluation, which was nearly finished last year. This would be a further improvement in the viscous resistance formulation.

Some correlation work on dynamic wetted area versus static wetted area at different BTR and LVR values was already completed, and so this routine is ready to be implemented into the VPP. LPP appendage clipping of old boats with wine glass sections or keels blended into the canoe body seem to be the only issues left to address.

The ORC programmer is completing the re-writing of the LPP, which will likely address the above issues on clipping and so allow the inclusion of this routine into the VPP, but not until 2016.

6.3.3 Possible revision of added resistance in waves: See 4.19 Submission RUS 5.

6.4 AERODYNAMICS

6.4.1 Downwind wind tunnel results analysis: ORC Programmer Davide Battistin prepared a spreadsheet with all the results of the wind tunnel tests on downwind sails made in 2013 and 2014.

Now with the help of Fabio Fossati he will rebuild the IMS total forces for all the configurations tested in both test sessions (where in the wind tunnel the overall forces were obviously measured), and prepare tables, plots and comparison tools to help ITC to better decide how to use this data in revising the current downwind aero model.

The tests made in 2013 and 2014 were done combining two mainsails (one with square top roach and one with a typical IMS max roach curve) with:

- 4 asymmetrics tacked on a bowsprit (2 larger at the maximum size allowed by the foretriangle with the shape of an A1 and A2, and two smaller ones always with the shape of an A1 and A2)
- 2 asymmetrics tacked on a pole (one larger at the maximum size allowed by the foretriangle and one smaller with an all-purpose shape)

- 2 symmetrics tacked on a pole (one larger at the maximum size allowed by the foretriangle and one smaller with an all-purpose shape)

The post-processing will take into account the VPP internal area and a blockage coefficient of approximately 3%.

6.4.2 Revision of SHAPE & POWER functions: No major issues were experienced on this formulation during the season, although the Committee will keep this item on its agenda for 2015.

6.4.3 Reinforcement of rule for blooper prohibited: see 6.2.10 Submission GER 12.

6.4.4 Multiple headsails set all together: see 6.2.10 Submission GER 12.

6.5 DEFAULT VCG DETERMINATION IN WAY OF DEFAULT RM – COMPONENT WEIGHTS FORMULATION

The Chairman has worked on the review of the formulations drafted last year for evaluating default VCG using the component weights method. There will be a part of weights and corresponding CG's that will be taken from VPP inputs or the LPP, such as:

a) EMPTY DSPL
b) Mast WEIGHT (MW)
c) Internal ballast weight

Other weights (listed below) will be computed from overall DSPL, construction materials, and fin and bulb volumes using the parametric formulations:

a) HULL WEIGHT
b) DECK WEIGHT
c) FIN WEIGHT
d) BULB WEIGHT
e) INTERNALS WEIGHT

The corresponding VCG's will be deducted from hull and keel geometry always using parameterized dimensions. The suggested approach from ITC will be to deduct the default VCG basing the parameters on race boats standards to fix it as a benchmark. This new method will surely increase the accuracy in assessing the estimated stability of the whole fleet, with particular regard to small boats. So this item will remain in the 2015 ITC agenda.

6.6 CLASS LIMITS PROPOSAL FOR 2015

ITC devoted a large amount of time in preparing a new proposal for the class divisions and splits that could be accepted worldwide as ORC International Class divisions to be adopted not only for the next International events (like ORC World and European championships) but generally around the world. The current class divisions are based purely on GPH, and varies in different countries according to the fleet's composition.

ITC noted two fundamental issues related to class divisions based on GPH:

1) the low possibility to design fast yachts in lower divisions (for example, Classes B and C in the last World Championship) without being compelled to make them too small to fit in the GPH limits. The consequence is that the winners of the lower divisions are always medium/heavy displacement boats, usually the longest in their class.
2) the first windward leg of the inshore races is a fundamental part of the race and it should be better to have as many boats as possible with similar windward speed in the same class.

In the past, to solve the first issue the smallest boats of the larger class were moved according to a fixed length limit, or conversely pushed up into the larger class with boats exceeding a certain length, but this caused complaints.

To answer the second issue, ITC decided to select the Windward12 (UP 12) handicap instead of using GPH to group boats with similar upwind speeds into the class. To also maintain similar dimensions it was decided to couple the windward speed at TWS=12 kts with the sailing length (IMS L) of each boat.

To couple the two factors (UP12 and IMS L) it was decided to transform the WW12 allowance (that is a speed) in a length and average the obtained length with IMS L. The final factor was named CDL (Class Division Length)

The transformation in length of the UPWIND12 allowance is obtained with the following formulation:

$$VMG_{UP12} = \frac{3600}{UP12} \cdot 0.5144$$ where VMG_{UP12} is boat upwind speed in m/s at 12 kts wind

$$RL = \frac{VMG_{UP12}{}^{2}}{F_n{}^{2} \cdot 9.81}$$ where RL is rated length and Fn is Froude number set at 0.28

The RATED LENGTH is the length that you should have at Fn=0.28 with the VMG_{UP12} speed, so it is transforming a speed into a length. Froude number of Fn=0.28 for upwind VMG was fixed using Fn=0.4 (that is the Froude number at around which maximum displacement speed is obtained) multiplied by cos(45°), 45° being the average true wind angle upwind.

The Class Division Length is then calculated as follows:

$$CDL = \frac{IMSL + RL}{2}$$

The CDL, coupling a speed (or a handicap in sec/mi) and a length, is addressing the problem of mixing handicap and dimensions of boats returning more homogenous classes in terms of dimensions and speed.

A spreadsheet with the ORCi world fleet with the new class divisions is attached. In the spreadsheet are highlighted the boats who entered the 2014 World and European Championships and their Classes using the new CDL approach.

The proposed class divisions for ORC Championship events are as follows:

17.0 m $\geq$ Class A > 11.6 m
11.6 m $\geq$ Class B > 9.7 m
9.7 m $\geq$ Class C > 8.5 m

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

6.7 STATION DENSITY ANALYSIS IN OFFSET FILES

The new RR introduced in 2013 had the effect of being less sensitive to trim variations, and with the introduction of the dynamic wetted area evaluation it will decrease even further. In any case the ITC believes that a sensitivity study on offset station density and/or position (mainly at the extremities) in offset files should be important to assess this reduced effect of trim that was once heavily exploited.

Jim Schmicker will continue with a study that he began during the year, but has not yet finished.

6.8 SYRF REASEARCH PROJECTS PROPOSAL

Following Myles Cornwell's (SYRF) presentation made at the last meeting in Delft, Fabio Fossati described the guidelines of a research project based not only on the completion of the research on downwind aero model but also including:

1. Use of a full-scale dynamometer of the Sailing Yacht Lab (an instrumented sloop of 35') for a full scale test
2. Pressure measurement (both full scale and in the wind tunnel) for returning a very wide benchmark for numerical codes
3. Flying shape determination
4. CFD and wind tunnel validation tests

It is well known to all the Committee members that full scale tests are a difficult issue in returning reliable results, but this is one of the aims of this research project. In the following weeks Fabio will complete the research project including:

- Guidelines and detailed description of the project
- Working group composition
- Possible research facilities to be involved
- Budget
- Delivery times

to allow a quick presentation to SYRF and to hopefully obtain an approval and funding.

Other possible research projects were discussed briefly (including also a recollection of all hydro and aero tests made by ITC/ORC in the last 20 or more years) and hopefully a proposal will be prepared soon after the above project.

6.9 LPP UPDATE – RHINO PLUG-IN FOR DERIVING OFFSET FILES

Davide Battistin has nearly completed a re-writing of the entire LPP code. It is a complete revision and partial rewriting of the LPP code, in order to make it more controllable, robust, and easily manageable.

Presently the new code consists already of more than 15000 lines. All the most important procedures - dat/dxt input, off input, clipping, sectional and longitudinal integration - have been completely revised and tested, producing a new interface (that is the set of IN/OUT parameters), where it is clear (at least for the programmer!) what is input, what is output, what is internal to the procedure.

All the math is 'protected' and 'hidden' into more complex objects, thanks to the modern object oriented programming techniques and instruments. The new code makes heavy use of the new features of the last versions of Fortran language, Fortran90-Fortran2003.

Some validation tests are still needed and hopefully it could be included into newer versions of the VPP also during the year being the intention to completely reproduce the VPP results compared as they come out from the present LPP.

6.10 UNIVERSAL MEASUREMENT SYSTEM UPDATE

ORC Chief Measurer reported on the UMS status. He was invited at a measurers meeting in Newport in September with major US officers/measurers/technics.

The current ORC Manager is ready and fully available for dealing with other handicap platforms like ORR or PHRF but US officers seem to be following a different path to administer their database.

As far as IRC is concerned, the latest ORC Manager contains a routine that produces IRC data from hull+rig+sails measurements, but in a form that does not allow to have the same format that is used, nor conversely create a "bridge" to allow the ORC manager to acquire IRC data. This is work in progress, and it is hoped to make further steps at the meetings in Palma.

The important thing is that 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 nomenclature and acronyms in sails and rig, as already stated last year.

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 anyway the OFF file creation is a step required before running the LPP.

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, in any available format, like DXF, STL, IGS. With the 3d scanners now becoming increasingly available, the 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 and procedures.

6.11 VPP DOCUMENTATION RELEASE

A new version of Documentation (fully compatible with 2014 VPP) has been prepared by Zoran Grubisa and needs only a double check from ITC. The Committee re-assessed the necessity to transfer the current source file of Documentation into a more powerful LATEX platform to deal with a very complicated and convoluted technical text. This will be done during 2015 by the ORC programmer taking into account that 2015 VPP Documentation will not change much from the version ready to be published.

6.12 2015 VPP PREPARATION OF AN "ALL EFFECTS" TEST RUN AND A BETA VPP FOR IMMEDIATE RELEASE

Individual Test runs of all VPP modifications have been prepared and approved.
A corresponding final "All Effects" test run will be prepared with the world fleet.
At the same time a Beta VPP 2015 will be assembled and an executable file will be distributed to RO and DVP Users as soon as possible after the Congress will approve the modifications for 2015 VPP.

This is a list of modifications that will be included into "All Effects" test run and Beta VPP 2015:

- Three bladed folding propeller new treatment
- Default Mast Weight based on P+BAS
- New formulation for Flying Headsails minimum area
- Blending of genoa coefficients with battens with jib ones in the range 110°-130°
- New set of tight luff flying headsails coefficients
- New average RM=(0.666*RMmeas+=0.333*RMdef)
- New Default Equipment weight for measurements before 01jan2013 = 50kgs + 0.01 DSPM
- Revised JHdef=0.02 *LPG

6.13 COMPLETION OF ITC RECOMMENDATIONS TO THE CONGRESS.

1) Class divisions proposal based on CDL factor
2) Three bladed folding propeller new treatment
3) Default Mast Weight based on P+BAS
4) New formulation for Flying Headsails minimum area
5) Blending of genoa coefficients with battens with jib ones in the range 110°-130°
6) New set of tight luff flying headsails coefficients
7) New average RM=(0.666*RMmeas+=0.333*RMdef)
8) New Default Equipment weight = 50kgs + 0.01 DSPM
9) Revised JHdef=0.02 *LPG
10) Girth correction for positive leech on mainsail
11) Possibility to incline the boat with boom
12) Clarification about multiple headsails and bloopers prohibition
13) No possibility to reef headsails set flying
14) No luffed spinnakers allowed
15) New Implied Wind calculation

6.14 ORC RESEARCH FUND BUDGET PLANNING

See Item 10 for SYRF Research Projects and funding. ManCom has informed the Chairman about more funding available for ITC projects so it will be possible for the main items in the ITC agenda to fund some small working groups (see below Item 6.15).

6.15 STRATEGIC PLANNING FOR WORK AFTER THIS MEETING, MAIN PROJECTS FOR 2015

1. VCG default evaluation with component method
2. Dynamic wetted area
3. New LPP
4. Fine tuning of frictional resistance of long chord keels at low leeway angles
5. Station density analysis
6. Documentation transfer to Latex platform
7. Added resistance in waves
8. Revision of current upwind model – Different depowering (no mainsail reef)
9. New Default Mast Weight
10. STL to OFF hull conversion software

6.16 SYRA VPP UPDATE

The day after the ITC meeting was adjourned the SYRA VPP working group (Andy Claughton, Martyn Prince from Wolson Unit, Alessandro Nazareth, Paolo Massarini, Nicola Sironi and Davide Battistin) met to continue the preparation of a customized VPP (based on the ORC VPP) for Super and Mega Yachts that will be evaluated for possible use in next season as requested by SYRA. The VPP will be tested and released before the first race of the next season. Special attention is given to the windage-producing elements of Super Yachts.

7.00 RATING OFFICERS COMMITTEE

On behalf of Jean Louis Conti, Rating Officers Committee Chairman, Zoran Grubisa reported.

7.1 SUBMISSIONS

7.1.1 ESP 4 – FREEBOARD MARKS IN OFFSET FILE

The committee agrees with the Measurement Committee decision on this submission.

7.1.2 GRE 1 – FREEBOARD VALUES ON ORC CLUB CERTIFICATES

The submission is asking for an easy way of providing measurement data to the measurer during the measurement check of boats with ORC Club certificates. It was agreed that as in previous discussions the ORC Club certificate shall be kept simple without adding too many measurements. Instead, the solution is to make the complete measurement data of ORC Club available through the Sailor Services for Rating Offices that select to do so.

7.1.3 NED 3 – ORC CLUB CERTIFICATE COPY

The Committee agrees with the principle of ORC Club being simple and easy to understand. A second optional page is available for the Rating Office that can provide that information to the owner. The Sailor Services user can also obtain a Speed Guide and Target Speed for a fee, and so the ORC Club certificate copy shall be kept as simply one page.

7.1.4 NED 4 – ORC Club Certificate Drawing

See submission GRE 1.

7.1.5 NED 5 – ORC CLUB CERTIFICATE SPECIAL SCORING BOX

After the experience with some fleets (NOR, NED) handling double handed certificates with an additional DXT file for boats in this configuration, the Committee decided that in addition to setting crew weight at 180 kg the certificate can include different rig and sail measurement configurations appropriate for double handed sailing. Thus the following improvements are suggested:

- The display of a double handed scoring coefficient on the certificate will be an option for the Rating Office to select for each particular boat
- Therefore, boats that never use double handed certificates will not have these scoring options on display and therefore the VPP run time will be two times faster
- Boats that want double handed ratings with the same rig and sail configuration with only a change of 180 kg crew weight can have a normal certificate with the double handed scoring options printed
- For boats having a different rig and sail configuration for double handed racing, the Rating Office will create an additional DXT file managed through a different profile in the Manager, with an additional country identification that will allow two versions of RMS files available for the same country: one with fully-crewed certificates and another for short handed certificates

7.2 PROMOTIONAL CERTIFICATES

The Committee was informed about the initiative from the Management Committee and supported by the Promotion and Development Committee of introducing Promotional Certificates free of ORC levies for boats that have had other rating certificates or no ORC certificate in the last 5 years. Panayotis presented how this will be handled in the Rating Officers database.

7.3 ORC SOFTWARE DEVELOPMENT

Panayotis presented the latest work on the ORC software for Rating Offices, including Sail Editor and new features of the ORC Offset Toolbox. The project is still underway and constructive comments were received from the Committee members.

All Rating Officers Committee's recommendations were unanimously approved by Congress.

8.00 MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported.

8.1 SUBMISSIONS

8.1.1 ARG 1 – USE BOOM FOR INCLINING

The Committee agreed to support the wording of the ITC Minutes, and include in the Rule wording this procedure, but specifying that the method is to be considered as "secondary", and justified by the size of the boat, or the unavailability of poles, and not become a new standard.

8.1.2 ESP 1 + GER 7 – MEASUREMENT OF UPPER PART OF THE MAINSAIL

The two Submissions were discussed together, and reference is made to the ITC Minutes. An alternative proposal was tabled by Per Boeymo, adding all the excess found to the measurement above, but after extensive discussion the Committee agreed to go along with the ITC proposal, i.e. add half of the measured excess to the adjacent sail girths.

To address GER 7, a drawing will be reintroduced in the Rulebook, describing how to extend the HB measurement when a batten is placed above the MGT point.

As an associated topic, it was clarified how to address mainsails where the outer head point is higher than the inner one, where it was reiterated that the P dimension has to correspond to the highest point, so using a "virtual" head point at the intersection of the luff extension with the height of the outer point to find the points on the leech from where girths have to be measured.

8.1.3 ESP 2 - HEADSAILS FOOT ROACH

The Committee discussed the options of using the limits used by IRC, which increases the luff length by the amount of roach exceeding 7.5% of LP, or set a limit using the ERS concept of the head-to-mid-foot measurement, but concluded to not introduce anything new this year, acknowledging that the same matter is being discussed for the new edition of the ERS, and there is in the Rule a limit for the roach.

8.1.4 ESP 4 – FREEBOARD MEASUREMENT POINTS

The Submission as written was not very clear, and at the meeting it was explained that the intention was to introduce a redundancy of measurement points, including transom, knuckle or other features on the hull. This does not require Rule changes, but it is recommended every time a new OFF file is created to document the exact position of the freeboard points and so avoid errors in the displacement calculations. It was also agreed to simplify the wording, and modernize the illustration of the sheerline examples in the IMS Rule.

8.1.5 GER 3 – BETTER DEFINE WHAT CHANGES REQUIRE REMEASUREMENT

After extensive discussion, the Committee agreed to leave the current rule wording.

8.1.6 GER 6 – OUTER MARK ON BOWSPRITS

The Submission is supported, and it was agreed to add in IMS Rule F7.2 b) "or to the outer mark" to be in line with the ERS wording.

8.1.7 GER 9 – FORWARD ACCOMMODATION

In the discussion on this topic, the option of eliminating entirely this item from the Rule was considered, but then not supported. Agreement was found on requiring mattresses to be on board to comply with the Fwd Accommodation requirements, but not necessarily in their position.

8.1.8 GER 12 – ORC 206 – TABLE OF SAILS

The Committee agreed to simplify the table of sails as follows. The GPH limits are to be replaced by CDL numbers next year if the concept will be adopted.

GPH	**Below 475.0**	**475.0 – 599.9**	**600.0 – 700.0**	**Above 700.0**
Mainsail	1	1	1	1
Headsails	8	7	6	5
Spinnakers	4	4	3	3
Mizzen	1	1	1	1

If there is a headsail used with a headsail furler as recorded in accordance with IMS F9.8 and credited in accordance with 111.4(d) only one headsail shall be aboard while racing. That headsail shall be of area not less than 95% of the largest headsail recorded on the certificate.

8.1.9 GRE 2 – IOS - ANDROID VERSION OF THE IMS EDITOR

The Committee supported the idea, and some app will be developed and tested, including the possibility of creating a QR code to be associated to sail stamps.

8.1.10 NOR 2 – SAILS INVENTORY

After extensive discussion, the Committee did not find any easy way to support the Submission, considering that the full Inventory is in the optional Page 3 of ORCi certificates. However, it did

support the idea of studying a new layout of certificates, where 3 pages would be always printed for ORCi certificates, and the full Sails Inventory would be an option for a second page of ORC Club.

8.1.11 RUS 7 – RIG CONFIGURATIONS

The Committee feels the current wording is sufficient, but agreed to extend the sails inventory concept also to mizzens, and sails set between masts. For ORC Club, novel configurations such as wing masts, have to be deferred to the Chief Measurer for advice, and this should be added to the Rule wording.

8.1.12 RUS 8 – MEASUREMENT DATE

The Committee confirmed that the Measurement Date in the files and certificates is meant to represent the last measurement performed, be it a sail, an inclining or whatever else.

8.1.13 RUS 9 – MAST TO BE RAKED AFT FOR MEASUREMENT

The current wording does not mean to loosen turnbuckles nor remove link plates. It just requires to move the rig aft within the range used while racing.

8.1.14 RUS 11 – INSTRUMENT MOUNTING BRACKETS TO BE INCLUDED IN MAST WEIGHT

The Committee supports the Submission, and agreed to include this in the wording of the Rule instrument brackets, as drafted in the Submission.

All Measurement Committee's recommendations were unanimously approved by Congress.

9.00 SPECIAL REGULATIONS COMMITTEE

Sten Edholm made a brief report on ISAF Special Regulations Sub-Committee decisions.
Please refer to ISAF Special Regulations Sub-Committee Minutes.

10.00 OFFSHORE CLASSES & EVENTS COMMITTEE

Offshore Classes & Events Committee Chairman, Paolo Massarini reported.

10.1 REPORTS OF 2014 CHAMPIONSHIPS

Mediterranean, European and World Championships reports were summarized mentioning the most significant subjects and the winners. Ecky von der Mosel showed the Media Report of the ORC Worlds in Kiel underlining the huge success of the Championship, with 34 million impressions in Germany (full reports are available).

10.2 SUBMISSIONS

10.2.1 ESP 5 – DISCARDS AND COEFFICIENTS IN WORLD AND EUROPEAN CHANPIONSHIPS

After a long debate to clarify the underlying meaning of the submission, the Committee feels that the discard should be maintained, as indicated in the Green Book, for both the World as well as the European Championships for any race completed. In this regard, the same coefficient has been approved provided that at least one offshore race is kept in the final results.

10.2.2 GER 4 - ORC GREEN BOOK UPDATES FOR 2015

This submission has been discussed at length and the decision taken is that the Green Book will be completely reviewed during the 2015 season to be presented at the 2015 AGM for approval. It is also agreed that the 2015 review will be also discussed with the ORC 2016 Championships organizing authorities and become in effect from 1st January 2016.

10.2.3 ESP 6 AND NOR 3 – CLASS LIMIT IN GEEN BOOK

These submissions have been included in Item 5.

For other proposals and suggestions, the Management Committee assigned the task to ITC to create a better method called CDL to divide and identify the different classes at ORC Championships. ITC is describing this in its Minutes (above Para. 6.6). The OCEC agrees with the ManCom, and the use of CDL is suggested by this Committee with effect in 2015.

10.3 REVIEW OF GREEN BOOK

Summary of changes (see Item 10.2–Submissions).

10.4 REPORT ABOUT SUPERYACHTS - ORC COOPERATION

The SuperYacht Racing Association asked ORC to create a dedicated VPP for the SuperYachts fleet. A Working Group (WG), formed by Andy Claughton, Alessandro Nazareth, Paolo Massarini and Martyn Prince, and with the support of the ORC technical staff, has been appointed to deal with and to study the subject carefully. After a long exchange of correspondences and phone conversations a conference call was organized at the beginning of August.

In accordance with its outcome, the WG met once again at the beginning of September and on October 21st and created a database including all the available information of a defined test fleet.

A specific study is under way to analyze the special features of a "typical" SuperYacht such as large furlers, superstructures, etc. and give them the right value of handicap.
Rescoring of the 2014 events under these "customized" VPP is under way too.
On November the 18th a meeting with the SYRA representatives is scheduled in Milan in order to provide them the preliminary tools and material in order to take the final decision.

The final product is planned to be ready during the first months of 2015 so as to be adopted in the first event of the Caribbean season: the Loro Piana SuperYacht Regatta in Virgin Gorda in March.

10.5 CALENDAR OF FUTURE EVENTS:

Important updates about the 2015 Worlds and Europeans Championships have been officially presented to the Committee. ORC representatives of the different Committees are working in close collaboration with both event organizers to provide as much support and help for the success of the event.

The SportBoat European Championship has been assigned to the Balatonfüred, Lake Balaton, Hungary, and will be held between the between the 19-24 May 2015.

Future proposals: the OCEC is fully supporting the KDY bid for the 2016 ORC Worlds in Tuborg Harbour, Copenhagen (DK) and asks Congress to approve. Dates are between 15-24 July 2016.

Bids for the 2016 ORC Europeans arrived from Loano (ITA), Brindisi (ITA) & Lanzarote (ESP), and the Committee feels that Brindisi is probably the location where the best fleet could gather together from different countries. Nevertheless, in the coming weeks further negotiation with the potential organizing authority will be needed to confirm the allocation of the event. If they cannot match the needed requirements, other alternatives would be considered.

The following bids have been acknowledged, but decisions have been postponed to future ORC annual meetings:

- 2017 proposal: ORC Worlds-Trieste (ITA), Loano (ITA) & Lanzarote (ESP)
- 2018 proposal: ORC Worlds-Schevingen (NED)

Other events: ORC Asian Championship:
It has been agreed to work with representatives in the region to plan a new ORC Asian Championship in the coming year(s), probably in Korea, recognizing this is central to the region.

All Offshore Classes & Events Committee's recommendations were unanimously approved by Congress.

11.00 RACE MANAGEMENT COMMITTEE

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

11.1 SUBMISSIONS

RUS 3 – USE OF IMPLIED WIND

Alessandro Nazareth reported on the development of this submission in the ITC, and described a new method to score PCS where the entire class is scored using the Implied Wind calculated for the winning boat.

This development was very much welcomed by the Committee, in contrast to a manual approach where the RC chooses a fixed wind speed and calculates results for all entries, as is used in Finland.

A review of software options was made to determine the difficulty in implementing this approach, but regardless the Committee welcomes the intention of the ITC and supports this.

11.2 RECOMMENDATIONS ON SCORING-SOFTWARE

The Committee analyzed the pros and cons of the present scoring software market:

- Altura Windows version needs to be updated, and it depends on only one programmer
- The KSSS-software is based on Altura and an even older software from Adrian Moggre
- Yacht-Scoring from Luiz Kahl can now calculate PCS but it has not yet been tested thoroughly
- Manage2Sail is on the way to include PCS calculation. Germany will test it in 2015.
- Velum can now calculate every feature, including split fleet sailing, but it needs high skills of the scorer

The Committee is urgently asking ManCom and the Congress to support the development of software within the next 12 months that fulfills the following requirements:

- Accuracy and consistency, ie, must be able to handle PCS results with the same output as Velum or Altura
- Web-based, so that output can be available to all observers as soon as the inputs are made
- Ideally it should have other features of regatta management, such as crew lists, scratch sheet, etc.
- It should also be able to handle unusual race formats, such as group sailing
- The price for use of such a system should be nominal so that it can be used at all levels of competition

It is felt by the Committee that the accurate and timely distribution and display of results is critical to the health and popularity of the ORC system, and urges training in the proper use of scoring as being as critical as the other important tasks of race management.

11.3 EXPERIENCES AT THE ORC WORLDS 2014

Ecky von der Mosel reported on the details of race and event management experiences at the World Championship 2014 in Kiel. These included organization templates used by race managers, some software used for timing and layout of courses, tips on how to structure the timing of presentations,

some unintended mistakes made in course management via RRS 48.1, race office organization and management, sponsor fulfillment options, measurement organization, etc.

The Committee is recommending to publish this information and RM-tools on the ORC website to make it available to other large event organizers.

Race Management Committee's recommendations were unanimously approved by Congress.

12 PROMOTION AND DEVELOPMENT COMMITTEE

Promotion & Development Committee Chairman Dobbs Davis reported.

12.1 REPORT OF THE YEAR'S ACTIVITIES

Travel promotions by the ORC Staff were at the invitation of fleets and events located in Vancouver, Canada; Rungsted, Denmark; Tel Aviv, Israel; Istanbul, Turkey; and one planned next week for Bulgaria. These have yielded new certificates and fleets in some cases (ISR), reinforcement and growth of existing fleets in other cases (CAN, DEN), and continued study in another (TUR). A planned trip to Busan for the ORC Asian Championship was not taken when the event was cancelled due to the ferry disaster in May.

The ORC Europeans in Valencia was a success from the promotional point of view, with excellent cooperation between the ORC media staff on site with the RCNV media staff to generate national and international media interest towards the event. The ORC Worlds did not have an international media presence and the entire ORC Media staff was not present, but the exposure was still a huge success in Germany, where it was reported 34 million media impressions. The international exposure was also strong, most notably due to the record turnout of teams at the event (150 from 19 countries).

Given the importance of widespread media exposure, the PDC recommends to the Offshore Classes and Events Committee that in all future ORC Championship events the entire ORC media team be present for support, just as ORC provides on-site expertise and support for Measurement, Scoring and the Jury.

Other initiatives in 2014 included the successful launch of the ORC Target Speeds product through the ORC Sailor Services, which costs only €10 once a test certificate is run. The ORC Speed Guide was also reduced in price to €50 and has thus also had a strong popular response.

Ongoing use of promotional and communication tools such as press releases issued in Italian and English through the Constant Contact system continues to focus mostly around announcements of new rules, promotion of new events, and daily coverage of the ORC World and European Championship regattas. Website news content draws on these infrequent releases, but there is also a desire to publicize other notable ORC events, such as meetings, news from major races and events such as National Championships, and occasional technical stories.

The bi-monthly column in Seahorse remains an important tool for promotion of ORC activities and ongoing research, and was written primarily by the Chairman throughout this year given the light research agenda of the ITC. These are posted online on the homepage.

The Measurer's Manual is in place for IMS, but may change slightly with cooperation with the US on any further push forward with the UMS project. If this happens, PDC will help announce and distribute.

12.2 NEW INITIATIVES AND RECOMMENDATIONS FOR 2015

PDC recognizes the success of its work and of all the Committees that has helped realize an impressive 10% increase in certificates issued around the world to a record high of >9000.

Nonetheless, the Committee has identified several areas to further increase the awareness and promotion of ORC:

- push the Rating Offices to make their constituents aware of the free bi-monthly digital access to Seahorse for those who hold certificates;
- vend Sailor Services credits in smaller €10 increments rather than only larger blocks of credit;
- support the ManCom's suggestion of RO's offering promotional Club and International certificates to new users or those not active within 5 years;
- research the possibility to obtain, digitize and post the history of ORC as far back as possible to its founding in 1969;
- urge members of Congress to offer story ideas from their countries for the web news, and also work hard now to obtain regatta dates for 2015;
- urge the Race Management Committee to as soon as possible adopt a policy of requiring online scoring at all ORC championship events, since this is vital for all media communications;
- develop the Simple Guide to ORC for new fleets, with a theme such as "ORC Use in 10 Easy Steps"
- remind events to use the official ORC logo and brand in all communications, merchandise, and branding of their events;
- work in close cooperation with the OCEC and Race Management Committee to integrate the functions of training, education, and management of racing at ORC events, because even with high accuracy in the rating system, the reputation of ORC also critically depends on the proper use of scoring and managing of races;
- keep all ORC communications in digital form, even at meetings, with liberal use of Dropbox and the website for distributing materials.

13. MANAGEMENT COMMITTEE

Management Committee Chairman, Bruno Finzi, reported.

13.1 ISAF SUBMISSIONS AND ORC REPORT TO ISAF

The ORC annual report to ISAF was sent presenting the fleet statistics up to October 25th, 2014 together with reports from the ORC Championships held in 2014.

With reference to ISAF Submission 103 from ORC regarding ISAF/ORC Classes racing under corrected time – Regulation 13.2 (e), the ISAF Offshore Committee, following preliminary conversations with Stan Honey, will support this submission.

13.2 SUBMISSIONS

13.2.1 GER 2 – ORC SAILMAKER SERVICE

The Management Committee, after a feasibility check with Panayotis, supports the submission; the cost of this service needs still to be evaluated in a range of 120 - 200 Euro.

13.2.2 GER 10 – ORC RATING RULE 201.2

The Management Committee supports the Submission as written.

13.2.3 GRE 2 – IOS AND ANDROID VERSION OF IMS EDITOR

The Management Committee supports the submission in principle, but a minimum of 500 Euro budget + plus some yearly subscription fee needs to be addressed by Panayotis Papapostolou to implement this new software.

13.2.4 NED 3 – ORC CLUB CERTIFICATE COPY

Management Committee does not support the submission because it is beyond the philosophy of Club Certificates. The ORC Speed Guide is already available through Sailor Services.

13.2.5 NED 5 – ORC CLUB CERTIFICATE SPECIAL SCORING BOX

Management Committee suggests that if a boat has two (2) certificates, one fully crewed and one double handed, the second certificate will be promotionally free.

13.3 ORC/US/HPR/SYRF

ORC will continue its cooperation with ORA on HPR, as evidenced by the Submission to ISAF on a new corrected time class, and will look forward to work with SYRF on suggestions, proposals and funding for future research projects with ITC.

13.4 ORC/IMA/SUPERYACHT/JCLASS

See above para. 10.4 of Offshore Classes & Events Committee Minutes.

13.5 POSSIBLE NEW ORC CLASSES

Management Committee has reviewed ITC's recommendation of creating CDL (Class Division Length) as a new data figure on the ORC certificate defining the Class (A, B, C) to be applied at the World and Continental Championships. The Committee feels that the technical approach is correct, and it helps answer two submissions (ESP 6, NOR 3) as well as the request put to ITC from ManCom to find a technical solution for better definition of classes at ORC events.
A test fleet was also presented showing the comparison of class distribution on the main ORC event in 2014 as well as major national fleets (ITA, ESP, GER). The test fleets show that this new approach eliminates the trend of slowing down larger and heavier boats to be the fastest in the smaller boat classes, a problem seen during 2014.

The Management Committee therefore supports this idea of a CDL and will recommend its approval to the Congress as a new class definition for the World and European Championship. Regardless, RO's may use whatever class definition they decide for their own events but they may also adopt this new CDL approach.

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

<u>Fleet Statistics</u>

Fleet statistics up to 30.10.2014. are showing a total of 9132 certificates (2376 ORC International and 6756 ORC Club) with an increase of 850 certificates (10.26 %) in comparison with the end of 2013; an additional increase may be expected before the end of 2014.

Fleet statistics that include valid issued certificates with a comparison over the past years will be presented to the Congress.

The Management Committee proposed to the Congress in agreement with the Promotion and Development Committee to introduce promotional certificates free of charge if issued for a boat that had no ORC rating certificate in the past 5 years (from 01.01.2009). This is intended as a promotional tool for RO's who wish to introduce use of the ORC rating system for new boats in areas where there are other rating systems or no system currently in use.

This promotional tool can be extended to both ORC Club and ORC International certificates and the Management Committee asked the Congress on a final decision if there should be any limit on the

number of promotional certificates issued per year per country. The Tech staff will update the system so promotional certificates can be marked in the database.

The Congress leaves to the ManCom the task to plan and administer this promotion tool.

Update on Levy payments

The Secretariat circulated an excel file with the information on levy invoices and related payments. Looking at the levy payments updated with September 2014 bank statements, there are still some outstanding amounts:

2011 & 2012 Levies – Russia: Euro 6.103
2013 Levies Euro 13.056

Due to the good financial result of 2013 the ManCom decided to write off the outstanding 2011 - 2012 outstanding credit from Russia.

VAT & Paypal

The VAT situation is monitored due to the limit to enter the VAT in UK, on general sales via Paypal, which is of 75.000 GBP

13.7 REPORT ABOUT ORC RATING OFFICES AND RELATIONSHIP WITH MNA'S

A review of ORC rating offices was made following the fleet statistics also reported in Item 13.6 above.

13.8 SAILOR SERVICES REPORT

Sailor Services is showing a solid increase in use, particularly the Target Speeds, as a new product introduced in June, and it is already reaching almost the same numbers as the Speed Guide for all 2014.

Speed Guide use has increased 229% in comparison with same period of 2013, probably due to the new pricing structure as well as the strong promotional effort and the high participation at ORC events this year.

13.9 MEASUREMENT REPORT AND UMS UPDATE

See ITC & Measurement Committee Minutes.

13.10 ITC and ORC Club report – R&D update

See ITC Committee Minutes.

13.11 PROMOTION AND MARKETING REPORT

Dobbs Davis reported that in 2014 there were several trips made by the Staff for Promotion and Development:

(1) by Zoran Grubisa, Dobbs Davis and Paolo Massarini to Rungsted, Denmark for a Baltic region promotion and planning meeting co-organized by Thomas Nilsson, Sten Edholm and Lars Ive of KDY. On this trip a tour was arranged of the venue offered by KDY for their 2016 ORC Worlds bid;

(2) by Zoran Grubisa and Nicola Sironi to Israel in April, with good progress on establishing a new ORC Club fleet there, with the possibility of them submitting a bid to host an ORC Championship event in the near future;

(3) by Dobbs Davis in June to Istanbul for the Bosphorus Cup, with some interest from the sailors in ORC, and the start of talks with the Turkish Sailing Federation, although the politics there between the owners and MNA are unclear;

(4) Zoran Grubisa has had contacts at the ITC meeting in Delft with Kaspar Wedersoe of the DH system in Denmark on the possibility of adopting use of the ORC VPP into the DH system, similar to the what was done for Norway in 2013;

(5) Nicola Sironi travelled to Kansai YC in April to train measurers there and provide support for ORCi measurement in light of renewed interest in ORCi in Japan; and

(6) he also attended the Ilhabela Sailing Week in Brazil in July to support ORC use there in light of new leadership change in the ABVO measurement personnel.

A planned trip to South Korea in May for the first ORC Asian Championship was cancelled due to the event in Busan being postponed after the Korean ferry accident in April. New dates and venue options have been discussed for this year, but none work for the ORC support staff, so discussions are started for possibilities in 2015. Korea (specifically Busan or elsewhere on the southern coast) has been deemed the best venue for this event due to its central location for entries from China, Japan and Russia. Nonetheless, a visit to Korea during the Yellow Sea Race may be possible since the Koreans provide that all travel expenses.

Further promotion is planned in 2014 with Zoran Grubisa attending an ORC seminar in Romania after the AGM, which will also cover all other countries in the region.

There has also been interest for starting new ORC Club fleets in several local areas around the World. The Tech staff is ready to provide all the help in processing certificates and waits for responses from the inquiries made from these fleets, but may also develop a general guidance template for organizers interested in establishing new fleets.

ManCom is also considering giving PDC an additional directive to provide on-site support for not just measurements, rating and scoring, but event and race management as well so as to give the best possible use of ORC tools for the benefit of the sailors at prominent events using the ORC system.

13.12 ORC PUBLICATIONS, ORC WEBSITE IN 2014

ORC publications are up to date for 2014, with the VPP documentation having been finally agreed within the ITC (see ITC minutes). The ORC website is showing good numbers of visits and remains the main portal to the ORC. Possible developments on the website will be discussed in the Promotion and Development Committee.

13.13 STAFF INTERVIEW

The Management interviewed all the staff and decided to further implement staff meetings during the year to organize tasks and workloads. The Management also requested to each of the staff a quarterly report to monitor especially marketing and promotion.

13.14 MEETING WITH COMMITTEE CHAIRMEN

All Committee Chairmen were interviewed to share opinions about future tasks for each committee.

13.15 MEMORANDUM & ARTICLES OF ORC AND ORC TRADEMARK

The ORC Treasurer checked the need to modify and update our Memorandum of Articles in relation to:

1. The need of audited accounts
2. The year of the Seal
3. The exact names of the existing Committees
4. The compliance with ISAF Regulations about ORC

He contacted Philip Tolhurst who produced a document that was present to the Congress for their approval.
The Congress unanimously approved the modifications waiving the 21 days needed for the approval.

The 10-year trademark of the ORC logo expired this year, and was renewed for another 10 years with both the UK and US Patent authorities.

13.16 REVIEW OF ORC 2014 INTERNATIONAL EVENTS & PROVISIONAL CALENDAR FOR 2015 EVENTS

The Chairman of the Committee, Paolo Massarini, presented to the ManCom the various applications received for future year's Championships. The Management, in Agreement with Paolo Massarini, decided that only the applications for 2016 were to be presented and voted in the OC&EC, taking only notes of the bids received for the following years. For final decisions on ORC future Championships see Offshore Classes & Events Committee Minutes par. 10.5 above.

All Management Committee's recommendations were unanimously approved by Congress.

14. CALENDAR FOR 2015 – MEETINGS AND EVENTS

AGM 2015

The next AGM will be held in Sanya, China from 7th to 11th November.

MANAGEMENT COMMITTEE

Next meeting of the Management Committee is planned to happen in March 2015, venue to be defined

ITC

The next meeting (first for 2015) has been preliminary fixed in a weekend of the second half of March and the possible locations could be Athens, Hamburg, or Delft (final decision will come according to the availability of our hosting clubs).

15. ELECTION OF ORC CHAIRMAN

Bruno Finzi was proposed, seconded and voted Chairman of the Offshore Racing Congress for 2015.

16. ELECTION OF DEPUTY CHAIRMEN

Jose Frers and Wolfgang Schaefer were proposed, seconded and voted unanimously as Deputy Chairmen of the Offshore Racing Congress for 2015.

17. APPOINTMENT OF CHIEF MEASURER AND SECRETARY

Congress re-appointed unanimously Nicola Sironi Chief Measurer and Vivian Rodriguez as Secretary for 2015.