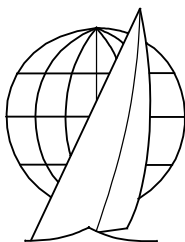


# OFFSHORE RACING CONGRESS

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Minutes of the **Measurement Committee** meeting held on November 4th, 2012 in  
Dun Laoghaire, Ireland, hotel Royal Marine

**Present:** Nicola Sironi (Chief Measurer), ITA  
Jean Louis Conti (deputy Chief Measurer) FRA  
Per Boeymo NOR  
Dimitris Dimou GRE  
Pablo Ferrer ESP  
Boris Hepp GER  
Robert Jacobsen GER  
Joakim Majander FIN  
Dan Nowlan USA  
Michiel Woort NED

<b>Observers:</b> Zoran Grubisa CRO	Paolo Massarini ITA
Enrique Mollinelli ESP	Maria Spirideli GRE
Panayotis Papapostolou GRE	Paolo Luciani ITA
Dobbs Davis USA	Emilio Feliu ESP
Bruno Frank SUI	Eva Holmsten SWE
Ab Pasman NED	Ecky von der Mosel GER
Sten Edholm SWE	Hans Drackenberg SWE
Alessandro Nazareth ITA	Veiko Rosme EST
Gabor Csernussi HUN	

## 1. Measurement Trim

The question of the measurement trim that was addressed last year has been discussed again at length.

The Committee agreed to continue with the decision taken last year, i.e. measure boats empty from 1/1/13, and use the "light ship" trim, obtained deducting the weights listed in the Measurement Inventory for boats already measured with weights on board. This will create a decrease of displacement across the fleet, considered acceptable after looking into the data available from measurement inventories.

For existing Club certificates, or older measurements where the inventory list is not available, a default of about 1% can be deducted from the displacement to obtain the “light ship” trim. This is not what was concluded in the ITC discussion on the subject, where it was proposed to add back a “default” weight in order to achieve a very similar value for the sailing trim displacement.

The Committee feels that once the principle of measuring boats empty is taken, the addition of some “defaults” to represent the weights that have been removed would just be an invitation to find equipment that would be lighter than the defaults, and given the change will affect everybody by a very similar amount, it can be accepted by the constituencies.

This will help in avoiding further changes on this topic in the future. This addresses FIN2 submission, which is therefore rejected.

## **2. Mainsail Weight**

Submission GER3 proposes to include Mainsail Weight (MSW) also on Club certificates, or eliminate it also from ORCi.

This was already agreed by ITC, after looking at some statistics on the existing fleet, and the Committee supports the removal of the MSW measurement, and use the default value instead of the measured one in all cases.

Therefore the submission is supported.

## **3. Position of the poles for inclining test**

Last year the position of the spinnaker poles had been shifted from the Bmax station to the LCF position, but LCF has not been included in the data displayed on the certificate. This will be done in the next version of the program, and thus supports Submission ESP 1.

Submission ITA 3, which suggests that to enter the position of the poles taken from the bow is considered redundant, will also be approved once the LCF value is displayed on the certificates

## **4. Flotation Points**

The Committee supports Submission ITA 4 and recognized that already there are two different ways to make comments on the position of flotation points: one is available to Rating Officers in the database to instruct their measurers, and the other is to display on certificates in the Comments field if the freeboard points are not on the normal sheerline.

The meeting adjourned at 13:10.