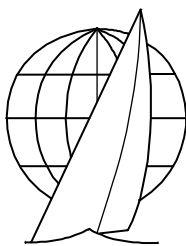


OFFSHORE RACING CONGRESS

World Leader in Rating Technology



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MINUTES of a meeting of the Club Working Group held 1st November, 2007 in Estoril, Portugal.

Present: Jean Louis CONTI (Chairman)
Boris HEPP (Vice Chairman)
Nicola SIRONI
Zoran GRUBISA
Axel MOHNHAUPT
Sten EDHOLM
Alessandro NAZARETH
Hans ZUIDERBAAN substitute for Marcel WAGEMAAR excused

Observers: Eva HOLMSTEN
Bruno FINZI
Wolfgang SCHAEFER
Bruno FRANK
Bengt-Olof HOLMBERG

1. The Chairman welcomed the members.
2. Minutes of the meeting of 1st November 2006 were approved.
3. **Review of 2007 Fleet Statistics**

Zoran GRUBISA gave a preview of the expected number of certificates.

ORC Club fleet statistics coming from each rating office have been reviewed and they showed that the number of certificates is more or less at the same level as in previous years, bearing in mind that the comparison comes three months short of a full year and were taken just to 31st October 2007 instead of 31st December 2007.

biggest decrease in the number of certificates issued comes from France, Sweden and Italy, but more certificates are expected to be issued in Italy as their racing season is not over yet. ORC Club certificates have significantly increased in Spain and the Netherlands but at the expense of the number of IMS certificates. Other rating offices have issued more or less the same amount of certificates as last year. In countries like Latvia, Russia and Slovenia the number of certificates issued is on the increase.

4. **Review of the current situation**

The situation in the Netherlands has evolved to the fleet being split into two classes; Class 1 racing under an alternative system and Class 2 racing under ORC-Club rule. Double scoring has ceased and Class 2 is significantly larger than Class 1. Hans Zuidermaan warned the members of the danger of downgrading too many certificates, as this practice can easily discourage many owners.

The number of ORC Club certificates from France had decreased by 25%. The Chairman Jean Louis Conti informed the members of the decision by a leading French club to switch its 2008 racing season to another system. This decision could further affect the fall in the number of certificates issued in that country as this could also affect neighbouring clubs. Nevertheless the issue of certificates will continue even without racing events being proposed to competitors. A detailed report by Jean Louis Conti which tries to explain how this decision came about will be sent to the CWG members shortly.

5. **Submissions**

- Submission SUI 1: Designer's file converting tool.

The members found this request well-founded, but unfortunately it doesn't appear to be feasible to automatically convert a DXF file or any other 2D or 3D files straight into an IMS offset file. Some degree of manual processing by the Rating Officer will always be necessary.

A review of various possibilities to edit and process files was made. Although the original offset editor is still currently working under Windows XP, no Windows based editor has been developed by the ORC. Such an editor already exists. It has been created by Manolo Ruiz de Elvira and CWG would like this software to be made available for all rating officers. CWG would welcome an agreement between the ORC and Manolo for its free use.

Marcel Wagenaar has also developed software which allows line plans to be scanned and converted into station points. Marcel has kindly offered the use of this software.

The Germans have also developed some software namely OffFinder & OffBuilder which searches the database for a similar boat and scale it to size to represent the model to be studied. It is also possible to add appendages as necessary. However this package has not been working properly on all computers and was never further developed. The chief measurer also warned members about the danger of using these tools. They are so powerful and handy, that if used without discernment they could deliver grossly erroneous Time Allowances.

Nevertheless the CWG chairman felt that it was necessary for ORC to develop a simple software designed to help Rating Officers to search the database in their effort to identify the closest possible boat which would act as a substitute for the type studied, once all other available resources have failed.

- GER FIV8 and KNWVI: ORC-Club Certificate update.

These three submissions relate to the same topic and were treated as a whole.

Zoran presented a sample for the ORC Club certificate new format. (Copy attached)

The differences between the existing and proposed new format are as follows:

Items added:

- VPP version under Certificate box.
- A Comments box (4 lines).
- Crew Weight Default value under Crew Weight box, together with Double Handed Handicaps.
- A Sail Limitations box based on IMS Regulations §205. An additional message stating the kind of spinnaker configuration allowed on the boat will also be printed. This is a duplication of the information already displayed on the drawing. Four messages will be available:
 - Symmetrical Spinnaker only *in reference to Symmetrical*
 - Spinnaker Pole not allowed *in reference to Asymmetrical tacked on CL*
 - Symmetrical Spinnaker allowed *in reference to Asymmetrical tacked on a spinnaker pole.*
 - No Spinnaker *in reference to boat always sailing without a spinnaker*
- A Sail Areas box, showing maximum sail areas allowed for Mainsail, Jib, Symmetrical and Asymmetrical Spinnakers.
- Under General box:
 - Offset files used, together with its date of creation.
 - Presence of Trim Tab *(appearing only when relevant)*
 - Presence of Centreboard/Canting Keel *(appearing only when relevant)*
 - Presence of Water Ballasts *(appearing only when relevant)*
- A Propeller box showing Propeller Type, PRD, PBW and presence of a Twin Screws Installation.
Note: No mention will appear for single screw installation or when PBW = 0.
- An Heavy Items box:
Note: All Items are individually listed and Final C/R Adjustment displayed.
- On the Graphic Representation
 - SF (Spi Foot)
 - JL (Jib Luff)

Items removed:

- Sheer Line Type graphic representation.
- Forward and Aft freeboard dimensions.
- References to any Stability criteria.

Items modified:

- Graphic Representation. Time permitting the drawing will be scaled according to actual declared/measured dimensions.

This will create a problem when it comes to represent the HB dimension. Currently HB can be a virtual dimension depending on the presence or not of batten(s) above the MGT position. As the drawing wants to be an accurate representation of the boat, the actual HB dimension has to be used in order to draw the Mainsail.

CWG recommends the adoption of an extra symbol (HBC) when a correction has to be made by a measurer working under ORC rules. This modification will affect an insignificant number of boats.

- Mainsail girths will be positioned close to the leech as required.

- Under General box:

Related to IMS Regulations Division, 5 categories will be available:

•Open

•Open (Sport boats) *when applicable*

•Racer

•Racer (Sport boats) *when applicable*

•Cruiser/Racer

- Heavy Items box:

Heavy Items List as detailed in IMS Appendix 9, but modified not to include liferaft, radar on stern and high superstructure.

- Scoring Options box:

Add •Coastal/Long Distance under OFFSHORE

Add •Windward /Leeward under INSHORE

CWG after lengthy discussion finally agreed that scoring boxes shown on an IMS Certificate and an ORC-CLUB certificate should be identical. Additional scoring options have therefore to be added to the three previously available.

In an attempt to lessen the impact of so many scoring options, CWG also recommends allowing the N/A to be able to allocate different colours (maximum two) to handicaps according to national scoring recommendations. E.g.: The Nederland is using Triple Numbers Scoring, therefore only those allowances could be printed with a brighter colour. All others (excepting GPH) could be lighter.

Note: as previously adopted, a maximum of three scoring options including GPH will be made eligible for enlightenment.

The proposed new format of the certificate will hopefully answer many long awaited requests made by the Working Group since 2004.

Only one problem remains when dealing with an asymmetrical spinnaker configuration.

If in the DAT file, the fields allocated to asymmetrical spinnaker dimensions are left blank AND if any values still persist in the field allocated to symmetrical spinnakers dimensions, the VPP will use the later values to calculate the default area for asymmetrical spinnakers, instead of ignoring these values and individually calculating the default values for ASL AMG and ASF.

6. Other business: Although these submissions were not allocated to the Club Working Group, the proposals were discussed in detail:

- DSV4 - Double handed handicaps.

The CWG was informed of the ITC's proposition to waver both limits that have governed Crew Weight declaration for many years with the intention to accommodate this proposal.

Nevertheless CWG agreed to support the German submission except for the substitution of a value of 170 kg instead of 190 kg. This new time allowance (and associated TOT coefficient) will appear on the certificate and will be calculated as a normal GPH but based on a 170 kg Crew Weight value.

- Submission KNWV2 - ORC-CLUB Rule Book.

All members strongly supported the submission except for two who insisted in having one common book for both IMS and ORC Club. CWC recommends the edition of a Rule Book dedicated to ORC Club rule.

This document shall in particular refer to:

- Definitions and measurement procedures,
- Do's and don'ts when racing
- Protest Procedures

It was also agreed, in an attempt to update procedures, to revise the document produced by Ken Weller specifically aimed towards Rating Officers.

7. Vision for the next three years:

Among the many points discussed by the members, still remain pending:

- Continual need for a fairer VPP.
- Further improvement of Rating Software.
- Need for a new Offset Editor if agreement between Manolo and the ORC cannot be reached.
- Online certificate application forms to be made available in native languages.

8. Matters arising:

Sten Edholm brought back a former submission tending to better harmonise the results displayed on certificates. He proposed that ORC publishes a recommended procedure for issuing certificates.

It is a well known fact that certificates coming from different countries can produce quite different results, thus rendering sailing between countries incompatible. On the other hand, it was reminded that ORC-Club was originally designed for club use only, leaving maximum possibility for N/A to format the certificate outputs to their needs. It is the view of CWG that this policy should not be abandoned.

These two objectives are so incompatible that an endless conversation followed.

The only recommendation that could be made was to encourage neighboring countries to sit around a table and agree upon a common set of procedures.

Sten acknowledged the problem and informed the members that he will come back next year with a new proposal.

9. The Chairman thanked members of CWG for attending the meeting and their invaluable input and work and the meeting was officially closed at 17.30 hours.