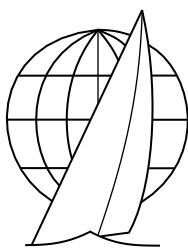


OFFSHORE RACING CONGRESS

World Leader in Rating Technology

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MINUTES of the **Club Working Group** held on 5th November, 2008 at the Hotel Melia Castilla, Madrid, Spain.

Present: Jean Louis Conti (Chairman)

Sten Edholm

Bruno Frank

Zoran Grubisa

Axel Mohnhaupt

Alessandro Nazareth

Nicola Sironi

Hans Zuiderbaan

Apologies: Boris Hepp (Vice Chairman)

Observer: Rob Pallard (ITC)

1. The Chairman welcomed the members and wished Boris a prompt and total recovery.
2. Minutes of the meeting of 1st November 2007 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 show that the number of certificates is likely to be slightly less than last year.

The biggest decrease in the number of certificates issued comes from Spain and as expected from France. Most rating offices have replied to the survey initiated by Zoran GRUBISA. Automatic updating in the number of issued certificates is expected to be fully operational commencing from next year.

Areas where there is scope for further developments ought to be investigated and particular attention should be given to these potential constituencies.

4. Reviews by country of the number of certificates issued.

A detailed review of the number of certificate followed.

The racing is still going strong in the Mediterranean area and Baltic area but with some sign of waning off coming from SWEDEN.

Racing is also taking place in the Far East areas.

It was also noted that the situation in South America was disturbing with many rating offices having reduced their communication with ORC to a minimum.

5. Allocated submissions:

FFV9 - Format of the ORC Club certificate.

CWG did not acknowledge the necessity to review the general format of the ORC Club certificate. The following actions were nevertheless agreed:

- Heavy Items box ought to be printed even in the case of Racers. “N/A” will then be shown in the empty box.
- Area of Mizzen will be added
- Area of Mizzen staysail will be added (if feasible)
- Carbon rig will be indicated

It was agreed not to add the Crew Arm Extension.

It was noted that no reference was made on the certificate regarding stability.

The addition of such information could serve two purposes:

- To help in the comparison of different certificates.
- To help Race Officers in assessing a yacht’s suitability to enter a race referring of any specific ORC category.

It is proposed to add:

In case of LPS being found $<103^\circ$; the following warning should be displayed:

“Warning: Estimated LPS $<103^\circ$ ”

and for all boats:

E.g. “Estimated Stability Index= 114.7° (ISAF OSR Cat 2 or less)”

It will be left to the ORC manager to automatically decide which stability data derive from actual measurements or have somehow been allocated. In case of actual measurements, the word “estimated” will be omitted in both instances.

FFV10 - Boat drawing on the ORC Club certificate.

The submission was actually asking for a better representation in case of asymmetric spinnaker tacked on a pole, and for a predetermined SPS value (thus ignoring the actual value shown in the *.dat file).

Both requests were accepted.

KNW2 - Entering stability parameters in the *.dat file.

CWG believes that keeping only one option available is not acceptable. The default RM option will always give its own answer which is likely to be different from the real one or the one selected by the rating officer. Furthermore, entering directly the RM or the VCGM in the *.dat file delivers the same output.

The submission was rejected.

6. Other submissions:

FFV4, FIV4, FSF3, KNW4, SWS1 - Removal of EC adjustment.

It was reported that ITC had already developed a new scheme which will answer this request. See ITC minutes.

RFV1- RM default.

The ITC members present informed the CWG that they could not share the perceptions put forward in the submission, but that in another way they have developed a new scheme for calculating the default RM.

See ITC minutes.

SWE2 - New name for ORC club.

Sten Edholm felt very strongly about the necessity to change the name for marketing reasons especially. No one else appeared to share his concern.

SWS3 - Rating of boats fitted with DSS.

Bruno Frank gave an example of what DDS boats look like. Alessandro Nazareth was confident with the ITC ability to deal effectively with such a new feature.

Safety concerns were expressed as these boats could turn out to be tender, relying too much on the additional stability given by speed. Then, recovering from a capsized position could become a problem.

5. Other matters

As next year meeting place is planned to be in Korea, Bruno Frank asked for the possibility to meet earlier somewhere in Europe to be envisaged. Depending on the amount of submissions which shall be received in 2009, CWG agreed to contemplate such a possibility.

It was also decided to try and develop a scheme to improve communication between rating offices in order to avoid unnecessary work duplication. When a RO starts the study of a new model, he should inform the others of his intention and signify when the work has been completed and is available to all. If possible the study should also refer to any variation likely to be found, such as different type of keel and/or type of rig configuration.

- 6.** The Chairman thanked members of CWG for attending the meeting and their invaluable input and work.

The meeting was officially closed at 17.10 hrs