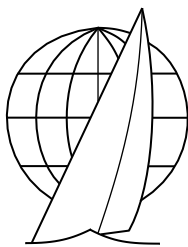


OFFSHORE RACING CONGRESS

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Minutes of the **Measurement Committee** held on November 9th, 2007 in Madrid, Hotel Melia Castilla.

Present: Nicola Sironi (Chief Measurer)

Jean Louis Conti (Deputy Chief Measurer)

Per Boeymo

Dan Nowlan

Joakim Majander

Robert Jacobsen for Boris Hepp

Chris Theodossis

Apologies for absence were received from Pablo Ferrer and Javier Mendez.

Observers:

Roula Galani GRE

Sten Edholm SWE

Jan Dejmo SWE

Eva Holmsten SWE

Zoran Grubisa CRO

Carlos Lopez ESP

Enrique Molinelli ESP

Teresa Rios ESP

Flemming Nielsen DEN

George Sykaris GR

Akis Tsalikis GRE

Renata Braun BRA

Martin Billoch ARG

Helmuth Gelmini AUT

Michiel Woort NED

Maria Spirideli GRE

Wolfgang Schaefer GER

Giovanni Iannucci ITA

Emilio Feliu ESP

Peter Reichelsdorfer USA

Kjell Marthinsen SWE

Patrick Lindquist FIN

Ecky von der Mosel GER

Dobbs Davis USA

Vadim Mekhanikov RUS

Vasiliy Alexeev RUS

Panayotis Papapostolou GRE

Veiko Rosme EST

Hans Zuiderbaan NED

Kay-Ennio Brink GER

Bruno Frank SUI

Ab Pasman NED

1. The Chief Measurer welcomed the members present and the numerous observers.

Some questions regarding sails measurements, coming from the new scheme adopted last year, compliance with the Isaf ERS and current ITC work were addressed as follows:

1.1 Jibs measurement:

Measurements of jibs is by default with the full set of 7 measurements of luff, perpendicular, and widths/girths, including the head.

If a genoa shows an obvious hollow in the leech then the traditional 2 measurements (JL and LPG) are sufficient.

ITC decision of allowing reduction of the area due to a hollow leech was supported.

Due to the complication of managing the ever-changing sails inventories, even when this does not imply a handicap change, the Committee proposes to show on the actual certificate only the sail with the largest area for each category, and report the full sails inventory in separate page, the optional Page 3 already available for ORC International certificates.

1.2 Mainsail:

It is proposed to extend the same concept of considering the area reduction due to a hollow leech also to mainsails. The Committee supports the ITC proposal to eliminate the “penalty” extra area when $EC > E$.

1.3 Spinnakers:

The ITC proposal of harmonizing the symmetric spinnaker measurement with the ERS was supported. This means that when measuring spinnakers only the SMG would be considered, without the need of searching the maximum width. For existing boats / data files SMW will be considered as SMG.

The ITC proposal of unifying the spinnaker area formulation for symmetric and asymmetric spinnakers was also supported, using the formula in its simplest form:

$$SA = (SLU + SLE) / 2 * (SF + SMG * 4) / 6$$

Furthermore, the Committee supports the ITC decision of reducing the default (minimum) symmetric spinnaker area calculating $SMG = 0.75 * SF$ instead of the current approach that provides $SMG = SF$, and to adopt for the rated spinnaker area the average between measured and default, so the minimum spinnaker rated area becomes half of the default instead of 75% as it currently is.

2. Submissions allocated to the Committee:

JL measurement (DSV 1)

The ERS already define how the measurement has to be performed, there is no need for further requirements. No action needed

Mainsail cars/Track systems (DSV 2).

There is no need for a Rule change. If the cars are attached to the mainsail, they will be weighed with the sail. If they are attached to the mast, they will be weighed with the mast as detailed by the Rule wording. No action needed

Heavy Items (DSV 6)

The ITC Chairman explained that the current system of considering the items defined as desalinator, air conditioners and heaters as a package was the original intention. The Committee recommends to list and treat them as other items in the “heavy items” list.

Mast Spar Dimensions (DSV 10)

Adding “vertical” before “distance” in IMS Rule F.3.1 and F.3.2 any uncertainty should be removed.

Boats comparing tool in ORC Manager (DSV 11)

This has already been addressed in the pilot version of the software available.

National ORC One Design files (DSV 13)

The Chief Measurer explained that National OD files are managed nationally. International OD files may have some differences due to different interpretations of some items as the Crew Extended Arm. Rating Officers are however asked to upload their OD files to the common space available on the ORC dedicated website for use by other Rating offices, together with International OD files.

On-Line certificates Database (DSV 14)

This is work in progress, and will be implemented as soon as possible when the central system will allow it, but a special care is needed to preserve the privacy of sensitive owner's data.

Twin Rudders (FFV 3)

The ITC is addressing this issue in its 2009 agenda. For the time being twin rudders are treated as usual, i.e. taking the shape of one of the rudders, displacing it on the hull's centreline.

Format of the ORC International certificate (FFV 6)

This is work in progress, and will be addressed with the new format of the certificates.

Information on the ORCi certificates (FFV 7)

The Committee supports the re-introduction of the values of SINK, WS and FBI.

Format of IMS Certificate (2nd page of ORCi Cert.) (FFV 8)

This is work in progress, and will be addressed with the new format of the certificates. The Committee recommends, in order to save space, to eliminate the measurements of SPS, BAL, CPW and BWT that are displayed but have no effect on handicaps.

Format of the ORC Club certificate (FFV 9)

This is work in progress, and will be addressed with the new format of the certificates.

Boat Drawing on ORC Club certificate (FFV 10)

This submission does not take into account the fact that in the drawing the SPS is already forced to 15% ISP.

Accommodation Regulations (FIV 1)

The rewrite of the Accommodation Regulations is deferred to next year agenda. See also ITC minutes.

Accommodation Regulations – Racing Division (FIV 2)

The Committee supports the Submission (see also ITC Minutes)

Default JL (FIV 4)

The Committee supports the ITC proposal of introducing a default (minimum) area for jibs without any constraint from individual measurements. See also ITC minutes.

Spinnaker default area (FIV 5)

See 1.3 above

Spinnaker Rated Area (FSF 2)

See 1.3 above

Measurement Protests (HSF 1)

The Committee extensively discussed the Submission, dithering between the option of halving the percentage difference of 0.1% into 0.05%, and the option of eliminating from the Rule Par. a), so requiring rescoring – without penalty – when the result of the protest returns a faster result than the original certificate, as is provided in paragraph b).

Propeller Measurement (HSF 2)

After clarifying the meaning of “buttock” as the intersection of the hull with a vertical plane parallel to the centreplane, the submission has no grounds.

Propeller Definition (HSF 3)

The ITC addressed the matter not recommending the introduction of a new type of propeller with 4 blades, considering that the current model for 3 bladed propeller is adequate also for 4-bladed props.

Sail Measurements (KNWV 3)

The changes reported in 1.2 and 1.3 above address the submission.

Offsets on ORC website (RFEV 4)

This is work in progress, and will be implemented at the soonest.

Measurement and Rating of boats with DSS (SWS 3)

The Committee supports the approach defined by ITC.

3. Electronic Inclinometer

Joakim Majander said the new equipment has been sold in 20 units to several Rating Officers and measurers, and presented a modified version that features a smaller USB cable only, whose length is however limited to 5m, instead of 10m as it is in the standard version delivered.

4. Hull measurement with Total Station

The Chief Measurer reported about the several training sessions performed in various countries, and about the many measurements performed using the new equipment.

More of these training sessions are scheduled for the near future.

5. Measurers Conference

A Measurers Conference is programmed for next winter, with a date provisionally set at the end of February, and a location in Athens.

The meeting continued with the presentation to Rating Officers of the new pilot version of the ORC Manager, which will be made available to Rating Officers upon closure of the AGM.

The meeting adjourned at 19:00