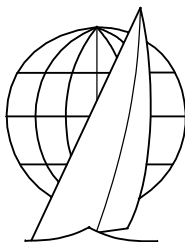


OFFSHORE RACING CONGRESS

World Leader in Rating Technology

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Minutes of the meeting of the **Race Management Committee** held on November 8th, 2010 09.30 to 12.15hrs in Athens

Members present:

Ecky von der Mosel, chairman
Eva Holmsten
Ab Pasman
Akis Tsalikis
Nicola Sironi
Joakim Majander (subst.Timo Sarainmaa)

Excuses: Bruno Frank

Observers:

Panayotis Papapostolou
Zoran Grubisa
Roula Galani
George Sykaris
Enrique Molinelli
Fabrizio Pirina
Michiel Woort
Christian Plump
Emilio Felia Sera

Gerd Kall
Veiko Rosme
Vassilis Kaskouras
Yusi Vlasenko
Giovanni Iannucci
Eduardo Recchi
Hennik Andersson
Antonius Assimacos
Dobbs Davis

Allocated submissions:

1.1 ESP 3 - GPH-BOX IN CERTIFICATE

The RMC does not recommend changing the GPH to the Inshore figure. Owners and Race Managers are accustomed to the current factor. Also major changes are expected anyhow in the next years and we do not want to confuse the users.

It was reported by ORC staff that it is possible to change the single-number Windward/Leeward factor to represent equal-weighted upwind and downwind ratings, and this change was welcomed by all.

1.2 GER 8 - MAXIMUM CREW WEIGHT COMPLIANCE

The RMC supports this submission regarding compliance with maximum crew weight, but is not sure if a supplement to Rule 305 is the right place for this clarification. The Committee would like to leave it to Zoran Grubisa to find the right place for this amendment.

2 Any other business

- a) The above submission lead to an exchange of experiences about the methods of weighting and using the crew-weight figure in the measurement. This leads to the following recommendation for the race organisers: Check the weight before the first race; give everyone the chance to re-weigh before the first race; recommend to the owners to put tolerances on their crew-weight (at least 5 to 10 kg) to avoid disappointments; avoid weight checks during the event, but if it is necessary it should be clear that the boat will be disqualified (no penalty, no tolerances, no second try etc.) if the crew weight is over the declared limit.
- b) Ab Pasman reported on the use of the Triple Number System for W/L and short distance races in the Netherlands. It is still considered to be a very good compromise between the “complicated” PCS system and the too-simple single number scoring.
- c) Ecky von der Mosel and Christian Plump (2010 ORC World Champion) reported on the scoring methods used in the last Worlds in Flensburg. The organisers used single number offshore factors for the two long distance races with fixed W/L courses taken from PCS. This system was generally accepted.
- d) Akis Tsalikis asked about a clarification in the publication of ORC about the variety of scoring options, and the pros and cons of each. Dobbs Davis will take this idea for an article about the recommended scoring methods under ORC.