World leader in rating technology

Minutes of THE ORC MEASUREMENT COMMITTEE

Held on Nov. 7th 2016 in the hotel Renaissance Fira, Barcelona, Spain

Present:
Nicola Sironi (ORC Chief Measurer, ITA)
Pablo Ferrer (ESP)
Gennaro Aveta (ITA)
Per Boeymo (NOR)
Luc Gellusseau (FRA)
Boris Hepp (GER)
Nathan Titcomb (USA)
Tacha Montaner (ESP)
Michiel Woort (NED)
Robert Jacobsen (GER)
Dimitris Dimou (GRE)
Joakim Majander (FIN)

Observers:
Vasily Alexeev (RUS)
Rafael Bonilla (ESP)
Zoran Grubiša (CRO)
Veiko Rosme (EST)
Panayotis Papapostolou (GRE)
Peter De Jong (NED)
Michael Quist (DEN)
Paolo Massarini (ITA)
Michal Korneszczuk (POL)
Agnes Lill (EST)
Maria Spirideli (GRE)
Yannis Kalatzis (GRE)
Aleix Ballester (ESP)
Noboru Kobayashi (JPN)
Helmuth Gelmini (AUT)
Daniel Pillon (FRA)
Ab Pasman (NED)
Alesandro Nazareth (ITA)
Bruno Frank (SUI)
Bojan Gale (SLO)
Teresa Rios (ESP)
Vicens Domeneq (ESP)
Bruce Bingman (USA)
Thomas Blixt (SWE)
Glen Stanaway (AUS)
Ecky von der Mosel (GER)
Jan Dejmo (SWE)
Masakazu Takagaki (JPN)

1. 2016 SEASON REPORT: 3 ORC Championships

The Chief Measurer made a brief report on the measurement aspects of the 3 Championships, where he was present together with Zoran Grubiša and different groups of measurers. At the European and World Championships, where the sails inventories need to be controlled, a very simple and web based system has been developed and tested, and worked very well. Its use can be expanded to any event controlling the number of sails that can be used.

2. HULL MEASUREMENT: 3D scan vs manual Total Station

The use of the Total Station continues to be the standard method, stationing the instrument and taking points in sequence along transverse stations. Measurements made properly require very short processing times.

The use of 3D scanning continues to develop worldwide, and a few measurers as Pablo Ferrer and Per Boymo have learned how to use them just renting the equipment, and not requiring the assistance of a special engineer, but all clouds produced with a scanner keep requiring long post processing times, and

expensive software that is difficult to learn.

DSV has recently purchased a Faro 3D scanner, which is the most common commercial 3D scanner available worldwide. Some training sessions are being planned in view of setting up some standard and robust procedures to minimize the post processing time, and develop some dedicated software that will enable measurers to do their own processing and produce OFF files, as they can do with the Total Station.

The software used is the same, the ORCOFFTOOL developed by Panayotis, and a new release will be distributed and made accessible from the website. For the moment all clouds will have to be delivered to the ORC Tech, to validate them, and produce the OFF file, and the freeboard reference points will have to be identified with their coordinates in the same system as the cloud.

3. BOOM INCLINING REVIEW

The inclining test using the boom has been discussed again, and practiced on many super yachts and other large boats.

The setup of the JM software has in a few cases led to a misunderstanding. Joakim Majander has agreed to update his software and create a special menu for the boom inclining, as it is provided in the Manager.

4. SAIL STAMPS/INVENTORIES

The use of sail stamps continues to be made with stickers, made by the individual countries. The new UMS nomenclature agreed last year has been adopted worldwide, but the use of a unique identifier and the creation of a database have not been implemented yet.

5. SUBMISSIONS

5.1 GER 1 - Abbreviations for mizzen staysails.

The Submission is supported.

5.2 GER 2 - Headsail headboards

The Committee confirmed the ITC opinion that is not needed, so it is not supported.

5.3 GRE 1 - Spinnaker pole during flotation

The Committee agreed to add to IMS B4.1(f) “in their normal position when racing upwind.”

5.4 GRE 2 - Small flying headsails

The Committee discussed the matter, considering that there are headsails called “jib tops” with an area smaller than the largest headsail, which are set flying on a bowsprit, and not inside the foretriangle as staysails. It was reminded that Rule 207.6 prohibits the use of 2 headsails simultaneously when the clew of the foremost one is forward of the clew of the aft one. Furthermore, the submission is asking for the removal of having all headsails set flying declared in the sail inventory, but instead as headsails set flying that are smaller than the largest headsail because they do not affect the rating, because applying ORC rule 305.2 makes no penalty. Therefore the submission is not supported.

5.5 GRE 3 - Weight deduction for pre-2013 measured boats

The Committee acknowledges that the weight deduction that was introduced 4 years ago to make easier the transition to the new "light ship" measurement trim may in some cases be less than reality, yet this did not cause problems. Confirming the ITC opinion, the Committee rejects the Submission, but reminds that Organizing or local Authorities may require a post-2013 measurement in their eligibility criteria.

5.6. ITA 4 - OFF file validation

The Committee agrees on the rationale of the Submission, but does not see any need to change any wording. What is written needs to be enforced, including the fact that the validation needs to be performed with the help and endorsement of the ORC Chief Measurer and staff.

5.7 ITA 5 - Hull measurement Manual

The current documentation will be updated and made available on the website. It will be possibly included also in the International Measurers manual.

5.8 NED 2 - Specifications on mattresses

A long discussion developed, and the Committee does not see the reason to re-introduce mattresses specifications in the Rule. If sailors prefer discomfort, and don't use their bunks, it's their own choice. As far as Rule compliance is concerned, it is important that the boat is measured with the same mattresses they have while racing, and mattresses needs to cover the bunks completely.

5.9 POL 3 - Stability estimation for ORC Club

Confirming the ITC opinion, the Committee does not support the submission.

5.10. SUI 2 - Flying headsails not set at bowsprit end

The Committee confirms the ITC opinion, and does not see the need to introduce a new measurement that has no influence on the VPP results.

6. MATTERS FROM ITC

6.1 Bulwarks, sheer, freeboard points

The Committee agreed to accept the ITC clarification on bulwarks, and include in the station geometries in the Offset files also the part constituted by the bulwarks above the deck, and not stop the stations at the deck level. The Rule wording will be changed to reflect this effect, and also the illustrative sketches. Regarding freeboard points, it was again confirmed that the reference points need to be clearly identifiable, and the preferred positions are on centerline, corresponding to features belonging to the mold, which need to be pictured and accompany the OFF files.

6.2 Mainsail hoist measurement, CM interpretation

The Committee agreed on the CM interpretation. Rule modification for the next year will leave the ERS method for mainsail measurement unchanged but will define the way the mainsail shall be set on the mast:

head point shall be the highest point of the sail when set on the mast and the mainsail may be reefed only from its bottom side.

6.3 Headsails set flying

A long discussion developed from the photo presenting the headsail partially set on the luff fire with foot length shortened to reach SHW/SFL ratio of 75% with the lower part supported with several rope lines to the luff wire. It was noted that current ORC Rule 208.1 requires the spinnaker to be set flying, and that this sail is a spinnaker by having SHW/SFL = 0.75. However, a rule change may be needed to amend the ERS definition of "Set flying" to clarify this case, but also any other rules dealing with the headsail set flying.

7. SUPERYACHT SPECIAL MEASUREMENT REQUIREMENTS

Alessandro Nazareth and Paolo Massarini presented to the Committee the special requirements needed to measure the Super Yachts.