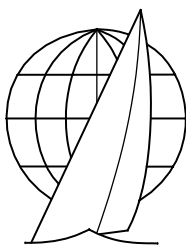


OFFSHORE RACING CONGRESS

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MINUTES of a meeting of the **Club Working Group** held 1st November, 2006 at the Marina Congress Center, Helsinki, Finland.

Members Present:

Boris Hepp Chairman)
Jean-Louis Conti (Deputy Chair, Meas Com
Nicola Sironi (Chief Measurer)
Marcel Wagenaar
Ken Weller (Deputy Chair, Meas Com)

Observers:

Zoran Grubisa CRO
Eva Holmsten SWE
Gerd Kall GER
Masa Takagaki JPN
Quique Molinelli ESP
Minoru Tomita JPN

Apologies for absence: Axel Mohnhaupt (ITC Research Assoc).

1. Minutes of the previous meeting.

The Minutes of the meeting of 8th – 9th October, 2005 were approved.

2. Club Certificate Print Program.

Ken Weller reviewed the situation with the Club certificate print program which had been coded in Microsoft Access 2 in 1998 by Andy Magruder of US Sailing, who had also maintained the program with routine revisions until several years ago when a known, but undocumented MS Access bug (a “memory leak”) had made further updates impossible. Program rewrite alternatives had been pursued without success and Andy also tested newer editions of Access as these became available from Microsoft. In October he tested MS AccessXP and found that the bug had apparently been fixed, as he was again able to compile an operational version with some of the Club revisions he had attempted to add earlier. He is now working on adding the latest revisions with the hope of having Club Print fully up-to-date and operational by the first of the year. The Working Group was cautiously optimistic that this could be achieved.

Alternative approaches to Club Print for future investigation were discussed, including a scaled diagram of the yacht based on its actual measurement data. This has obvious attractions, but might introduce complications in the details of formatting the diagram and possibly degrade the appearance of the display. The method will be studied further as a possibility in the future.

Ken also noted that if Andy succeeds in producing an updated, operational Access Club Print for 2007, then the urgency of investment in alternative programming would be reduced and this would have to be considered in the context of the budget for other major software development undertakings the ORC plans in the near future.

3. Submissions.

FIV 10 – Club Print, Graphics to Scale, Font Size, etc.:

See Minute 2 above.

ORCAN 3 – Provide for Tri-Number Scoring Display on Club Certificate:

Various considerations in adding Tri-number scoring figures to the Club Certificate were discussed. It was noted that Tri-number is currently displayed only on the Club Optional Scoring Sheet (optional page 2). The Group consensus was that the simplicity of the Club certificate and scoring option display must be maintained and that an option to set Tri-number as one of the three displayed scoring selections would be investigated for use in those countries or fleets where this is desired. It was paramount that ORC Club not be seen as overly complicated, a long-standing perception with IMS. Apart from the space problem, it was seen as a feasible option to make the Tri numbers available as one of the selectable scoring options in existing fields B or C. This would keep the Club certificate simple and familiar and still make it adjustable to the needs of local authorities.

ORCAN 5 – Discrepancy in Rounding, Club Certificate vs. IMS Facsimile Certificate:

A discrepancy had sometimes been seen in the last digit of fractional values between rating printouts on the Club certificate and those printed on the accompanying in-office “facsimile” IMS certificate for Club boats or the Club Optional Scoring Sheet. It was reported that this may occasionally occur with the RMS file as well. Ken noted that Andy Magurder had long been well-aware of avoiding this rounding pitfall in IMS, but evidently it had crept into the Club system at some point. Examples would be sent to the programmers in order that the source of the problem be tracked down and corrected.

SWE 2 – Provision for, and Treatment of, “Heavy Items” Inventory in Club System:

The status of rating credit for IMS Heavy Items was unclear in the ORC Club system because the Club Rule Book displayed the Heavy Items inventory sheet, but it had not been made an integral part of the two-page model Club Application Form available on the web.

There followed dissuasion of whether or not the Heavy Items provision was appropriate for Club as it added some small complication to understanding and providing input to the system, but it was concluded that rating provision for Heavy Items was probably even more appropriate for the Club fleet as a whole than for the current IMS fleet. Therefore it was agreed that it should be provided for with the Application Form and this would be clarified.

4. Hull Offset File Acquisition.

Rating Office tools and systems for acquisition of offset files needed for Club processing continue to be workload issues and the software aids intended to assist in creating Club hull offsets require further development as soon as possible. The problems in this area were

emphasized in responses so far received to the Rating Office Club Questionnaire circulated in October.

Part of the problem is related to the fact that the ORC's primary offset editing program is still dependent on Windows 98 computers, which have become increasingly difficult and inconvenient to maintain. However, this is not the only problem. Other ORC aids, in some cases kindly contributed through amateur programming efforts of rating officers, have occasional bugs to worked around and are in some cases poorly documented or "user-unfriendly" because they were coded in the first instance only for the use of the rating officer who programmed them. The ORC has no single, comprehensive tool for assisting in offsets acquisition, nor has a fully satisfactory, affordable means to take hull in the field been developed, despite a number of otherwise workable laser-measurement schemes established through experiments in several countries.

Most recently the Japanese had developed a procedure based on a commercially available laser instrument operated by the its vendor and had been successful in producing several acceptable offset files with the system. Japanese Rating Officer, Masa Takagaki, and Minoru Tomita would present the details of the procedure to the Measurement Committee. While the system was certainly operationally capable, like other similar projects, there remained a relatively high price in processing man hours and cost of equipment (or rental of equipment).

It was learned that Marcel Wagenaar, Rating Officer for Holland, had kindly further improved his offsets digitizer for scanned lines drawings displayed on the computer screen. This has been a useful tool in cases where lines drawings are available and user-friendliness has been improved, as well as documentation.

ITC Chairman Manolo Ruiz de Elvira's IMS Windows Manager has been helpful to some in the editing of office files and importing and conversion of DXF design files. Several other privately-developed aids exist and the ORC's Hull-Finder/Hull-Builder package is in use in some offices, as were commercially available CAD software packages.

The Working Group will continue to monitor solutions in use and investigate options for more effective tools. The Group agreed that moving in the direction of increased central processing of offset files would be a benefit, albeit a significant workload for those doing the processing.

5. Matters Arising.

Partly in connection with consideration of submissions above, the Working Group discussed a few related matters.

Web Data Input Form:

Zoran had been experimenting with a web-based measurement data input form under development which would serve the role of the current "DAT-file" editor (ORCedit). He presented the work so far, which had been used somewhat on a pilot basis, including for remote input of the Texas fleet data. The Group discussed a number of further development recommendations for the input form, including Heavy Items and, if agreed, measurement input for a yacht's full sail inventory.

Measurement Prescriptions in Club Rule Booklet:

The level of detail in measurement prescriptions included in the Club Rule Book was discussed. Ken explained that the original intent had been that the full IMS prescriptions be applied in any case of a question of interpretation or measurement protest, but that this introduced the dilemma of just how comprehensive and detailed should be the prescriptions included in the Club booklet. As an interim solution, he had lifted many of the rig and sail prescriptions from the IMS, together with a few other sections, and in some cases had simplified the IMS wording slightly. After considerable discussion it was agreed that he should draft simplified measurement prescriptions for the booklet to be circulated to the Group for consideration and comment, including a statement referencing the IMS prescriptions as the ultimate authority in cases in questions of interpretation or measurement protest.

Rating Effect of Changes in Crew Weight:

Jean-Louis had observed that the rating of crew weight changes seemed counter-intuitive. Increasing weight had slowed handicaps in some cases. It was agreed that the matter should be referred to the ITC.

There being no further business, the meeting closed at 17:15.