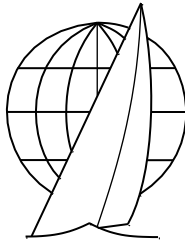


# OFFSHORE RACING COUNCIL

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MINUTES of a Meeting of the **Club Working Group** held at 19:00 12<sup>th</sup> November, 2002 at the Hotel Le Meridien, Limossal, Cyprus.

Present: Ken Weller (Chairman)  
Jean-Louis Conti  
Friedrich Judel  
Nicola Sironi (Chief Measurer)

Apologies: Jan van Berkel  
Axel Mohnhaupt

Guest: Marcel Wagenaar

## 1. Submissions

### **DSV 1** – Correction of Club Certificate Print

Due to the limitation on Club programming and graphics resources during the preparation of the 2002 Club certificate revisions, the backstay graphics and provision for comments had been put off until this year's revisions are programmed. The revision involving the propeller information on the certificate is not supported by the data as it is currently provided in the system files and would require a programming effort which was felt to be out of proportion to the relative minor convenience of the improvement. For this reason it is not likely to be implemented in the short term.

### **FFV 1** – Offset Library Clean-up

The project is detailed and time-consuming, including in some cases difficult and subjective determinations and liaison with Rating Offices to research the background and circumstances of various offset files. This is work which is difficult to systematize and progress will be slow.

### **FFV 3 – “Modified VPP” for ORC Club**

The submission primarily involved a list of “special features” to be assessed under Club, but which are not currently assessed or, in some cases, permitted under IMS. A number of these have existing schemes, usually partially manual, for optional application in national Club programmes and which are to be recognized as options in the revised Club Rule booklet (e.g., canting keels). Others would require development of future lines processing and VPP routines or even research before introduction in the VPP (e.g., drag credit for twin rudders and bilge keels).

### **FFV 5 – Move Girth Print to Respective Girth Positions on Leech of Certificate Graphics**

The display of mainsail girth values was added to the Club certificate last year as a small table. It would be more in keeping with the self-explanatory principles of the certificate if they were displayed in their correct positions along the leech of the mainsail. This will be done if time permits.

### **FFV 6 – Correct the Backstay Representation on the Club Certificate**

Rated features of the adjustable stay configuration of the yacht are identified in the rig graphic, but there has been a problem with the display of a certain configuration of backstay. The Chief Measurer and Jean-Louis Conti will prepare a specification for programming the correction for the 2003 certificate.

### **FIV 2 – Insert Club “Special Features” Prescriptions in Club Rule Booklet**

These will be added to the revised booklet (see also FFV 3).

### **NSF 1 – Require Internationally a Single Set of Input Parameters**

This submission would require that even when more complete measurement data was available for a Club certificate that the certificate would be processed with the current Club rule minimum required input and the Club default values would be calculated for missing data. This proposal was also taken up by Measurement Committee and not agreed. At the extreme, it would mean that even existing measured inclining data for a yacht would be replaced by Club estimated RM, possibly having safety implications as well as potentially degrading the rating quality. It would also result in extensive revision and downgrading of the accuracy of existing Club ratings for yachts in almost all countries. The Working Group strongly recommends this proposal not be adopted.

### **NSF 2 – Abandon Systematic Bias to Faster Predictions in Club Default Data Calculations**

It is inevitable that default and estimated measurement values will have a spread of error about a mean. It is not right that in 50% of the cases this error be to the advantage of the yacht's rating. The ITC also examined this proposal and their Minutes (8.3) provide an excellent statement of the opinion of the Working Group that the proposal should not be adopted.

## **NSF 5 – Change Club Scoring Selection “A” from PL Offshore to PL Circular Random**

The Working Group felt that there was no demonstrable evidence that this change would be an improvement and that in scoring materials presented to race committees and owners, change itself is disruptive and confusing and should be avoided unless there exist compelling reasons for it. The Race Management Committee had also agreed that the proposal should not be adopted.

## **SSF 2 – Prohibit all Local/National Flexibility in Club Inputs, Processing & Scoring Selections**

The Working Group felt strongly that flexibility to suit fleet and national circumstances and preferences was one of the strengths which has led to the popularity of ORC Club. It was agreed by both the Working Group and the Race Management Committee to recommend that this proposal not be adopted.

## **2. Review and Refinement of Club Default Calculations**

The Club default measurement calculations have not been reviewed since the original implementation of ORC Club. The Working Group agreed to undertake a review of these during the coming year with the aim of seeking refinements in some of the various default schemes. For example, the propeller installation schemes for constructing surrogates for measured inputs are rather simplified and will be examined in the context of a more extensive sampling of measured fleet data. The possibility of using forestay length input directly, as is done in one or two other popular simplified rules, would make easier the production of a Club certificates from existing certificates of these rules and this will be studied as well.

## **3. Change in Working Group Membership**

It was felt beneficial to keep the size of the Club Working Group small. However, if acceptable to Management Committee, it is proposed to add Netherlands Chief Measurer and Rating Officer, Marcel Wagenaar, who has been attending meetings of the Group.