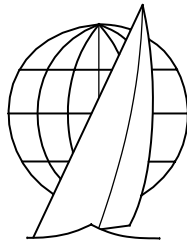


OFFSHORE RACING CONGRESS

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MINUTES of the **Club Working Group** Saturday - Sunday on the 8th & 9th October, 2005 at the ORC U.K. Office, Witnesham, Ipswich, England.

Present: Boris Hepp (Chairman)
Jean-Louis Conti
Axel Mohnhaupt
Nicolas Sironi (Chief Measurer)
Ken Weller

Regrets: Marcel Wagenaar

The Chairman welcomed the members, thanked them for coming and Ken for making arrangements for the meeting and organizing accommodation. The items of business were taken up as listed on the Agenda previously circulated.

1. Existing Problems in ORC Club:

a. Adjustable backstay printing in the ORC Club certificate.

Adjustable backstays are printed even when not carried. Reason: Backstay and aft stay determination changed several times over years in IMS VPP. Interpretation of adjustable aft stay in fractional rigs delivers running backstay. Additional problem is known memory leak in Microsoft access. No known plan to fix this even after several discussions with Microsoft. It was noted that the Club Print was programmed in MS Access 2 and corrections may have to be done in Access 2 (old version).

Solution: After report from Ken to WG, it is believed it can be solved in the existing software. Will be done by Ken and Andy until Singapore, at least will be discussed and time schedule of solving problem will be given at Singapore meeting.

b. Asymmetri No 2: Asymmetric data fields

Asymmetric spinnaker dimensions are taken from the data fields of symmetrics or if empty show the defaults, but still always symmetric data. This was because the IMS Rule at the time the program was introduced did not yet allow both symmetric and asymmetric spinnakers on the same yacht and therefore the separate asymmetric data fields had not yet been added to the DAT file.

Solution: Club-VPP has to be changed, because the certs.bin file does not carry the fields of asymmetrics. WP not sue wether this is an “easy” task and can be slved in the existing software. Ken will talk to Andy with No 1 problem mentioned above.

c. Asymmetric-on-pole option in ORC Club Certificate

Asymmetric-on-pole option allows for asymmetric and symmetric head sails to be carried on board at one time. This is not shown in the certificate graphics and leads to endless discussions with race organisers, competitors and measurers. If the graphic is meant to be explanatory to people in the field and customers, it should definitely be entered. The source of the problem was similar to “b” above.

Solution: for a quick solution add comment field showing symmetric data’s if the asymmetric is printed in graphic. (asymmetric sail is shown in rig plan, symmetric is mentioned in form of comment if option Asy-on-pole is clicked in dat-file)

d. No 4: Jib Length JL

JL is not taken up in the application form, nor printed in the certificate. The reason is that JL was added new in the last two years into IMS and attempts to update Club print since have not been successful.

Solution: Add a comment, otherwise will blow the graphic (memory leak). Talk to Andy again. (Ken)

e. PRD and PIPA

PRD field is not printed if PIPA and PRD are entered manually. This is for a good reason.

Solution: enter PRD and type of installation and prop type and blades and get a pipa calculated which will be printed in the certificate. NEVER enter PIPA manually. (good reason, if PIPA formual is changed as has been done in the last year, every PIPA entered directly has to changed manually again. High risk of fault.)

f. Comment Lines

IMS comment lines from IMS dat-file are not used in ORC Club. The reason is believed to be a space problem on the club certificate. Comment line was planned below the box with owners and rating office information. It appears space can be made there.

Solution: Talk to Andy again. (Ken) Enter comment lines between or under the left side boxes. Axel commented that he was not sure the icons were meaningful.

g. Hiking and Trapze options

A hiking frame or trapeze are allowed in ORC Club (sportboats), but no indication of it is printed in the certificate. The reasonis that the frame or trapeze were introduced last year and the update of Club print has not been possible since.

Solution: enter number of people allowed on frame or trapeze in IMS comment lines. Comment lines will be solved under “f” above (hopefully).

Additional idea of WG:

Add an automatic calculation routine to determine the sportboat out of the definition found last year (displacement/length etc.) printed in the Green Book. WG is discussing types of rated boats under orc club if the boat is not the typical IMS and or ORC Club customer (the odd boat, classics, etc.)

Sportboats are boats complying with the green book class rule formulary and receive the word "sport" automatically behind the division which can be race/cruiser-racer/none or the new code "open" mentioned further down). WG believes that a strong and clear message to the field of potential customers out in the field has to be filed. ORC Club should be able to accompaign all sorts of boats, e.g. classics, sportboats, one-offs of special design, even if they do not comply with the traditional type of IMS customers boats.

ORC Club should be a valuable and good alternative to empirical handicap systems, taking away endless discussions from race organisers about empirical handicap numbers, by providing a handicap calculated outside the race organisers responsibility.

As long as extremely different boats are clearly designated and a warning to organisers is given, not to share starting groups between extremely different boats, this should give a good solution for everybody.

Note: "Open" type should be entered in the division field as a new code. Therefore define "open" code in racer/cruiser-racer division code as additional code (e.g. "o") "Open" is everything apart from standard ORC Club "customers" in the traditional style and to be defined as light displacement/trapeze/hiking/high sailarea_displ ratio/performance boat etc..... No DA shall be applied to "open" and sport "types".

h. Standard data and offset files for series boats

Based on the work of Jean-Louis already done several years ago, this list of standard boats should be made available on the orc homepage for all rating offices. The list has to be worked on and developed with new series models. The according data files have to be made public to all rating offices, preferably on the homepage or send around with the annual update of rating office software.

The procedure of making standard data files shall be made unique and internationally the same. Procedures used: IMS measured boats, average the extremes, get an average for the input values. As this might be a future project, Jean Louis is volunteering to enter new types of boats if he gets input from other rating offices.

Input shall be done using the following the procedure.

Send all dat-files of one boat type completely measured in your country to Jean Louis together with the according offset file and an explanatory sheet of differences if variations of types are present. (e.g. shallow draft, deep keel, fractional rig, top rig.. etc.)

Ken reported on the database project, already begun within the ORC System. A database setup for dat-files and offset files has been planned and already set up in beta-phase. This database shall be located on the ORC website and access shall be made possible for all recognised rating offices.

The database shall provide a list and search function for different fields of a boat's description (e.g. type, variations, designer, builder etc.) Structure and method of refining the database is done at the moment. (Hopefully). Work stopped over the past half year, due to the major task of cleaning up the database has to be based on a more professional base than can be done with existing people's work time. Other ORC projects have taken up too much time.

Problems arising:

Determining a Club-only-file from a properly measured IMS one, both in offset and data files. Manually modified files are to be identified, especially offset files.

Jean Louis cleans up his existing standard dat-file list (PIPA's might be wrong because old) and delivers the outcome to Ken.

WG believes that the development and implementation of a working and functional data and offset file database has to be a high majority task for the next year (2006). Rating offices all over the world are in desperate need of access to worldwide measured boats, hullfiles and measurement details. The weekly e-mail questionnaire all around the world demanding files, is extremely time consuming for all people involved –either looking for files of boats or answering these mails.

Nicola reported about the new idea of rewriting the complete VPP with the new programmer and the future plan to run the VPP web based on the ORC server centrally.

Advantages and disadvantages were discussed and with regard on support of local races and jobs out in the field done by rating officers there is a big concern against these plans. Internet coverage is still a problem in remote areas and even in modern harbour setups of wireless LAN connections which need a password or key. Not having the IMS VPP installed locally on a desktop computer or laptop will make it impossible for rating officers to deliver the type of flexible service to customers they need and are used to. Problems like printing the certificate "in the field", who is sending out the bill, internet security, different national organisation structures etc. are mentioned during discussion.

i. Off-Finder / OFF-Builder Software

OFF-finder software is not using the latest offsets, OFF-builder has bugs. Jean Louis and Nicola are reporting problems in installing the program and problems of working with it once successfully installed. Both wish to get the problems solved, because they believe this type of program is useful and a great help in producing offset files for ORC Club.

Offset finder ideally should be developed in the direction of searching the whole offset database available, do the levelling of offsets and clipping the appendages by its own. Make the program (off finder AND off builder) install easy on Win98, Win2K, WinXP, run stable, don't give odd fault messages, don't stop after fault messages, be more self explanatory, don't stop writing offset files after finishing the scaling.

WG Idea: Stretch and shrink boats including the appendages, to make life easier and more secure for rating offices not equipped with naval architects. Might give better results than clipping the appendages off the offsets first and adding some basic "standard" appendages. Make the software more tolerant in work with dots and commas while entering the scaling factors – understand both versions.

Ken reported about the yearly collection of dat- and offset-files.

j. Lines scanning and lines visualisation software

Report on dutch and polish lines scanning/visualisation programmes. Dutch lines scanning program is not been adjusted and corrected since the Delft measurers meeting in February 2005.

Nicola reported about the use of the “prototype” version which still has problems with directions (left/right – up/down). A revised version was received from Marcel, but time ran out to work with it during the meeting.

Nicola reports about the Polish program, also being presented during the delft meeting. The program is the only one working under WINXP and being able to show the offset lines on the screen as the off-edit has used to do in the Win98 time. Other option might be the use of the IWM from Nautatec.

A test installation of the polish program on chairman’s laptop during the meeting did not get the program running and additionally we figured out that it cannot be removed under windows, but had to be discarded via the dos command line. (Win Explorer had to be shut down first). Other known problems: doesn’t like offsets in feet, doesn’t change the offset file datum after finishing even without doing changes to the file. The program is not useful in the status quo given at the moment. The program does deliver a good chance of visualisation of offset files, if people get it running and if bugs mentioned above would be solved.

k. ORC Club Application Form

There was a need to update ORC Club application form on the ORC website. WG is discussing two versions of club application forms. German model and ORC presently used model, slightly adjusted with new fields. With hindsight to other more important jobs to be done in the very near future by ORC (see above topics), WG agrees to stick to individual application forms in different countries, and Ken will be adding some more fields required in the existing ORC appl. form as: HB, MSW, JL, SF and asymmetric data fields (now done).

2. International procedures for ORC Club Application.

a. ORC Club application procedures

Determine how people can get an ORC Club certificate in different countries.

Germany: Sails have to be measured by licensed and certified sail maker or measurer. Rig and major hull dimensions are given by the owner on German appl. Form. (pictures, yard advertising material, owners declaration). Hull files made from ims offset database, designer’s files, plans, pictures (off finder and off builder) Fee is 60 Euro initial issue, 55 Euro annual renewal.

France: Sail dimensions strongly recommended to be delivered by a measurer. Owners declaration: fittings, interior, variation of boat type, individual adjustments to boat. Rig: other boats, standard files or owners if they deliver information. Hull, RM, offset file, (multisurf from iges files) No MWT is taken in orc club certs. Standard values out of the French list mentioned above. Price depends on boat length 25 – 27 euros up to 210. Measurers are not to be paid (? They do it for the honour of it).

Italy: No special requirements of measurement. MWT, mcg msw is not used (even fully IMS measured) to automatically penalise the rating by not giving credits here. VCG is entered manually (even out of a full inclining) Fee <10m 80 Euros, 10 – 13 m 100 Euros, >13 120 Euros. First issue minus 30% (IMS <10m 90 Euros >10m 120 Euros is same price plus annual fee to class association)

The Chairman will circulate a questionnaire to other rating offices not involved in this meeting, with information that prices and procedures will not be published to public, internal use only.

b. Local adjustments to ORC Club

Local adjustments between fully IMS measured and only Club measured boats, e.g. Germany penalty 0.5% on target speeds (GPH) for fully IMS measured boats racing under ORC Club or getting only an ORC Club certificate. For other countries as far as present at meeting already answered above. The Chairman will enter this in questionnaire.

3. Further development of ORC Club

a. Second page for ORC Club certificate

Is a Second page of ORC Club certificate necessary? WG is discussing the second page used in France, invented by Jean Louis. WG agrees that a second page with some more information might be useful and delivering additional help for ORC Club owners and race organisers. The detailed information's to be delivered by this second page might be discussed in a future meeting with hindsight to not give more information than the IMS certificate. (as French page actually does at the moment). With a future project of reprogramming the whole ORC Club printout the second page should be entered from the very beginning as a default.

b. Double-Hand Crew in ORC Club

Double Hand Crew Handicap as TMF? Important point also in France. Very popular format of racing in the med. After a short discussion WG comes to the conclusion that a standard and default Double Hand Crew Weight TMF is not a sensible idea. If we might get rid of the lower crew weight limit (see "c" below), this would allow all boats to be calculated with the correct and actual "small-family" or double hand crew weight.

c. Lower Crew Weight Limit

Reduce or get rid of lower crew weight limit. ITC is already looking into crew weight treatment. The idea of attracting small crew boats is regarded as a good idea, but solution of proper treatment proves difficult. WG is asking ITC to make a proposal to address this. Axel is proposing a way of only regard the reduction of righting arm and not reduction of displacement if declared crew weight goes under the lower crew weight limit. (like addressing the righting arm only when going over the default crew weight as done presently in the VPP.)

Note: Nicola mentions a potential customer field of classic boats. Old options in the VPP, switched off long ago (e.g. Gaff rigs, Schooner). Question rises whether ORC can address properly classic boats with odd rigs. Ken reports, those codes are in the program at least for schooners. Ken suspects Gaff rigs were addressed in the Vpp at all. WG wishes to give classic boats the chance to participate in ORC Club, if possible to address them properly. (see topic about "other" boats further above)

Note: Chairman mentioned the missing centreboard draft on the orc club certificate printout. Draft only is mentioned from the canoe body, centreboard extension is not visible. Causes trouble from time to time. Ideally CB draft should be added to the canoe body draft and printed as complete draft in the ORC Club printout. The dat-file contains relevant data as does save-file.

4. Documentation of ORC Club

Communication of ORC Club Rule, explanation sheet of ORC Club certificate

a. Explanation sheet for ORC Club certificate.

Should be made available to owners interested. Not push owners and send out by default. People don't read what they don't want to know. With regard to this, in "b" below it is agreed to enter the information's required in a short explanation guide at the beginning of the ORC Club rule book.

b. Rewrite or update/revise ORC Club Rule Book

- Add the shortcut explanations from the IMS booklet.
- Add the asymmetric systems (centreline, pole)
- Add the new fields from the last two years. (JL etc)

Ken is sending around an updated version of the rule book to WG members for review in due time.

Ken distributed a copy of additional submissions just received (late). WG looked into the latest received list of submissions from Netherlands, signed by the "Technical Committee Noordzee Club" without any hint of the KNWV mentioned neither in the text nor the signature. WG is concerned whether this is just a clubs submission or coming from the official KNWV address. WG is not addressing submissions as official but will discuss the ideas mentioned after the official submission list.

5. Club offsets handling

Offsets manually adjusted for ORC Club use only should be recognisable. The system to rename the offset name should be made uniform and internationally the same. Group will suggest a way to this as follows:

Rename the offset file extension "off" presently used with a new type called "OFC". This will give the possibility of the new planned ORC database mentioned further above recognising these manually adjusted offset files automatically.

The initial screening of the existing collection of offsets will result in a large base of offset files known to be acceptable and a shorter group with questions to be answered by the specific Rating Offices involved. be done in the ORC secretariat with the help of the new database. Files in question will be send back to rating offices for clarification thereafter. Rating offices are not asked to take action at the moment to make sure it's been done in a uniform way.

6. Matters Arising:

a. Performance Line in ORC Club

Nicola mentioned the Performance Line rating as base of orc club is believed to be dangerous. The PL scoring is extrapolation in both directions in strong and light winds, but not limited to the 6 – 20 knots wind range. This delivers odd results in light winds for example.

Jean-Louis is concerned about a new proposal to owners again, thus making the idea of Nicola (and from an official submission form Sweden) to use the triple number system in ORC Club questionable.

WG agrees that the club certificate printout should be made as flexible as ever, and stick to the procedures proven to work over the last years. (National adjustments to scoring options used in certificate printout). ITC is asked to look into the PL prediction and make sure this is calculated in the right way not delivering odd results. PL ends should not diversitate from PC prediction too much, especially below 6 knots. WG's proposal is to stop the extrapolation in PL scoring. Other options could be to enter a warning to race officials into the new ORC Club Rule Book and the revised IMS Guide, that races with implied wind below 5 knots are not to be scored, due to the reasons given above (wide diversity of PL scoring under 6 knots). Time limit should be adjusted in races to an according average speed.

A word of caution should be written (into the club rule book AND the IMS Guide) to race organisers that in case of less than 6 or more than 20 knots of true wind, the use of GPH single number scoring option might be a better option.

b. Unfair ratings within the VPP

Jean-Louis is bringing up the matter of unfair ratings within the VPP. Certain types of boats seem to have no chance in the VPP used at the moment, e.g. light displacement boats, boats with long waterlines, "sportive looking boats". JOD 35, Jeanneau OD, 8m OD, shallow draft boats being favoured, boats with high prismatic coefficients, wing keels have to go too fast upwind, Centreboard versions shall be faster than deep keel versions and be capable of a higher beat angle etc.

The Chairman supports this "stomach feelings" with experiences from the German rating office. Jean-Louis would like ITC to look into this matter, WG agrees on this. Jean-Louis is asked to deliver a list of boats for ITC addressing the job. The Chairman will collect boats from the German fleet as well. WG agrees that boat types with odd keel versions are to be looked at. (E.g. CB types, wing keel, shallow draft versions, twin keel)

7. Submissions:

DSV1 -- Points a) to e) have already been dealt with further above.

Note: item c) PIPA is not to be entered manually anymore, but standard prop installation figures are to be used.

These will be provided by the IMS chief measurer as promised long ago. (Delft meeting). Strut drive dimensions are taken from DSV 4 and Jean Louis' work already done last year. Jean-

Louis reported that he did considerable work in collecting data of all types of boats with all sorts of engine and prop installation. WG would like to have this information spread to all rating offices shortly after the Singapore meetings. (To be agreed in the measurement committee).

Rating Offices must be reminded that they are no longer allowed to enter PIPA directly.

Ken will collect data from Jean-Louis, send both sets out to Fietje and Jean-Louis and collect back the agreed list of prop installation to be distributed to all rating offices with the next rating office software update.

Item f) -- it is agreed within in the WG that the Club levies should not be increased again for 2006, having just be increased for 2005. ORC Club is still bringing people into the handicap sailing. Prices are found to be high enough in almost all countries having given input prior to WG meeting (France, Italy, Switzerland, Germany). WG is strongly supporting the wording of the German submission rationale.

SWE2 -- the WG is not supporting this submission. This will deliver the possibility to buy in a better rating by spending money on a measurement. The intention of the ORC Club rule is to be the basic rule for newcomers into the handicap sailing field. People should not be frustrated by the need to spend money to get a better rating. ORC Club is not intended to benefit from the money spent. Fully measured boats have proven to be rather better rated compared to boats without all measurements taken into account (MWT, MCT, MSW, JL are delivering a bonus already)

SWE3 -- this was already dealt with in section 6 above. The WG is not supporting this submission. ORC Club shall not be internationally the same but flexible and adjustable for local or national needs.

The options already given in the ORC Club system can be adjusted to local needs and this is believed to be one of the major benefits of ORC Club. The flexibility together with the ease of use is making this system competitive.

This submission appears to be drafted without the understanding about the danger of inventing new scoring options every other year. This is causing massive confusion among sailors and racing organisers. The system should be adjusted nationally to the needs of the clubs and managed and supported (end explained) to national users and therefore kept as simple and easy as possible, while not being adjusted every other year.

SWS1 -- See DSV 1. WG is supporting this submission strongly.

SWS 3 -- WG is supporting this submission. Details are mentioned in these minutes further above.

8. Other business:

WG is looking into the IMS Guide, revised by Ken during the last season (2005). Several ideas are discussed to improve understanding and easiness of use.

WG has a number of projects running at the moment and it would appear that ORC resources for this amount of work are currently believed to be absolutely and extremely insufficient. WG

is heavily concerned that tasks will fall “off the table” due to other business forced into ORC resources from other committees and “normal” business to be done.

WG is strongly recommending to concentrate on basic development of IMS and ORC Club and have an ear on owners wishes and needs, instead of spending work, time, money and resources on projects which are believed to serve an extremely small group of “maybe” potential customers, instead of serving the main fleet with a proper thus easy to understand and use system.

IMS and ORC Club suffer from too many bug holes and work-arounds within the daily use of it, e.g.: Rating Offices are forced to use old computer systems, communication of new implemented values is miserable, education of new rating offices in upcoming countries cannot be dealt with in a proper way (Czech Republic, Texas Fleet, etc.). Race organisers get more and more confused by scoring options and the use of them in different types of races. People become more and more frustrated due to lack of information and accessible basic information's and educational material. (e.g. FAQ section missing on the ORC Club homepage)

ORC is strongly recommended to make a clear status report on future projects, advertise the flexibility TOGETHER with the possible easiness of IMS (and ORC Club of course). Strong arguments for IMS and ORC Club systems have to be advertised worldwide in a more aggressive way, to compete against other solutions. From proper full IMS measurement to owners declaration only in ORC Club. Simple single number to sophisticated performance curve scoring options.

Additionally, WG believes ORC is facing a major task in getting a proper rating office software package and have enough human resources available on a professional base to service it. Rating offices are believed to get more and more fed up with the amount and structure work-arounds needed to get the business running.

9. Miscellaneous Matters:

WG examined the input (submission) received from the Noordzee Club the previous night.

Sub 1 not addressing the ORC Club Working Group

Sub 2 not addressing the ORC Club Working Group

Sub 3 not addressing the ORC Club Working Group

Sub 4 not addressing the ORC Club Working Group

Sub 5 -- At least this submission has already been answered during the year 2005 to the KNWV's rating office. (Spinnakers with wings are allowed under ORC Club, treatment has been clarified already in the year 2003)

The WG expressed other views on other topics as follows.

Treatment of spinnakers with wings under ORC Club should be done as follows:

Measure the spinnaker the traditional way. Measure the wing area. Adjust the area of the spinnaker in the certificate by adjusting the SMW value as required to get the area of the spinnaker plus the area of the wing accompanied. Or take the “quick n’ dirty” method: Add the length of the wing protruding from the headface of the spinnaker to the SL value. Use in IMS is not intended due to lack of performance information. WG is concerned about the ISAF RRS

and ERS not allowing this type of sail at all (double layer sails) but cannot quickly find a definite prohibition within both rules.

Meeting ends with a detailed look into the matter of sail measurements in the ISAF ERS and the IMS Rule. ORC Measurement Committee will have to look in measurement prescriptions of IMS and ERS not being uniform in several points. Adjustments will be needed.

10. The Chairman thanked members of WG for attending the meeting and valuable input and work and the Group expressed their thanks to Ken's wife for providing a number of very nice meals.