



World Leader In Rating Technology

Annual General Meeting held in Sanya, China on 11th November 2015

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MINUTES of the Annual General Meeting of the Offshore Racing Congress, Ltd. held at 11:30 on 11th November 2014 in Sanya, China

Congress Members Present:	Bruno Finzi (Chairman)	Italy
	Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
	Jose' Frers (Deputy Chairman)	Argentina
	Steve Benjamin	USA
	Per Boeymo	Norway
	Sten Edholm	Sweden
	Don Genitempo (Honorary Treasurer)	USA
	Zoran Grubisa	Croatia
	Noboru Kobayashi	Japan
	Michael Korneszczul	Poland
	Patrick Lindqvist	Finland
	Alessandro Nazareth	Italy
	Thomas Nilsson	Norway
	Michael Quist	Denmark
	Ab Pasma	The Netherlands
	Lazaros Tsalikis	Greece
	Makoto Uematsu	Japan
	Roy van Aller	The Netherlands
	Ecky von der Mosel	Germany
	Zvi Zviblat	Israel

Alternate Members:	Bruno Finzi substituting for Alessandro Maria Rinaldi (Italy)
	Zoran Grubisa substituting for Gabor Csernussi (Hungary)
	Robert Jacobsen substituting for Peter K. Burger (Switzerland)
	Ott Jallas substituting for Veiko Rosme
	Jacques Lehn substituting for Henry Bacchini (France)
	Jose' Motta Veiga substituting for Pedro Rodriguez (Portugal)
	Totos Theodosiou substituting for Philippos Georgakis (Cyprus)

Apologies for absence:	H.M. King Harald V of Norway	Honorary President
	Vassiliy Alekseev	Russia
	George Andreadis	ISAF and Greece
	Rafael Bonilla Paz	Spain
	Ivan Drinkovic	Croatia
	Sverre Ellinsen	Norway
	Bruno Frank	Switzerland
	Magdalena Maria Ion	Romania
	Gary Jobson	ISAF
	Yooj Yaehoo	Korea
	David Lyons	Australia
	Roberto Peschiera	Peru
	Daniel Pillon	France
	Christian Plump	Germany
	Gerd Schmiedleitner	Austria
	Toni Tio Saulea	Spain
	Henk Sol	Netherlands
	Manuel Torres	Spain
	Godwin Zammit	Malta

Officers present:	Vivian Rodriguez	Secretary
	Nicola Sironi	Chief Measurer

Observers:	Stratis Andreadis	Greece
	Bruce Bingman	USA
	Julia Casanueva	Spain
	Dobbs Davis	USA
	Egon Elstein	Estonia
	Sally Honey	UK
	Dan Nowlan	USA
	Panayotis Papapostolu	Greece
	Fabrizio Pirina	Italy
	Edoardo Recchi	Italy
	Eckart Reinke	Germany
	Mike Urwin	UK
	Felix Weidling	GER

1. CHAIRMAN'S REPORT

The Chairman, Bruno Finzi, reported:

2015 has been a very good year for ORC. On five continents in 39 countries, the total number of ORC certificates issued exceeded 10,000 for the first time ever, the third consecutive year of impressive growth for the system.

Another significant feature of the year was ORC's work with the SuperYacht Racing Association (SYRA) to develop and refine the ORC Superyacht Rule (ORCs_y), featuring a custom VPP, measurement protocols and scoring methods suited to race these large yachts over 30 m in length. This was a considerable investment by ORC, but is proving popular: 107 ORCs_y certificates were issued this year and used at several SYRA events, with more expected in 2016.

ORC championship events continue to be popular and competitive, with the highest-quality teams emerging on top after a combination of several inshore and offshore races. Individual races are often so close to be resolved only within seconds of corrected time. Inspections and measurement controls are strictly enforced, with a variety of boat types winning these events, with no clear tendency seen in the results that favor any particular type.

This year the Barcelona ORC World Championship attracted nearly 100 teams from a record number of 22 countries, the Volvo Estonia ORC European Championship drew a record 66 entries from 8 countries, as did the ORC Sportboat European Championship in Balaton, Hungary with its 27 entries from 8 nations.

The continued strong growth and popularity ORC events have thus attracted interest from numerous future ORC continental and World Championship event organizers, and bids have been submitted to host these events through 2018.

The accepted bids are as follows: the 2016 ORC World Championship will be hosted by the Royal Danish YC (KDY) in Copenhagen over July 15-23, 2016, and the 2016 ORC European Championship will be hosted by the Nautical Club of Thessaloniki in Porto Carras, Greece over July 4-10, 2016. The 2016 ORC Sportboat European Championship will be held in Chioggia, Italy over May 24-29, 2016.

The 2017 ORC World Championship will be organized by a consortium of clubs to be held in Trieste, Italy, and the 2017 ORC European Championship will be hosted by the Pomeranian Sailing Federation and held in Gdansk, Poland. There is also a bid for the 2018 World Championship from the Netherlands.

Use of ORC systems is expanding to new regions and countries, including recent adoption at the largest international big-boat event in the USA, Quantum Key West Race Week, and other races

organized by the Storm Trysail Club, with the office at US Sailing's US Offshore rating office working closely with the ORC technical staff. This represents an important return to the USA after 10 years of absence.

The YC Costa Smeralda also announced it will use ORC ratings for its Rolex Swan Cup events starting in 2016.

Progress is being made on the Universal Measurement System, with an agreement made between the ORC Chief Measurer and his counterpart at RORC on common sail measurement nomenclature. And its expected that in 2016 all ORC championship events will feature online scoring.

ORC's Sailor Services system continues to give easy access in 9 languages to some 85,000 measurement records in the database, a feature unique among international rating systems. At this portal is where copies of issued certificates from the past 5 years are available, as well as the ability to run test certificates, Speed Guides and Target Speeds under the current VPP. The number of unique users grows each year, with nearly 500 having accessed the system this year.

The International Technical Committee (ITC) had a light research agenda for 2015 yet still met twice this year, first in early March in Southampton, and second in Delft last month to finalize the changes to be implemented for the 2016 VPP. The group has added a new member this year: Shaun Carkeek from Carkeek Design.

The performance of the 2015 VPP was deemed excellent, given the close results among multiple boat types raced in the 2015 Championship events. However, there are some small improvements are made to the VPP recommended by the ITC. A test run of the >1000 designs in the test fleet indicate very small changes in GPH ratings from 2015: 99% of the fleet changes their 2016 ratings by <1%.

2. THE TREASURER'S REPORT AND AUDITED ACCOUNTS

The Treasurer, Don Genitempo reported.

The 2014 Report and Accounts Year ended 31st December were distributed to Congress members for email approval. It appears that 2015 outcome will be positive even if not at the same level of the 2014 surplus, which was another successful year with a 58.329 Euro surplus.

This surplus allows ORC to pursue the development of special projects such as the SuperYacht and the Swan Classes. The 2015 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.

Since the financial situation of the Company is in good shape, it was proposed to Congress to maintain levies at the same amount as for the past six years 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

The Congress unanimously approved.

3. APPOINTMENT OF AUDITORS

A motion to re-appoint Mrs. Christine Tarrant (UK) as Auditor 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 Association. The motion was seconded and unanimously approved.

5. MEMBERSHIP OF COMMITTEES

There are the following changes to Congress & Membership of Committees for 2016:

Congress

According to the number of 2014 levies, new nominations were received from Denmark, Ecuador, Italy, Israel, Hungary, Netherlands, Spain and Russia. Nominations from the following countries are still to be received: Australia and Canada.

Membership of Committees

International Technical Committee
Offshore Classes & Events Committee

Shaun Carkeek
Vassily Alekseev

Committee of Honour
Roll of Honour

Emilio Feliu Serra, Giovanni Ianucci
Marcel Leeman

REPORTS AND RECOMMENDATIONS OF COMMITTEES

6. INTERNATIONAL TECHNICAL COMMITTEE

ITC Committee Chairman, Alessandro Nazareth, reported.

6.1 REPORT ON 2015 SEASON - CURRENT VPP FEEDBACK

No major issues emerged, apart from a couple that are dealt with in several of the submissions reported below, with no major changes in the VPP model.

6.2 SUBMISSIONS REVIEW

6.2.1 ESP 1 - DOUBLE BACKSTAY

Double backstays are treated as single backstays in the VPP. The Committee recommends a clarification is needed to define the attachment point of the backstays relative to P, and that deflectors fitted count as runners.

The Submission is supported.

6.2.2 ESP 3 IMS APPENDIX 1 – CRUISER/RACER REGULATIONS

The only rules that must be considered are the C/R regulations that could define if a boat belongs to the C/R or Performance divisions.

The Submission is not supported.

6.2.3 ESP 4 - DYNAMIC ALLOWANCE

A change of Age Date has never been triggered by appendages modifications, and only by hull modifications. The Age Date is the same as the Series Date for all series production yachts. The committee believes that the current age date seems to be working well to fairly rate the old hull designs versus the newer ones.

The submission is not supported.

6.2.4 ESP 6 - INCLINING TEST WITH BOOM

ITC confirmed that measuring stability with a horizontal boom is returning a lower RM compared to the standard inclining method with poles, related to BAS (height of the boom above the sheer).

A new method is therefore recommended, and this will be defined in the 2016 IMS and included as an option in the new Manager software.

The Submission is supported, and final Rule wording provided.

6.2.5 FIN 1 - USE OF IMPLIED WIND ON W/L COURSES (combined with ITA 2 - IMPLIED AND FIXED WIND)

ITC continues to support the approach of “forcing” the Implied Wind as the one of the winner. It must be noted that the committee does not agree with the principle of using as fixed wind speed the average of the IW of top 10% of the fleet, as it still believes that the boat with the highest IW should win the race.

ORC Rule 402.9 will be added to explain that in cases of re-scoring, the IW wind of the next best boat shall be used.

The committee reminds users that the PCS and IW calculations should be used only when wind conditions are the same for whole fleet. When large wind shifts affect only part of the fleet, IW can be significantly different than reality, and ORC 402.10 should be used.

The Submissions are not supported.

6.2.6 FIN 2 - P AND MAINSAIL AREA OPTIMIZATION (combined with USA 1 - RATING COST OF MAINSAIL)

ITC discussed the issue and took action to address the fact that many boats lower their P to allow a higher roach in the mainsail without having to fit double backstays.

A “corrector” of the mainsail area has therefore been re-introduced, activating a routine in the existing aero code, producing a multiplier SML (Spoiler Multiplier for Lift) reducing the mainsail area when the global sails coefficients are computed. The results of the test run were in the expected direction with an effect that increases with fractionality.

The committee supports the submission, and to implement in 2016 VPP the modified routine.

6.2.7 USA 1 - RATING COST OF SPINNAKER AREAS

Observations indicate the current optimum downwind TWA's are too deep, returning gybe angles that are too high, especially in moderate conditions. Hence the coefficients of symmetric and asymmetric spinnakers on pole and asymmetric on CL have been reduced and

slightly adjusted, returning steep curves of all three sets of coefficients versus AWA. The main effects on the fleet have been:

- To slow down fast boats in the light to moderate, but speed them up significantly over 12 kts.
- To speed up slow/heavy boats in light to moderate winds, but unchanged in strong winds.
- Boats with small symmetrical spins seem to be sped up relative to boats with larger sym spins.
- bowsprit spins are sailing at much more realistic gybe angles, which improves a credibility issue.

It must be noted that the reduction in drag coefficients will make the increase of spinnaker area cheaper, encouraging the boats to increase their sail area downwind. A test run was prepared and the results were in the expected direction.

Sailing Yacht Research Foundation was acknowledged for helping in providing aero coefficients based on results of a CFD study from a TP 52.

The ITC supports the Submission and the inclusion of the revised coeffs in 2016 VPP.

6.2.8 FRA 1 - ROACH IN MAINSAIL LEECH (combined with ITA 1 - MAINSAIL WIDTH MEASUREMENTS and RUS 6 MAINSAIL GIRTH)

See Measurement Committee 8.1.1

6.2.9 GER 1 - ADJUSTABLE INNER FORESTAY

The committee agrees that there is no need to keep the requirements of ORC 108.4, so supports its removal.

6.2.10 GER 2 – BILGEBOARD

New wording will be added to IMS rulebook and also more explanations in the ORC MANAGER software for these specialized appendages.

6.2.11 ITA 3 - DACRON SAILS

To avoid any future exploitation of this feature (e.g. a sail set built only for an event) the committee agreed to reduce to 1/3 (66%) the difference between “Dacron” and normal sail coefficients.

The committee support the Submission and the inclusion of new Dacron coefficients in the 2016 VPP.

6.2.12 ITA 5 - DEFAULT CREW WEIGHT

Sportboats may have a significant percentage of their DSPL in crew weight. After considerable discussion in ITC, it was agreed that the default crew weight should not exceed 50% of displacement in measurement trim. A check on the fleet showed that there are just a handful of boats being affected.

The committee supports the Submission and a top crew weight in the 2016 VPP.

6.2.13 NOR 1 - HULL FORMS NOT CORRECTLY RATED

The current hydro model doesn't take into account the position of BMAX as a direct factor in computing boat resistance. For Residuary Resistance only BTR and LVR are taken into account.

So the committee will devote more study to this topic in the 2016 research agenda.

The submission is thus deferred to next year.

6.2.14 POL 2 - BOW THRUSTER

Regardless of configuration, bow thrusters were found to not have a significant effect on drag.

The submission is not supported.

6.2.15 POL 4 - EXTENTION OF TRUE WIND SPEEDS IN THE VPP

The performance of some boat types is non-monotonic in winds over 20 kts.

The submission is not supported.

6.2.16 POL 5 - REDUCTION OF SAIL AREA (REEFING) (combined with SWE 1 - VPP ADJUSTMENTS FOR JIB/GENOA AT 14 – 20 KTS)

The Committee examined the depowering of the First 36.7 with both jib and genoa configurations, and devised a new model that had some difficulties in the implementation, but finally a test run was run, showing results in the expected direction.

The committee supports the Submissions and the inclusion of the new model in 2016 VPP.

6.2.17 RUS 1 - ADDED RESISTANCE IN WAVES

Davide Battistin completed a complete revision of the formulation and corrected the terms so that smaller boats slowed down by a maximum 0.5% compared to the rest of the larger boats of the fleet (0.1%).

The committee supports the Submission and the inclusion of this revised term of Added Resistance in Waves in the 2016 VPP.

6.2.18 RUS 3 - CORRECTION OF GYRADIUS

The ITC agreed on removing this gyradius adjustment for old boats between 1981 and 1992, based on Age Date, and Davide confirmed this is still in effect. It was therefore agreed to eliminate this special condition, involving a small number of boats of that age range.

The submission is supported.

6.2.19 RUS 4 - OFFSHORE PERFORMANCE LINE

The chairman proposed to revise the Offshore PLT/PLD formulation, basing it on the same wind distribution of the current OSN. The proposed matrix of wind distribution for the new Ocean for PCS handicap is:

KTS	6	8	10	12	14	16	20
Beat VMG	0.45	0.4	0.35	0.3	0.25	0.2	0.1
60	0	0.05	0.1	0.15	0.175	0.2	0.25
90	0	0.05	0.075	0.1	0.125	0.15	0.2
120	0	0.05	0.1	0.15	0.175	0.2	0.25
150	0	0.05	0.1	0.15	0.15	0.15	0.1
Dwn VMG	0.55	0.4	0.275	0.15	0.125	0.1	0.1

PLT/PLD will be then computed taking into account 8 and 16-knot allowances.

A test run showing the new PLT/PLD was prepared and also the last Middle Sea Race has been re-scored with results going into the expected direction.

The committee supports the Submission and the adoption of a new formula for Offshore PLT/PLD.

6.3 REVISION OF SAFETY SCREENINGS (LPS, BLR AND STABILITY INDEX) – COMPARISON WITH THE SPEC. REG. REQUIREMENTS

The chairman produced a report on the current situation of the stability safety screening in ORCi, comparing with the requirements of OSR (a new submission presented for this year's ISAF AGM) and ISO 12217-2 (for boats with LOA below 24 m).

ITC recommends removing all restrictions in stability screening to issue a certificate, since ORC is a handicapping rule, and safety issues should be left to organizations such as ISO, MCA, Registers, or depend only on the OSR.

The ITC proposal was approved by Congress

6.4 REVISION OF CURRENT DEFAULT RM REGRESSION

A new DEFAULT RM regression based on the current 2015 fleet stability data has been performed and it is not showing any movement in stability level of ORCi fleet.

It seems that overall stability is slightly less than that estimated by the current formulation of the DEFAULT RM, so the committee decided to not take any action, and leave this unchanged for 2016.

6.5 VALUATION OF “TUNNEL SHAPE” OF HULL

In recognition that some boats need to have recesses in the hull shape to accommodate canting keels, the committee produced new wording for the 2016 IMS:

B1.1 Hull shall be monohull only. Except at the recess in the area where appendages connect to the hull, the canoe body depth in any section shall not decrease towards the centerline.

This was approved by Congress.

6.6 DEFAULT VALUES FOR PIPA REVISION IN ORC CLUB

The current PIPA calculations for ORC Club when no propeller installation is measured (apart from PRD) returns a PIPA value that is frequently above the actual value when the installation is measured.

Panayotis Papapostolou completed an analysis of the current ORCi fleet measurements and derived new formulations for the default values of the propeller installation. This change will cause a more unfavorable handicap for most of the Club fleet with no prop measurements, and will probably be the numerically most visible in the test runs.

This was approved by Congress.

6.7 2016 VPP - PREPARATION OF AN “ALL EFFECTS” TEST RUN AND A BETA VPP FOR IMMEDIATE RELEASE

An “all effects” test run including the following modifications has been prepared:

- New treatment of fractional mainsail (FIN1+USA1)
- New set of downwind coefficients (USA1)
- New set of coefficients for Dacron sails (ITA3)
- New limits on Default and declared CW (50% of DSPL)
- Revised depowering scheme for jibs (POL5+SWE1)
- Revised added resistance in waves (RUS1)
- Removal of gyradius correction for boat built between 1989 and 1992 (RUS3)
- New default PIPA formulation for ORC CLUB

A beta VPP with the above modifications will be ready soon for distribution to DVP users and rating offices.

6.8 COMPLETION OF RECOMMENDATIONS TO THE CONGRESS

- a) new wording about double backstay (ESP1)
- b) new routine for inclining performed with boom (ESP6)
- c) Recommendation for rescoring with IW in case of protests (FIN1+ITA2)
- d) New treatment of fractional mainsail (FIN1+USA1)
- e) New set of downwind coefficients (USA1)
- f) Eliminate mainsail girths excess to be added to measurements (FRA1+ITA1+RUS6)
- g) Eliminate restrictions on the attachment point of inner forestay (GER1)
- h) New rule wording for double keels with and without bulbs (GER2)
- i) New set of coefficients for Dacron sails (ITA3)
- j) New limits on Default and Declared CW (50% of DSPL)
- k) Revised depowering scheme for jibs (POL5+SWE1)
- l) Revised added resistance in waves (RUS1)
- m) Removal of gyradius correction based on Age Date for boat built between 1981 and 1989 (RUS3)
- n) New formulation for Ocean performance line scoring (RUS4)
- o) Removal of the requirement of $LPS \geq 103^\circ$ for issuing certificates.
- p) New default PIPA formulation for ORC CLUB

6.9 ORC RESEARCH FUND BUDGET PLANNING.

The chairman discussed with Mancom in Sanya about the funding of one or more projects listed in Section 15 below.

6.10 STRATEGIC PLANNING FOR WORK AFTER THIS MEETING, MAIN PROJECTS FOR 2016, ESTABLISHMENT OF WG'S:

Below is the list of possible projects for 2016. ITC members will give their availability to be on working groups on one or more projects and to establish a priority list:

- a) Revision of current upwind model – Different depowering schemes – WU CFD research proposal
- b) New Default Mast Weight
- c) Default VCG determination in way of default RM – Component weights formulation
- d) Hull forms with very aft BMAX inspection
- e) Spi coefficients revision - Small spi issue, POWER and SHAPE function revision.
- f) Downwind wind tunnel results post-processing completion
- g) Dynamic Wetted Area
- h) Added resistance in waves. Long term research in TU Delft
- i) Frictional resistance of long chord keels
- j) Residuary Resistance for fast boats

6.11 UNIVERSAL MEASUREMENT SYSTEM UPDATE

Nicola Sironi updated the committee about the progress made to unify the measurements and abbreviations between the ORC and the IRC systems. The first step is a unification of sail measures and acronyms that were in submission 090-15 to ISAF presented jointly by ORC/IRC. The submission has been also submitted by Mancomm to the Congress in order to implement this change independently from its inclusion in the ERS future text for 2017, and to be finalized this year. It is assumed that IRC will do the same.

The table below summarizes the acronyms for sail measurements:

	ERS	Dimension	New Abbreviation	Old Abbreviation
Mainsail	G.7.4 (a)	Mainsail Quarter Width	MQW	MGL
	G.7.5 (a)	Mainsail Half Width	MHW	MGM
	G.7.6 (a)	Mainsail Three Quarter Width	MTW	MGU
	G.7.7 (a)	Mainsail Upper Width	MUW	MGT
	G.7.8 (a)	Mainsail Top Width	MHB	HB
Headsail	G.7.3	Headsail Luff Length	HLU	JL
	G.7.4 (a)	Headsail Quarter Width	HQW	JGL
	G.7.5 (a)	Headsail Half Width	HHW	JGM
	G.7.6 (a)	Headsail Three Quarter Width	HTW	JGU
	G.7.7 (a)	Headsail Upper Width	HUW	JGT
	G.7.8 (a)	Headsail Top Width	HHB	JH
	G.7.11	Headsail Luff Perpendicular	HLP	LPG
Spinnaker	G.7.1	Spinnaker Luff Length	SLU	SL (SLU)
	G.7.2	Spinnaker Leech Length	SLE	SL (SLE)
	G.7.3	Spinnaker Foot Length	SFL	SF (ASF)
	G.7.5 (b)	Spinnaker Half Width	SHW	SMG (AMG)

The next step will be rig dimensions.

6.12 2016 VPP DOCUMENTATION RELEASE - DOCUMENTATION TRANSFER TO LATEX PLATFORM UPDATE

A new version of Documentation (fully compatible with the 2015 VPP) has been prepared by ORC programmer Davide Battistin on the more powerful LaTeX platform, to deal with a very complicated technical text developed in several layers. It will be now easier to update and maintain the documentation in years to come.

6.13 NEXT MEETINGS SCHEDULING

As a first proposal the committee agreed to verify the possibility to make the spring 2016 meeting in Annapolis, in the same days of the CSYS. This will be decided soon, along with Working Group appointments.

6.14 ANY OTHER BUSINESS

The chairman announced that after 8 years of assiduous attendance Kay-Enno Brink decided to retire from the committee, due to personal commitments. ITC thanks Kay for his contributions, wishing him a good luck for the future ambitious projects in the ship building industry.

Shaun Carkeek was asked to join the Committee, and he accepted, but his membership will become effective after the next AGM approval in November. The committee welcomes this addition of another world-class yacht designer.

The SYRF Board voted not to fund the ITC wind tunnel/sail force boat project, but instead a project with North Sails to obtain data from RANS/FEA runs for three different boats, in three different wind speeds and through five different apparent wind angles.

A last item is the prohibition of using tensioning devices for flying headsails measured with a

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

7 RATING OFFICERS COMMITTEE

Rating Officers Committee Chairman, Zoran Grubisa, reported.

7.1 SUBMISSIONS

7.1.1 ESP 2 – HULL PROFILE ON THE CERTIFICATE

The committee does not support the submission because hull profile information is already available through the ORC Manager software.

7.1.2 ESP 5 – SAIL SERIAL NUMBER

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

7.1.3 SWE 2 – SIMPLIFIED HANDLING FOR ONE DESIGN CERTIFICATES

The committee agrees with the intention of the submission, and a new solution is proposed that will more consistently handle OD certificates.

A new initiative is to have an On-line ORC OD application that will be set up on the web, similar to the current ORC Club on-line application. The Owner will be able to request a One Design certificate on-line by entering boat name, sail number and owner data and selecting the specific OD class from the list of available ones. The request will then be forwarded to the relevant rating officer, who will then issue the certificate.

The committee does not support levy reductions on OD files because the rationale presented in the submission could be applied to certificates that are re-validated each year without changes.

7.2 ORC MANAGER SOFTWARE – UPDATES, SUGGESTIONS FOR IMPROVEMENTS

Panayotis Papapostolou presented the latest version of the Offset Toolbox including offset validation features that are of great help in finding errors and problems in the offset files. Furthermore, new services will be provided in the rating officers section of the web where RO's will be able to check if their DXT files are using erroneous offset files so that they can be corrected before the process of issuing 2016 certificates is started.

7.3 ORC SOFTWARE DEVELOPMENT

The committee supports the idea of printing on the certificate (only ORCi), the minimum OSR category for which a boat's LPS is eligible, after further co-ordination with the ITC.

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

8. MEASUREMENT COMMITTEE

Measurement Committee Chairman, Nicola Sironi, reported.

8.1 SUBMISSIONS

8.1.1 FRA 1 + ITA 1 + RUS 6 - MAINSAIL ROACH

The Committee agreed that the decision adopted last year to address the extra roach area achievable with extra battens in between girth measurement points in fact caused more problems than it solved, so it was agreed to remove the extra sentence introduced last year, supporting the FRA1 and RUS5 Submissions.

8.1.2 MANCOM 2 - SAILS ABBREVIATIONS

The new scheme for abbreviations has been prepared by the Chief Measurer together with Mike Urwin, resulting in a common submission to ISAF with the purpose of unifying the measurement process. The IRC system is to adopt the same measurement scheme and the same nomenclature as ORC, thus avoiding the need for any re-measurement.

The associated project is to populate a database using a common entry format, and that this could be accessed to import the sail data into either Rating System.

8.1.3 ESP 5 - SAILS UNIQUE ID NUMBER

The Submission was supported in principle, but the details of the unique identifier need further refinement, such as the DSV's buttons, or the ISAF stickers used in the context of IHC.

8.1.4 ESP 1- DOUBLE BACKSTAY DEFINITION

The Submission is supported, see ITC 6.2.1.

8.1.5 GER 1 - INNER FORESTAY LIMITS

The Submission is supported, see ITC 6.2.9.

8.1.6 ESP 6 - INCLINING TEST WITH BOOM

The Submission is supported, see ITC 6.2.4.

8.1.7 GER 2 - BILGEBOARDS WITH BULB

The Submission is supported, see ITC 6.2.10.

8.1.8 GER 2 - BILGEBOARDS POSITION AT THE TIME OF MEASUREMENT

The Submission is supported, agreeing to add in the Rulebook that bilgeboards have to be fully raised at the time of measurement afloat. It was noted that under ERS terminology “bilgeboards” should be called “daggerboards” when on centerline.

8.1.9 RUS 7 – Sportboats Measurement Checks

A Weight check before a Championship has been used in prior events, and used as suggested in the Submission, and possibly used to correct data or OFF files. The origin of the certificate needs to be based on flotation data. See OCEC (Green Book) Rule 10.3.3.

8.2 3D SCANS AND OFF FILES

The production of OFF files using 3D point clouds have to involve the Chief Measurer, and that they need to be performed in presence of a measurer who has to insure that the freeboard reference points are precisely identified in the cloud. If not, there can be uncertainty in the displacement calculations from the scans.

The Chief Measurer reported about a hull scanning in the UK in March, of which Simon Forbes produced a video that is posted on YouTube and can be found using the search words “hustler 35 scan.”

8.3 MEASUREMENT SEMINARS

Dimitris Dimou expressed the desire of organizing some joint seminars in the future. One option is Copenhagen, where the ORC World Championship will take place, on dates to be finalized. Also, Dan Nowlan from US Sailing said a measurement seminar would be organized for Newport in the spring as well, and wishes ORC presence.

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

9. SPECIAL REGULATIONS COMMITTEE

Sten Edholm reported briefly on Special Regulations meeting.
Please refer to ISAF Special Regulations Sub-Committee Minutes.

10. OFFSHORE CLASSES & EVENTS COMMITTEE

Offshore Classes & Events Committee Chairman, Paolo Massarini reported.

10.1 REPORTS OF 2015 CHAMPIONSHIPS:

European and World Championships reports have been read mentioning the most significant subjects and the winners (reports available in separate documents). Special mention has been made about the perfect organization of the European Championship in Parnu (EST). Zoran Grubisa reported on the ORC Sportboat European Championship held on Lake Balaton (HUN).

10.2 CDL

CDL has been successfully used in the two most important ORC Championships during the 2015 season as well as in some countries where the CDL has been embraced by their MNA's. The suggested CDL class breaks have been used to form three classes at the Worlds in Barcelona, while at the Europeans, Class A & B have been grouped together in accordance with the Green Book, and the lower limit for Class C (8.5 m) was lowered to 8.0 m to accommodate the local Baltic fleet characteristics.

10.3 SUBMISSIONS:

10.3.1 ITA 4 – SPORTSBOATS DIVISION

The submission is supported with the aim of including OSR Category 4 in the definition of Sportboat. Boats reflecting only Category 5 will be treated separately and the two groups will race in different divisions in accordance with the desires of the Organizing Authorities.

10.3.2 RUS 7 – ORC SPORTSBOAT CLASS CERTIFICATE

Submission approved.

10.3.3 RUS 8 – ORC SPORTBOAT CLASS RULE, BOAT WEIGHT

The intention of the submission is agreed by this Committee and it is deferred to the Measurement Committee.

10.3.4 MANCOM 1 – ORC SY RULE

The submission is supported and approved.

10.4 REVIEW OF GREEN BOOK

No review except some “house keeping” work to be completed by the staff.

10.5 REPORT ON SUPERYACHT - ORC COOPERATION

A brief summary of the ORCsY Committee with work performed is given in the meeting minutes, and involve the important contributions of the YCCS Sport Director, Edoardo Recchi, as one of the most important SuperYacht event organizers.

In summary, a new rating system called ORCsY was developed by a working group within ORC along with the Super Yacht Racing Association (SYRA) which involved creating a dedicated VPP, new measurement protocols, rule guidance procedures and scoring software for SYRA events. The system evolved to have 48 versions due to continued refinements.

In the 2015 season ORCsY was used in seven events, and 107 ORCsY certificates were issued by the ORC Central rating office. A special ORCsY Sailor Services web portal was also created to handle certificate applications and test certificates, and is accessible to authorized owners and team managers.

Recchi also announced that Nautor Swan has decided to adopt ORC (Club and International) at their future events starting in September 2016 at the Rolex Swan Cup held in Porto Cervo and managed by the YCCS.

10.6 CALENDAR OF FUTURE EVENTS

The 2016 ORC World Championship will be hosted by the Royal Danish YC (KDY) in Copenhagen over July 15-23, 2016, and the 2016 ORC European Championship will be hosted by the Nautical Club of Thessaloniki in Porto Carras, Greece over July 4-10, 2016. The 2016 ORC Sportboat European Championship will be held in Chioggia, Italy over May 24-29, 2016.

Michael Quist, representing the 2016 Worlds organizing authority, and Panayotis Papapostolous together with Akis Tsalikis, representing the 2016 Europeans organizing authority have given presentations and updates of the status related to the organization of the two events (ppt and videos).

The Committee discussed and agreed about the change of Worlds venue from Tuborg Harbour to the Skovshoved Marina.

Dates are agreed, websites and links on the www.orc.org page will be soon on line. It has been mentioned that 40 boats are already entered at the Worlds. ORC representatives are working in close conjunction with both event organizers to provide as much support and help for the success of the event.

Future proposals: the OC&C is fully supporting the Trieste bid for the 2017 ORC Worlds in Porto San Rocco Marina, Trieste (Italy) and asks Congress to ratify. Further details to be agreed after the ratification of the Congress. Dates to be agreed but the feeling is to push for the first available proposed dates 25 June-1 July, 2-8 July.

Bids for the 2017 ORC Europeans have been received from Gdansk (Poland) and Marstrand (Sweden). After having read and heard both presentations, a Q&A session with the bidders, the Committee consulted in a closed meeting and, considering all the pros and cons of the two bids, decided to support the Gdansk bid. Dates and further details to be agreed after the ratification of the Congress.

The ORC Sportboat European Championship bid from Porto di Mare Chioggia (Italy) has been discussed and the Committee supports the proposal. The proposed dates, 24-29 May, are to be confirmed. It has been agreed that this Championship will use the OSR Cat. 4 requirements as a condition to accept entries.

An update on the proposal for the 2018 ORC Worlds in Le Hague/Schevingen (NED) has been given by Ab Pasman, with more details, such as the commitment made to the event by the city, layout of the harbor and racing areas, etc.

Other events: RFEV has requested to organize the Mediterranean Championship within the Trofeo de la Reina in 2016. The Committee did not support the request.

The Famagusta Nautical Club (Cyprus) requested the ORC to support an event there and to award a perpetual ORC Trophy deciding together on the new name for the existing “Andres Ioannides Trophy Race.”

10.7 ORGANIZATION OF THE COMMITTEE

The Committee composition has been briefly mentioned and it has been agreed to defer any possible changes to 2016.

10.8 ANY OTHER BUSINESS

It has been noted that the schedule of meetings should be reviewed for 2016 AGM.

11. RACE MANAGEMENT COMMITTEE

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

- 11.1** The Chairman invited Felix Weidling of the Kieler YC to provide the Committee members and observers to a tour of the latest edition of Swiss Timing's Manage2Sail regatta management software to show its features. Questions and answers were given on details of the system, with some improvements suggested for its future editions. Per Boymo also showed some more specific examples of M2S use in events he manages in NOR, and was generally favourable about the system's use.

Dobbs Davis found Luiz Kahl on Skype in the USA, who give the Committee and observers a brief tour of his Yacht Scoring system, which is the primary system used in most big boat events in the USA. Kahl explained that he will soon have YS be capable of doing PCS by utilizing the API developed by Panayotis for ORC, who in turn is planning to use YS for next year's ORC Europeans in Porto Carras.

There was not broad support for any one scoring software to be the "official" product to be endorsed by ORC, but that any that are web-based and use the API must be checked for accuracy.

In a recent poll made by committee member Ab Pasman, rating offices reported what scoring styles and programs were being used in national championship events in their countries. Among 28 events, 10 used PCS, 8 used Performance Line, 4 used Triple Number, and 6 used single number. Also in the poll it was found that Altura was the most-used software program, followed by several others.

11.2 SUBMISSIONS

11.2.1 FIN 1 – USE OF IMPLIED WINDS IN W/L COURSES

After some brief discussion and clarifications from ITC members and its Chairman Alessandro Nazareth on the use of Implied Wind on W/L courses, it was decided not to support the submission, alongside the same decision from ITC – see ITC 6.2.5 above.

11.2.2 GER 5 – SCORING

Same as above.

11.2.3 ITA 2 – IMPLIED AND FIXED WIND

The Committee does not support the possible use of a fixed wind scoring option, and follows the recommendation of the ITC to reject the submission – see ITC 6.2.5 above.

11.2.4 POL 3 – ADDITIONAL INFORMATION FOR RACE MANAGERS

The Committee supports the creation of a new ORC Guidebook that can provide a new fleet with the tools necessary to measure, rate, course manage and score a fleet of boats using the ORC system. The content of this book will be made with the consult of the Promotion and Development Committee and the ORC staff.

11.2.5 RUS 4 – OFFSHORE PERFORMANCE LINE

The Committee agrees with ITC to adopt this suggestion in the 2016 VPP – see ITC 6.2.19 above.

11.2.6 RUS 5 – ORC HANDICAP EXPLANATION

See POL 3 above.

11.3 ANY OTHER BUSINESS

Ab Pasman had circulated a survey to ask ORC race managers on the Committee (and a few others) what scoring software they were using, what scoring styles they preferred, etc.

The results of this survey are here:

Scoring options used at National Champs:			
Performance Curve	Performance Line	Triple Number	Single Number
10	8	4	6
Notes: PCS fixed wind speed used in FIN		ToD used only in the Mediterranean region	
Scoring programs:			
Velum	Altura	ZW	Custom
1	7	1	5
Also mentioned:	Manage2Sail, SailWave	Excel, Yacht Scoring	

The recommendations of the Race Management Committee were unanimously approved by the Congress.

12 PROMOTION AND DEVELOPMENT COMMITTEE

Promotion & Development Committee Chairman Dobbs Davis reported.

- 12.1** A report of the year's activities was made by the Chairman, who reported on the measurement trip made to Cyprus by Zoran and Nicola in early February, and noted that the region was important for promotion to the new markets in Turkey and Israel. It is hoped that promotional pushes here will increase fleet growth and additional participation at the Europeans in Porto Carras, Greece.

Promotion and training trips were also made to Parnu, EST and a measurement trip to UKR is being organized by Vasily for Kiev in late November...this too is in positive response to a fast-growing ORC Club fleet.

- 12.2** The growth of the Polish fleet is not a coincidence since introducing the promotional levy pricing scheme last year, and that now that there will be a championship event there in 2017 a promotional and measurement trip by Zoran is needed in Gdansk.

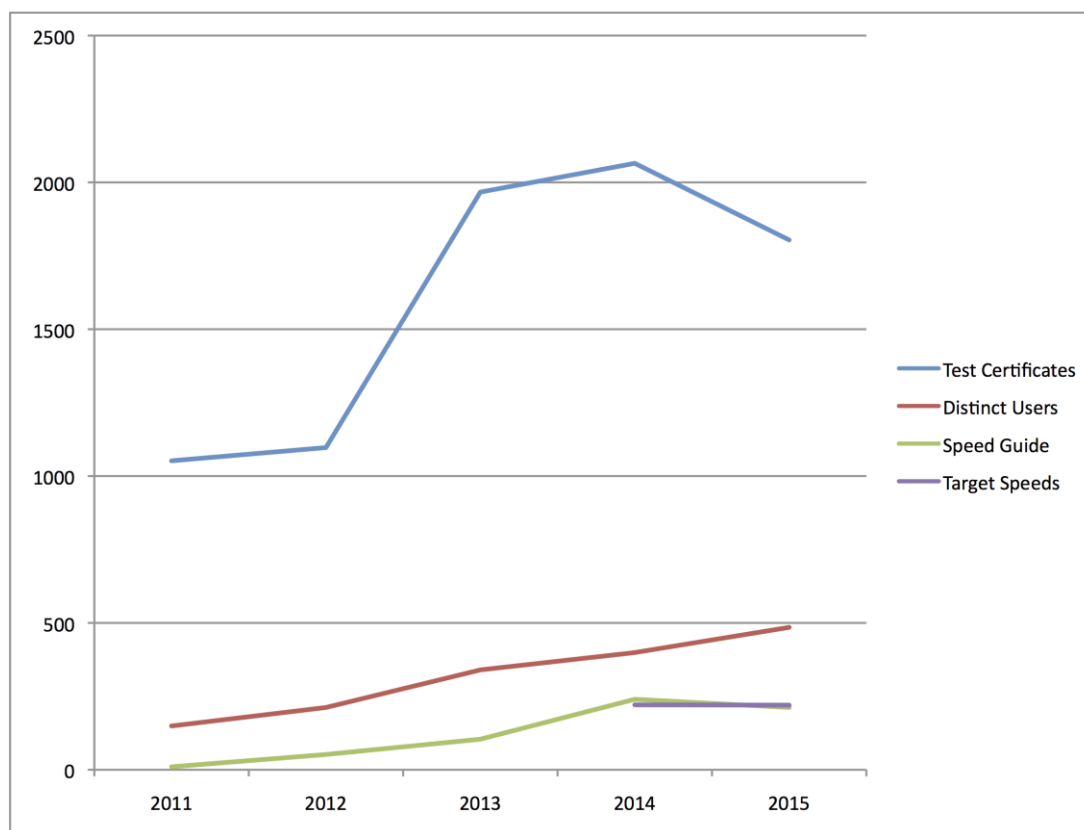
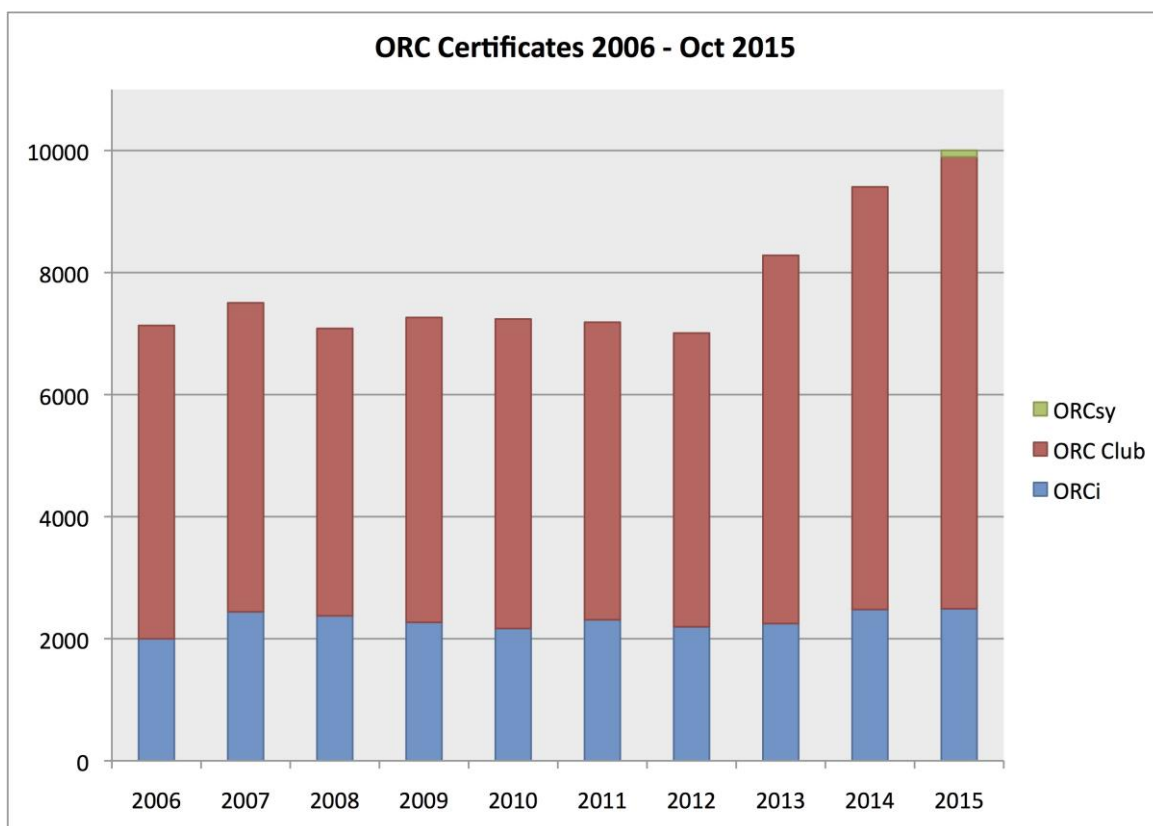
DEN will also need the same in the near future to help drive more local participation for the 2016 Worlds and start to solidify use of ORC in DEN.

- 12.3** In response to the three related Submissions, the Committee agreed that it was important to create a promotional playbook that outlines a template of options when entering a new territory. This publications may be created in hard-copy, but primarily should also be available for download on the website. Other ideas for promotion and development include:

- a mobile-friendly home page
- promotion of the Seahorse ORC page on Sailor Services, with a capture of email contacts from its registered users
- check with SYRA that its OK to open the ORCsyl Sailor Services system to public access
- explore the option of having a more interactive website, similar to that used by the VOR
- the ORC Guidebook should also have a wizard for questions and answers to help address options

- the ORC homepage and/or the Sailor Services page could have a counter installed that updates as new certificates are uploaded to the system, thereby highlighting the large numbers in the system each year.

12.4 ANY OTHER BUSINESS – FLEET STATISTICS AND SAILOR SERVICES REPORT



ORC FLEET STATISTICS 2006 – OCT 2015

	31.12. 2006		31.12. 2007		31.12. 2008		31.12. 2009		31.12. 2010		31.12. 2011		31.12. 2012		31.12. 2013		31.12. 2014		02.11. 2015		
	IMS	ORC	IMS	ORC	Int	Club	Int	Club	Int	Club	Int	Club	Int	Club	Int	Club	Int	Club	Int	Club	ORCsy
ARG	57	139	37	114	27	107	24	38	39	155	27	158	23	156	37	122	34	121	37	68	
AUS	41	0	15	0	20	0	32	0	72	0	90	0	80	0	121	0	212	1	108	13	
AUT	6	191	6	53	5	27	8	37	6	34	10	47	9	54	4	34	5	40	7	36	
BRA	55	141	45	109	77	88	75	36	72	101	71	11	118	18	84	4	67	1	66	0	
CAN	0	0	0	0	0	22	0	63	0	46	0	70	0	18	0	10	0	28	0	39	
CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	10	0	15	
CRO	94	202	147	150	142	148	102	151	64	143	73	133	59	207	64	161	54	190	46	208	
CYP	13	12	1	1	0	0	0	29	1	32	2	28	1	29	1	14	4	13	5	16	
DEN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	29	0	20	0	
ECU	1	19	1	19	24	1	24	39	24	0	26	2	18	0	23	0	54	0	33	1	
ESP	388	211	328	154	253	123	226	202	328	193	385	230	385	371	579	430	637	709	799	670	
EST	23	50	37	63	60	74	46	67	45	64	37	70	46	73	25	65	17	75	37	58	
FIN	87	42	82	37	71	30	65	19	60	26	63	28	140	15	72	11	74	6	76	10	
FRA	41	375	30	308	5	136	1	196	1	212	1	212	0	161	5	181	6	196	11	219	
GER	337	415	314	448	287	456	259	489	250	491	278	478	189	372	210	368	284	379	217	435	
GRE	367	221	350	255	367	269	293	343	297	398	320	450	252	449	227	458	212	505	184	527	
HUN	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	17	0	33	0	49	
ISR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	62	3	71	
ITA	0	1083	709	1018	706	1020	824	1037	671	1218	749	941	599	981	588	762	560	1181	592	1222	
JPN	70	358	50	312	26	269	2	147	2	98	1	60	2	72	4	138	14	122	8	64	
KOR	0	19	0	23	0	25	0	44	3	26	1	15	0	39	0	23	1	32	1	31	
LAT	0	0	0	36	1	35	1	39	1	16	1	8	2	10	1	10	1	3	2	5	
LTU	0	0	0	0	0	0	0	0	3	47	3	51	4	63	4	47	2	59	3	63	
MLT	1	11	1	16	1	26	1	33	0	29	2	23	2	24	4	27	2	19	6	15	
MNE	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8	1	8	1	14	
MRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	
NED	267	1145	1	1353	4	1306	2	1281	3	1202	2	1409	3	1289	1	1107	20	1039	5	1308	
NOR	47	0	32	0	51	0	63	80	47	17	41	1	43	13	45	1572	50	1638	44	1484	
PER	5	0	15	0	18	0	20	0	17	1	30	2	24	0	31	2	34	4	38	4	
POL	0	0	15	1	16	3	13	4	19	21	22	17	16	10	13	12	20	26	16	268	
POR	23	11	22	124	18	131	24	127	11	103	14	98	15	89	9	79	8	59	8	68	
ROU	0	0	0	0	0	14	1	30	0	0	0	8	0	16	0	46	0	61	5	51	
RUS	0	0	0	25	0	42	4	101	34	91	9	73	7	58	9	92	11	101	18	81	
SLO	0	0	4	27	7	31	4	29	3	14	6	16	7	11	7	12	8	10	10	12	
SUI	0	251	0	232	1	234	0	242	2	230	0	194	2	179	1	174	0	166	1	178	
SWE	59	133	67	58	70	30	53	17	42	10	43	17	144	1	60	1	57	0	82	8	
TUR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
UKR	2	55	0	48	5	12	0	18	0	14	2	21	0	20	1	27	0	14	0	77	
USA	15	50	17	60	0	30	0	19	0	26	0	0	6	0	0	0	0	0	3	8	
	1999	5134	2442	5062	2376	4708	2269	4995	2168	5071	2311	4875	2196	4813	2249	6033	2480	6924	2492	7404	107
	7133		7504		7084		7264		7239		7186		7009		8282		9404		9896		10003

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 assembled presenting the fleet statistics up to 2nd November 2015 together with reports from the ORC Championships held in 2015.

ORC set up meetings with RORC and ISAF Offshore Committee Chairman to find a possible compromise to avoid vote on ISAF Submission 136-15 from IRC Congress.

13.2 SUBMISSIONS

13.2.1 ESP 3 – IMS APPENDIX 1 – CRUISER/RACER REGULATIONS

The ManCom does not support the submission. The cruiser/racer regulations are well defined in IMS Appendix 1.

13.2.2 ESP 4 – DYNAMIC ALLOWANCE

The ManCom does not support the submission. The ManCom asks the ITC to study the possibility to update the Age Date whenever the offsets file is modified for a change of appendages.

13.2.3 ESP 5 – SAIL SERIAL NUMBER

The ManCom recommends not to introduce redundant information and leaves therefore the final decision to the Measurement and Rating Officer Committees.

13.2.4 GER 4 – LIFELINES

The ManCom supports the submission.

13.2.5 GER 6 – FIX VPP IF POSSIBLE

The ManCom does not support the submission as research and development continues to provide chances possibility for the VPP to be updated with the agreement of the Congress.

13.2.6 ITA 3 – DACRON SAILS

The ManCom supports ITC suggested reduction for Dacron sails allowance. The ManCom supports as well the restriction only to Cruiser/Racer boats for the reduced allowance.

13.2.7 MANCOM 1 – ORC SY RULE

The ManCom supports the submission.

13.2.8 MANCOM 2 – SAIL MEASUREMENT ABBREVIATIONS

The ManCom supports the submission as a step forward for UMS.

13.2.9 POL 1 – PROMOTIONAL CERTIFICATES

The ManCom supports the submission for 2016.

13.2.10 RUS 7 – ORC SPORTSBOAT CLASS CERTIFICATE

The ManCom defers this decision to a dedicated WP for Sportboats.

13.3 ORC/US Sailing

Dobbs Davis reported that there is a growing demand for ORC Club certificates in the US, due mostly to the offering of an ORC Class by the Storm Trysail Club at Key West Race Week and other high-profile events.

A contract between ORC and US Offshore will be completed to certify that US Sailing will be the sole authority to issue ORC certificates in the US. Currently this relationship is in place, with the USO office selling ORC Club certificates to users in the US after receiving the data from the ORC staff. USO Director Jay Hansen has stated he wants his office to take over all functions of processing ORC Club starting next year, but there is concern about the proposed high retail price USO wants for 2016.

ManCom therefore suggests meeting in the near future with USO to understand how ORC products will be used and supported in the US.

13.4 ORC/SUPERYACHT/SYRA

The SuperYacht project has been a great success for ORC in 2015. There were 7 events and 107 certificates have been issued.

This project has been helping raising ORC image and respect all over the world between top sailors and owners.

The project has been also key to reenter the US market and to start negotiation with many Race Organizers for 2016.

SYRA Consultants, Alessandro Nazareth, Paolo Massarini and Gennaro Aveta, have been, together with Bruno Finzi, attending, in teams of three at a time, all SY events this year where they were in charge not only to issue certificates, but also to do the scoring.

The Chairman anticipated that ORC will run a possible deficit for the first year, but he is confident that already in 2016 the SY project will not only increase revenues, but also create some surplus. The promotional effect and feedback from the sailing constituency justifies this ORC investment.

13.5 SAILOR SERVICES REPORT

Use of Sailor services is showing increase in distinct user with steady numbers in Speed guide, Target speeds and Test certificate usage as follows:

<i>Speed Guide</i>	<i>Target Speeds</i>	<i>Test Certificates</i>	<i>Distinct users</i>
2011 – 10	2014 – 221	2011 – 1052	2011 – 149
2012 – 52	2015 – 220	2012 – 1097	2012 – 212
2013 – 104		2013 – 1967	2013 – 340
2014 – 240		2014 – 2065	2014 – 399
2015 – 212		2015 – 1804	2015 – 485

13.6 BUDGET UPDATE

The budget for 2016 was updated and will be distributed to all Congress Members for approval.

13.7 ITC AND ORC CLUB REPORT; R&D AND SYRF UPDATE

See ITC Committee Minutes.

13.8 CHIEF MEASURER REPORT AND UMS UPDATE

See Measurement Committee Minutes.

13.9 ORC RATING OFFICES UPDATE

During this year a replacement of rating officer was noted in France with Luc Gelleseau replacing Jean-Louis Conti as already announced at the last AGM. Co-operation with all rating offices was at highest level.

13.10 ORC SCORING SOFTWARE AND TRACKING

There are several scoring software options available and presentation of some of them is planned on the Race Management Committee meeting. The use of scoring software is still at discretion of the ORC championships organizers while ORC is providing its own software only for ORCs with special options for pursuit start.

There was not much progress in use of the RaceQs tracking system, as it mainly depends on the competitor's wish to use it. Nevertheless, it is strongly recommended to use it not only for tracking features but also to get valuable information about the course, needed for scoring.

13.11 PROMOTION AND MARKETING REPORT

Dobbs Davis reported that the interest in ORC is growing in the US and the Caribbean, coming from not only Storm Trysail events, but other local fleets and events as well.

To help with marketing, ManCom agrees to develop a new ORC Guidebook to explain the system to the first-time users: this is intended for sailors and race organizers, but will also have content to interest industry members and race officers as well.

A proposal for publishing a hard-copy version of this Guidebook will be evaluated in the P&D Committee, but in general ManCom supports this effort.

Zoran Grubisa reported that there is an ORC seminar being planned in UKR for 28 November, the fleet there is growing, and there is a capable person who is interested in becoming the rating officer for that country. ManCom supports his going there to help in the training of this new officer.

There are other regions starting to use ORC: the advent of a new ORCi fleet in West Australia in addition to a new ORC Club fleet in Melbourne; and additional inquiries from Quebec, GBR, Turkey (especially Sportboats) and South Africa.

An event manager in Cyprus has asked for ORC endorsement of his annual event, and this is supported by ManCom pending OCEC approval, and so long as it is not defined as a Championship if it does not meet Green Book standards. Its thought this would help attract more boats from the Eastern Med region (CYP, TUR, ISR) to use ORC.

The situations in Asia are stable, yet with slow growth potential noted. The situation in Japan and a new contract with JSAF was addressed during a meeting is made with them on Monday.

13.12. ORC Publications, ORC Website

Statistics on the ORC website indicate an increase in visits to over 13.000/month in recent months, a large increase compared to the same months in years past, with the news section still getting the most number of visits. The current content style and structure of the site seems OK with no new changes needed, but suggestions are always welcome.

Downloads of rules and publications also receives a high percentage of website traffic, and the new Guidebook (described in PDC report) will be put online once published. Other than the Guidebook, there are no other new publications planned at this time.

13.13 STAFF INTERVIEW AND STAFF RESPONSIBILITIES

All ORC staff members were interviewed and confirmed for 2016.

13.14 Meeting with Committee Chairmen

All Committee Chairmen were interviewed to comment about possible allowance for special project budget and for suggestion on Committee Memberships.

13.15 2015 MNA'S RELATIONSHIP

Relations with all MNA's was reviewed with particular attention given to:

- A letter of intention to form new rating office is received from Netherland Antilles (AHO) from the organizers of Saint Maarten regatta. The staff will evaluate and possibilities and contact AHO MNA.

- After being supported by the Central rating office for one year, Israel expressed a wish for starting its rating office. The intention is supported subject to final confirmation after education of the new rating officer. The plan to start ISR rating office is 2016 if possible, if not 2017.
- Management met with JSAF to start an ORC committee inside JSAF to issue ORC certificates in Japan starting January 1st 2016.

13.16 REVIEW OF 2015 INTERNATIONAL EVENTS AND PROVISIONAL CALENDAR OF 2016 INTERNATIONAL EVENTS

See Offshore Classes & Events Committee Minutes

13.17 ORC MEMORANDUM & ARTICLES

The Management prepared an amendment to the Articles of the Association: Article 15, 34, and 36. This amendment was put to Congress vote at the EGM. The amendment was unanimously approved with slight modification.

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

14. CALENDAR FOR 2016 – MEETINGS AND EVENTS

AGM 2016

The next ISAF AGM venue will be in Europe, with dates to be 5-13 November 2016.

MANAGEMENT COMMITTEE

The venue of next Management Committee meeting was discussed and will happen either in the US upon a call from US Offshore or in Europe.

15. ELECTION OF ORC CHAIRMAN

Bruno Finzi was proposed, seconded and voted Chairman of the Offshore Racing Congress for 2016.

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 2016.

17. APPOINTMENT OF CHIEF MEASURER AND SECRETARY

Congress re-appointed unanimously Nicola Sironi Chief Measurer and Vivian Rodriguez as Secretary for 2016.