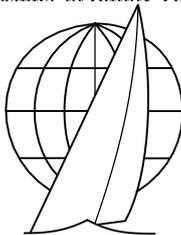


OFFSHORE RACING CONGRESS

World Leader in Rating Technology



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MINUTES of the **Rating Officers Committee** (held on November 9th 2015, in SANYA)

Present:	Zoran Grubiša	CRO	Observers:	Thomas Nilsson	NOR
	Vasily Alexeev	RUS		Zvi Ziblat	ISR
	Per Boeymo	NOR		Paolo Massarini	ITA
	Robert Jacobsen	GER		Michal Korneszczuk	POL
	Agnes Lill	EST			
	Dan Nowlan	USA			
	Panayotis Papapostolou	GRE			
	Michael Quist	DEN			
	Nicola Sironi	ITA			

1. **Approval of minutes of the previous meeting**

Minutes of the previous meeting were approved unanimously.

2. **Submissions**

ESP 2 – Hull profile on the certificate

The committee does not support the submission. Boat profile is available to the rating officers through the ORC Manager software who can share basic information with the measurer in process of identifying proper offset file for particular hull and appendages configuration. This is the process used before final certificate is made, so having boat profile on certificate cannot help to what submission is asking. Furthermore, due to non-consistence in the offset files it will be difficult to generate real presentation on boat profile particularly on the ORC Club certificates.

ESP 5 – Sail Serial Number

The committee agrees with the Measurement committee decision on this submission.

SWE 2 – Simplified handling for One Design certificates

The committee agrees with the intention of the submission, taking also into account that One Design handling has always been problematic. A new solution is proposed as follows:

- OD files will be maintained and administered from the central rating office. Staff will work on technical implementation
- DXT files to create OD files will be prepared by the staff with the help of rating officers.
- Each DXT file will be checked with currently available OD files and relevant class rules. Where class rules measurements are defined within some range in the Class rules, the ones that are giving fastest rating will be used. Any measurement needed for the ORC certificate but not existing in the class rules will be taken by the actual measurement, where available or if not, as default VPP value.
- Once DXT files are created it will be “locked” and changed only by the Central rating office in case when there is any class rule change affecting measurement data in the DXT file.
- An On-line ORC OD application will be set up on the web, similar to the current ORC Club on-line application. The Owner will be able to request a One Design certificate on-line by entering boat name, sail number and owner data and selecting the specific OD class from the list of available ones. The request will then be forwarded to the relevant rating officer, who will then issue the certificate.

The committee does not support levy reduction on the OD files as if the rationale presented in submission is used same may be applied to certificate that are re-validated each year without changes. However, national rating office are free to set any final prices of certificate that for OD can be lower than for measured certificate while levy should be kept the same in both cases. Furthermore, there is possibility of using promotional certificates for boats that did not have any ORC certificate in past 5 years

3. ORC Manager software – updates, suggestions for improvements

Panayotis Papapostolou presented the latest version of Offset toolbox including offset validation features that are of great help in finding errors and problems in the offset files. Furthermore, new services will be provided on the rating officers section of the web where ROs will be able to check if their DXT files are using erroneous offset file so it can be corrected before 2016 certificates issuing is started.

4. ORC software development

Zoran Grubiša informed the committee about the ITC decision to remove the minimum LPS limit as a requirement to issue a valid ORC certificate and rely on OSR rules for minimum stability requirements depending on the category of the race. The committee supports the idea of printing on the certificate (only ORCi), the minimum OSR category for which a boat is eligible after further co-ordination with the ITC.