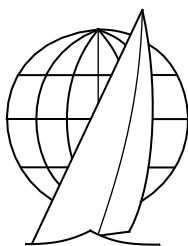


OFFSHORE RACING CONGRESS

World Leader in Rating Technology

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Minutes of the meeting of the **Offshore Classes & Events Committee** held on Sunday 2nd and 4th November 2014 in Palma de Mallorca, Spain

Members presents:

Paolo Massarini (ITA, Chairman)
Bruno Finzi (ITA)
Zoran Grubisa (CRO)
Eva Holmsten (SWE)
Don Genitempo (USA)
Steve Benjamin (USA)

Wolfgang Schäfer (GER)
Edoardo Recchi (ITA)
José Frers (ARG)
Ecky von der Mosel (GER)
Emilio Feliu Serra (ESP)
Sten Edholm (SWE)

Apologies:

Thomas Nilsson (NOR)

Observers:

Veiko Rosme (EST)
Christian Plump (GER)
Paulo Freine (BRA)
Lars Lundov (DEN)
Michael Quist (DEN)
Hans Natorp (DEN)
Ab Pasma (NED)
Fabrizio Pirina (ITA)
Giovanni Iannucci (ITA)
Bruno Frank (SUI)
Dobbs Davis (USA)
Joakim Majander (FIN)

Peter de Jong (NED)
Per Boymo (NOR)
Robert Jacobsen (GER)
Roy Nan Aller (NED)
Rafael Bonilla (ESP)
Jose Angel Rodriguez (ESP)
Christos Theodosis (GRE)
Ariane Mainemare (ESP)
Akis Tsalikis (GRE)
Emanuela di Mundo (ITA)
Zoran Grubisa (CRO)
Christian Lerche (DEN)

1. In accordance with the plan the meeting started in time with a short introduction including thanks to Don Genitempo for the time and the efforts dedicated to this Committee, and to Ecky von der Mosel and the Kieler YC Team for the organization of the Kiel Worlds.
2. The Minutes of 10th November 2013 have been approved.
3. **Reports of 2014 Championships:**

Mediterranean, European and World Championships reports have been summarized mentioning the most significant subjects and the winners. Ecky von der Mosel showed the Media Report of the ORC Worlds in Kiel underlining the huge success of the Championship, with 34 million impressions in Germany (full reports are available).

4. Submissions:

ESP 5: after a long debate that attempted to clarify the underlying meaning of the submission, the Committee feels that the discard should be maintained, as indicated in the Green Book, for both the World as well as the European Championships for any race completed. In this regard, the same coefficient has been approved provided that at least one offshore race is kept in the final results.

GER 4: This submission has been discussed at length and the decision taken is that the Green Book will be completely reviewed during the 2015 season to be presented at the 2015 AGM for approval. It is also agreed that the 2015 review will be also discussed with the ORC 2016 Championships organizing authorities and become in effect from 1st January 2016.

ESP 6 and NOR 3: these submissions have been included in item 5.

Other proposals and suggestions ITC has been assigned a task from the Management Committee to create a better method called CDL to divide and identify the different classes at ORC Championships. ITC will describe it in its Minutes. The OCEC agrees with the ManCom, and the use of CDL is suggested by this Committee with effect in 2015.

5. Review of Green Book: summary of changes (see item 4–Submission). The reviewed parts are in Appendix A

6. Report about SuperYachts - ORC cooperation

The SuperYacht Racing Association asked ORC to create a dedicated VPP for the SuperYachts fleet. A Working Group (WG), formed by Andy Claughton, Alessandro Nazareth, Paolo Massarini and Martyn Prince, and with the support of the ORC technical staff, has been appointed to deal with and to study the subject carefully.

After long exchange of correspondence and phone conversations a conference call has been organized at the beginning of August. In accordance with its outcome, the WG met once again at the beginning of September and on October 21st and created a database including all the available information of a defined test fleet.

A specific study is under way to analyze the special features of a “typical” SuperYacht such as large furlers, superstructures, etc. and give them the right value of handicap. During the November AGM another meeting has been done with the SuperYachts Event Organizers. Rescoring of the 2014 events under these “customized” VPP is under way too. On November the 18th a meeting with the SYRA representatives is scheduled in Milan in order to provide them the preliminary tools and material in order to take the final decision.

The final product is planned to be ready during the first months of 2015 so to be adopted in the first event of the Caribbean season: the Loro Piana SuperYacht Regatta in Virging Gorda in March.

7. Calendar of future Events:

Important updates about the 2015 Worlds and Europeans Championships have been officially presented to the Committee. ORC representatives of the different Committees are working in close conjunction with both event organizers to provide as much support and help for the success of the event.

The SportBoat European Championship has been assigned to the Balatonfüred, Lake Balaton, Hungary and will be held between the 19th and the 24th of May 2015.

Future proposals: the OCEC is fully supporting the KDY bid for the 2016 ORC Worlds in Tuborg Harbour, Copenhagen (DK) and asks Congress to approve. Dates are between 15th and 24th of July 2016.

Bids for the 2016 ORC Europeans arrived from Loano (ITA), Brindisi (ITA) & Lanzarote (ESP), and the Committee feels that Brindisi is probably the location where the best fleet could gather together from different countries. Nevertheless, in the coming weeks and as soon as possible further negotiation with the potential organizing authority will be needed to confirm the allocation of the event. In case they will not fulfil the needed requirements, other alternatives would be considered.

The following bids have been acknowledged but decisions have been postponed to future ORC meetings.

- 2017 proposal: ORC Worlds-Trieste (ITA), Loano (ITA) & Lanzarote (ESP)
- 2018 proposal: ORC Worlds-Schevingen (NED)

Other events: ORC Asian Championship. It has been agreed to work with representatives in the region to plan a new ORC Asian Championship in the coming year(s), probably in Korea, recognizing this is central to the region

8. Organization of the Committee

The Committee composition has been discussed in the Management Committee.

9. Any other business

Not other business raised so the meeting ended at 13:20.

APPENDIX A – GREEN BOOK AMENDMENTS

General

6 *Qualifications and Eligibility*

.....Upper and lower CDL limits are decided by the Organizing authority in accordance with ORC. CDL are defining Class splits to be used as mandatory in the World Championship. The European Championship's organizing authority could decide if amend the ORC CDL in accordance with ORC.

.....Classes are defined by the CDL provided that the following minimum number of entries are reached:

Class A: 10 entries

Class B: 20 entries

Class C: 20 entries.

Organizing authorities have the rights to group two classes if the minimum numbers are not matched. In this case only one Championship title will be assigned to the combined classes.

In case a Class is exceeding 50 entries, the Organizing authority can proceed splitting that class in two parts and organize the racing in accordance.

Standard Notice of Race

4 *Eligibility*

..... For ORC World Championship, the Organizing authority and the ORC will set upper and lower CDL limits and will define the Class splits. CDL values are printed on each measurement certificates.

8 *Schedule*

- 8.1
- Day 1, [insert date] - Registration and measurement*
 - Day 2, [insert date] - Registration and measurement, Practice Race, opening ceremony*
 - Day 3, [insert date] - inshore race(s)*
 - Day 4, [insert date] - offshore race*
 - Day 5, [insert date] - [offshore race continued] or [second offshore race]*
 - Day 6, [insert date] - inshore race(s)*
 - Day 7, [insert date] - inshore race(s)*
 - Day 8, [insert date] - inshore race(s), closing ceremony*

Note: For Continental and Regional Championships this schedule may be shortened with agreement with the ORC to not less than 6 days including two days of measurement, one day for the offshore race and rest of the days for inshore races

a) The Organizing Authority has two options for offshore races:

- i) One offshore race of approximately 30-36 hours, for the slowest boat, scored as two races: the first score will be from the start to a control point approximately mid-course, with a scoring coefficient of 1.0, and the second score will be from the start to the final finish, with a scoring coefficient of 1.0.*
- ii) Two separate offshore races of approximately 10-12 hours duration for the slowest boat. The scoring coefficient shall be 1.0 for each race.*

Note: For Continental or Regional Championships where a shortened schedule as defined above is used: One offshore race of approximately 10-12 hours, for the slowest boat, shall be conducted, with a scoring coefficient of 1.0.

Offshore races may be re-scheduled when required by weather conditions.

- b) Inshore races shall be of approximately 1.0 to 1.5 hours duration, and shall have a scoring coefficient of 1.0.*

- 8.2 Nine races are scheduled including two offshore races and seven inshore races. Inshore races will be windward/leeward races, except where unusual or extreme local conditions make it impossible to sail a windward/leeward course, then the International Jury / Race Committee may give permission to sail a substitute course.*

Note: For Continental or Regional Championships where a shortened schedule as defined above is used, seven races are scheduled including one offshore race and six inshore races.

- 8.3 The World championship is valid if at least four inshore races and one offshore race or, as alternative, three inshore races and two offshore races are completed. One discard will be allowed if seven races are completed provided that one Offshore race shall be kept in the scoring.*

Note: For Continental or Regional Championships where a shortened schedule as defined above is used the championship is valid if at least three inshore races and the offshore race are completed. One discard will be allowed if five races are completed.