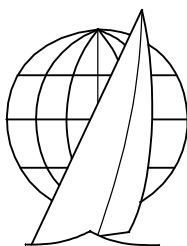


# OFFSHORE RACING CONGRESS

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Minutes of the **Measurement and Rating Officers Committees** meetings held on November 6th, 2011 in Puerto Rico, Hotel Ritz Carlton.

Present:	<b>Measurement Committee</b>	<b>Rating Officers Committee</b>
	Nicola Sironi (Chief Measurer)	Nicola Sironi, ITA
	Per Boeymo	Per Boeymo, NOR
	Dimitris Dimou	Panayotis Papapostolou, GRE
	Robert Jacobsen	Abraham Rosenberg, BRA
	Dan Nowlan	Zoran Grubisa, CRO
		Enrique Mollinelli, ESP
		Ab Pasman, NED
		Robert Jacobsen, GER

Apologies for absence were received from the other members of the Committee who were unable to travel to Puerto Rico.

Observers:	Sten Edholm SWE	Dobbs Davis USA
	Alessandro Nazareth ITA	Bruno Finzi ITA
	Paolo Massarini ITA	Maria Spirideli GRE
	Noby Kobayashi JPN	Makoto Uematsu JPN
	Luiz Kahl USA	Hluk Suntay TUR

The Measurement Committee met in the morning, and continued in the afternoon with Rating Officers Committee. These Minutes cover items discussed in both sessions.

## 1. **Light Ship Trim**

The Committee discussed the possibility of measuring boats empty, removing all items not permanently installed but currently allowed by the Rule to be on board at the time of afloat measurement, items that will have to be carried on board while racing, and be listed in the Measurement Inventory list.

The Committee supports the idea, but does not recommend rushing with its implementation, so the proposal is to change the measurement trim from the condition now in force since 1981 to the "light ship" condition, and remove all items not permanently installed for measuring afloat from 1/1/2013.

For next year the Measurement Inventory will provide an additional field to record the VCG of the items listed, in order to provide the information necessary to properly correct in the future not only displacement and trim but also stability data, when the measurement trim will have to be converted into "light ship" condition removing all these items. This procedure has already been programmed in anticipation of the change, and is intended to be operational next year limited to fuel tanks, when not empty at the time of measurement.

**2. Submission GRE1 - Inner Jibs**

The Committee supports the Submission, and recommends adding in the Rule text wording specifying that Inner Jibs - to be considered as such - cannot be attached to the forestay.

**3. Submission GRE2 - Detachable Inner Stays**

The Committee discussed the submission, and concluded that the Rule is clear enough as is, and when inner stays can be detached but not adjusted, they qualify as “fixed”. The wording will be adjusted to make it clearer.

**4. Submission NED4 - Freeboard points location**

The location of freeboard points in an unquestionable way is becoming increasingly difficult due to the development of building technologies, so the Committee recommends that whenever a new OFF file is generated through measurement, the freeboard points location has to be documented with some notes, sketches or pictures, that have to be attached to the actual OFF file and accessible from the database. Panayotis has already prepared the platform where this information can be entered, and retrieved by the Rating Officers. Some wording to clarify this will be added in IMS B.4.1.

**5. Submission NED5 - Weight and Transom Height to determine trim**

The use of the actual weighed weight in association with the height of the transom is indeed a good method to define the correct trim of a boat, certainly more robust than the automated routine embedded in the program and activated when the weight is directly entered instead of the freeboards, and the trim is calculated through a “pessimization” routine. All tools to do this are already available in the program, obtaining the correct displacement entering freeboard values.

**6. Submission RUS1 - Limit items on board at the time of measurement**

In view of the transition to the “light ship” trim forecast in the future, the Committee does not consider changing the loading schedule at this time.

**7. Submission RUS2 - Position of spinnaker poles for inclining**

The Committee supports the idea of placing the spinnaker poles for the inclining test at the Longitudinal Center of Flotation (LCF) where it is known and following amendment to the IMS E4.1(b) is proposed:

„Two poles shall simultaneously be positioned port and starboard approximately at the LCF (longitudinal centre of flotation), where known or at **MB** station (**SMB** from the stem), but not aft of 65% **LOA** and suspended outboard to provide arms for supporting inclining weights. instead of the Bmax Station (SMB).”

**8. Submission NED 1 - Offsets files identification**

The Committee discussed the ongoing problem of the proper identification of hulls through the limited and uneven information provided through the OFF file names and Class identifications contained in them, and how to identify “good” from “bad” ones, and which version of the same model they apply to. Panayotis has presented a system he prepared in the database able to associate to each OFF a “status” (Validated, Erroneous, Club), comments, and accompanying files as pictures or sketches.

**9. Submission NED 2-IRC Overhangs**

The Committee supports the conclusions reported in ITC Minutes.

**10. Submission NED 3 - OD Files**

The Committee discussed at length the difficulty of including One Designs, who all share within the same class an identical rating. It has been agreed that all existing OD files will be re-run automatically every time a new version of the VPP is launched.

**11. Submission MANCOM 1 - Sailing Ships**

The Committee supports the concept of accepting Stability Booklet data for sailing ships (LOA>24m), with the necessary adjustments to reflect the appropriate loading condition. The minimum angle is reduced, and the methodology to use the boom or weights on deck instead of poles rigged on the sides of the boat, that has been discussed in previous sessions of the Committee. See also ManCom and ITC Minutes.

**12. Capsize Increment (CI)**

Dan Nowlan presented a study that was performed last summer after the accident happened in Lake Michigan that caused the loss of two sailors, due to a capsize occurred in a race. The investigation led to discover that in the formulation of the Stability Index, that was established many years ago and never changed, the cap limit of Capsize Increment (CI) set at -5 risks to be too permissive for boats with very flared topsides or wings, so allowing in offshore races where the Stability Index limit is enforced boats that result to be unsafe.

The Committee therefore proposes to eliminate the cap value of -5 for the Capsize Increment of the Stability Index formula, pending an analysis of its effect on the existing fleet.