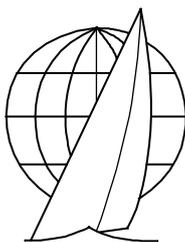


OFFSHORE RACING CONGRESS

World Leader in Rating Technology

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MINUTES of the **Club Working Group** (held on 2nd November 2008 at the UVAI office in Rome,Italy)

Present:	Jean Louis CONTI	(Chairman)	RO + CM
	Kay-Enno BRINK	(Sitting for Boris HEPP)	ITC
	Nicola SIRONI		ORC + CM
	Zoran GRUBISA		ORC + RO
	Michiel WOORT		CM
	Bruno FRANK		RO
	Alessandro NAZARETH		ORC + ITC
Observers:	Panayotis PAPAPOSTOLOU		RO
	Enrique MOLINELLI		ORC
	Ab PASMAN		CM
	Claudio SCHIANO		RO + CM
	Gennaro AVETA		Measurer
Absents:	Boris HEPP	(Vice Chairman) was excused	SR
	Sten EDHOLM	was excused	P&D + CM
	Axel MOHNHAUPT		ITC

1. The Chairman welcomed the members and introduced Michiel WOORT as a last minute new member.
2. **Minutes** of the meeting of 5th November 2008 were approved.

3. **Review of 2007 Fleet Statistics.** Zoran GRUBISA gave a preview of the expected number of certificates and regretted not having received the requested information sent by mail from all Rating Offices. Therefore the data as always were incomplete. The automatic updating of issued certificates is fully operational but the ORC staff regretted that not all Rating Officers were using it.

Nevertheless the ORC Club fleet statistics coming from each rating office have been reviewed and they show that the number of certificates is to be slightly more than last year. The total number of ORC-c certificate seems to have increased by 10% while the total number of ORC-i certificates continues on its downwards trend (still around 10%).

- In Spain and Greece, the increase in the total number of ORC-c certificate appears to have been made to the detriment of the number of ORC-i certificates.
- Japan and Sweden showed the largest decrease in the number of issued certificates.
- Newcomers Romania and Russia showed encouraging progress.
- France showed better numbers than last year by attracting a totally different clientele of owners pushing forward its own view on how to use the full potential of the ORC VPP and in proposing a straight forward interactivity between its successful empirical system and the ORC prediction system.
- Holland continues to be the main contributor in the total number of issued certificates and managed again to issue more than 1350 ORC-c certificates. It is followed by Italy with its 1000 or more certificates.
- Poland, Chile, Finland and Sweden are the only countries where the number of ORC-c certificates is significantly less than the number of ORC-i certificates.
- France, Holland, Canada, Japan, Korea, Latvia, Romania, Switzerland and United-States, are only using ORC-c rule totally ignoring the ORC-i.

4. **Reviews by Country of current situation.**

The situation was reviewed only for countries represented around the table.

In Croatia, Holland and Germany:

Owners are encouraged to call for local measurers, but weighing and inclining tests are never performed.

France There is no place in France for three different handicapping systems. Therefore it has been acknowledged that there is no immediate future for ORC-c as a stand alone system. The decision which was taken last year was to combine the respective strengths and complementarities of the empirical system and prediction system which are under the jurisdiction of the FFVoile into a single one whose primary function is to provide an upmarket and more sensitive version of the local empirical system.

Greece: Local prescriptions have been in place for years in an attempt to protect the interests of ORC-c owners. Only boats with a GPH >700.0 and/or having all Dacron Sails on board can apply for an ORC-c certificate. Also at the beginning of the year, owners have to choose in which category (international or club) they wish to sail and no permutation is thereafter tolerated.

Italy	Numbers prime over accuracy but the system is quite resilient due to the expertise of the Rating Officer. Declared values are the norm.
Sweden	The number of certificates and racing under ORC-c are decreasing in Sweden, as was also reported last year. The main competitors are LYS (yardstick) and IRC. There is nothing perceived to be wrong with ORC-c, however LYS is cheaper (free of charge for 95 % participants) and people are curious to test IRC. They are pushing the IRC to be sailed under its endorsed form in order to have two alternate high profile rules (ORC-i and IRC endorsed) and two low key rules (ORC-c and LYS). For 2010, ORC-c will be withdrawn from the Round Gotland race following the fact that during 2009, only 10 out of 270 participating boats wanted to sail ORC-c.
Switzerland	As in Germany, ORC-I certificates bury an automatic rating penalty when downgraded to ORC-c certificates. The number of cruising boats racing under ORC-c is decreasing while at the same time the number of sport boats is increasing.

5. Allocated submissions:

Submission FFV7: Format of the ORC Club certificate.

WG did not acknowledge the necessity to review the general format of the ORC Club certificate. The following actions were none the less agreed:

- To show the presence of a luff groove device as a furler groove device but without the representation of the clew edge of the rolled sail.
- To note the presence of a centerboard and canard when fitted.
- Owner's Details and Comments should be displayed using a larger font.

It was also reported that in certain peculiar occasions, the graphic at the masthead was behaving in a strange manner. The reason for this ought to be investigated.

It was reported that the graphic could not handle a reverse stem.

Submission NED 4:

Removal of the Heavy Items.

ITC having already agreed to this submission, WG did not deliberate any further.

In case of no Spinnaker being on board, the total number of spinnakers allowed on board should be indicated as 0.

WG recommends agreeing with this submission

Request for not altering the format of the certificate once the issuing of new certificates has started.

WG showed compassion for this request but at the same time it acknowledged the difficulties encountered by the ORC staff to dispatch software 100% free of unseen bugs.

Submission NED 7: ORC-C Guide/Manual.

WG did not see the necessity for creating an extra document. Zoran pointed out that most of the points covered by this submission were already posted on the web site under the header "ORC Club".

Michiel and Ab have agreed to examine attentively what is already published on the web site and will propose further additions to all members. The web site will then be updated accordingly in the shortest possible time.

Submission NOR 2: Maximise the use of Default Values.

WG did not support this submission. The use of two different types of input data, (i.e. measured values and default values), or actual combining or dividing the ORC International and Club fleets have always been and can remain under jurisdiction of the local national authorities. MNAs can choose by their local prescription the way how they will divide and score ORC events, but there is no intention to impose any particular prescription about that to other areas and fleets. ORC Club as it names says, is intended primarily for the use in Club events with flexibility of applying it to the different type and size of the fleets, local conditions etc.

6. Other submissions:

Submission GRE 2: Missing Reference to Dacron Sails in the rule book.

WG was in favour of this submission. It was agreed that the fundamental criteria for benefiting from the bonus granted to Dacron Sails was "woven only" sails, and accessorially "incorporating polyester fibres only".

7. Other matters arising:

Alessandro NAZARETH made a brief presentation of the work which will be submitted to the Congress Members for approval.

The chairman asked the committee members their view on the fact that the number of spinnakers allowed on board for ORC-c racing could possibly be too large and could lead to some unwanted exploitation of the rule.

WG felt it would be unpractical to have different quotas for international and club racing.

With no other matter put forward for discussion, the meeting was officially closed at 15H50.