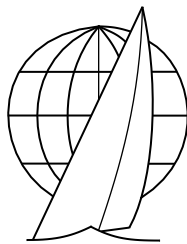


OFFSHORE RACING COUNCIL

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Minutes of the **Measurement Committee** held on November 12th, 2002 in Limassol, Cyprus, Le Meridien Hotel

Present: Nicola Sironi (Chief Measurer)
Ken Weller (Deputy Chief Measurer)
Jean-Louis Conti (Deputy Chief Measurer)
Dan Nowlan
Theodossios Tsaltas
Gerd Kall
Flemming Nielsen
Timo Sarainmaa
Pablo Ferrer
Marcel Wagenaar

Apologies for absence were received from John Warren

Observers: Nelson Ilha BRA
Abraham Rosenberg BRA
Konstadina Sfakianaki GRE
Miguel Rosa ESP
Peter Reichelsdorfer USA
Olin Stephens USA
Hans Zuiderbaan NED
Bengt-Olof Holmberg SWE
Thomas Blixt SWE
Eva Holmsten SWE
Estanislao Duran ESP
Emilio Feliu ESP
Paolo Massarini ITA
Friedrich Judel GER
Kjell Borking SWE
David Lyons AUS
George Andreadis GRE
Peter Rutter GBR
Akis Tsalikis GRE

1. Committee Membership

The Committee welcomed the new member Pablo Ferrer, and noted the retirement of Edward Walters from Holland and John Green from Australia. Javier Mendez from Argentina has been proposed for membership.

2. Use of Water Ballast (also Submission AYP1)

The Committee agrees on the scheme proposed by ITC, which only requires the measurement of the tank capacity. It was confirmed that the measurement could be done directly with an appropriate flow meter, or by calculation, measuring freeboards with tanks empty and then again with tanks on both sides pressed up and deriving through the LPP hydrostatic output for the two trims the correct tanks capacity. An additional field reporting the capacity of the ballast water tank both in the data file and on the Certificate will be provided for the boats equipped with water ballast.

3. Inclining test/instruments

No progress has been made on the availability of new electronic instruments, but the existing ones have shown improved reliability. It was noted that in the past the minimum time for each reading was set in the past at 20” as a minimum, but it was recommended to extend this time whenever possible to the period of 60” built in the software, to improve the measurement reliability.

It was also reminded that some software is available which allows to slow down the clock of modern fast computers to enable the use of the existing hardware and software.

4. Hull Measurement Machines / Maintenance

The introduction of a new equipment based on laser tracking technology that was presented last year made slow progress, but Dan Nowlan reported that a new equipment has been purchased by US Sailing thanks to some US Owners donation. The difficult part of the process is a software capable of deriving a standard Offsets file from the points measured with the laser equipment. A dedicated software for the application that would not require expensive packages and the skill of special operators is being developed in the US.

5. ORC Club practices – “special” features evaluation

A submission was received last year from Italy, and approved in principle, although not included in the ORC Club book. The same submission was presented again, and a similar one came from France. The Committee recommends to include these features in the ORC Club book, with specific and detailed guidelines on how to implement it.

6. Territorial jurisdiction

The question was discussed again, due to the experience of Owners crossing borders to get a “better” measurement, and/or Measurers operating in countries different from theirs without informing the respective National Authorities, causing problems in more than one occasion.

It was noted that IMS Rule 102.2 does cover this, but it is recommended to add to the paragraph some wording requiring Owners and Measurers to inform both Rating Offices involved before the measurement takes place.

7. Appendix 5 revision (see also FIV 3)

After considerable discussion, the Committee did not agree to approve this Submission, which proposes to allow a change of rating in the course of a race, deferring it to a wider discussion involving also Race Officers and Judges.

8. Submissions

AYF 1 - See Par. 1

DSV 1 + FFV1 – ORC Club certificate format was deferred to Club Working Group

DSV 4 - It was agreed to allow battens above the MGT measurement point, currently not permitted, measuring HB in this case as the distance between the upper mainsail corner and the projection of the leech, whether or not a headboard exists.

KNWV 2 + USSA 3 - It was agreed to recommend the inclusion in the data file of 3 new fields with the asymmetric spinnaker ASL, ASF and SMG, where “A” stands for asymmetric. These additional data will replace on the certificate the values of SPS, HBI and CPW.

NSF 1 – The Committee – while acknowledging the differences resulting from the use of different practices for “assuming” unknown measurement data in ORC Club recommends to maintain the current practice, intended to result in an improved rating when more real measurements are acquired. See also ITC and Club WG minutes.

RFEV1 – Storm sails are required on board as a safety equipment, hence some confusion arises on whether they have to be on board or not at the time of measurement. The Committee agreed that “no sails on board” prevails, so they have to be unloaded – as the rest of the sails – when performing the in water measurement.

RFEV2 – The Committee agreed that there is not a problem in the wording, and confirmed that the anchor rope has to be abaft the mast for the in water measurement.

RFEV3 – The proposal of leaving liferafts on board for the in water measurement was rejected.

RFEV4 – The question raised is already covered in the Isaf ERS and the associated Sail Measurement manual.

RFEV5 – The Committee does not see any problem with the existing wording, left unchanged from the very beginning of the IOR. Olin Stephens was very precise in describing the reasons that led in his times to require the spinnaker pole to be measured in its athwartship position.

RFEV6 – The question of spinnakers qualifying as symmetric but featuring an asymmetric shape has been raised again during the year. It was agreed to add to the wording of IMS 816.1b “in shape, material and cut”, following an interpretation that was issued by Robin Glover in 1984.

The meeting adjourned at 18:30