



CONGRESS

Annual General Meeting

held from 11:30 – 16:30

on Wednesday, 30 October 2019 in Southampton, Bermuda

MINUTES

Congress Members Present:

Bruno Finzi (Chairman)	Italy		
Wolfgang Schäfer (Deputy Chair)	Germany	Patrick Lindqvist	Finland
Jose Frers (Deputy Chair)	Argentina	Andrew McIrvine	UK/RORC
George Andreadis	WS/Greece	Alessandro Nazareth	Italy
Thomas Blixt	Sweden	Thomas Nilsson	Norway
Per Boeymo	Norway	Daniel Pillons	France
Willem Ellemet	Netherlands	Michael Quist	Denmark
Bojan Gale	Slovenia	Roni Raviv	Israel
Luc Gelluseau	France	Nathan Titcomb	USA
Zoran Grubisa	Croatia	Lazaros Tsalikis	Greece
Gary Jobson	WS/USA	Roy van Aller	Netherlands
Ioannis Kalatzis	Greece	Ecky von der Mosel	Germany
Noboru Kobayashi	Japan	Dirk-Jan Zweers	Netherlands

Alternate Members:

Tomasz Chamera in substitution of Bartosz Gruszka (Poland)

Egon Elstein in substitution of Veiko Rosme (Estonia)

Apologies for absence:

H.M. King Harald V of Norway,	Hon. President	Magdalena Maria Ion	Romania
Vassiliy Alekseev	Russia	Joaquin Holzapfel	Ecuador
Joaquim Barenys de Lache	Spain	June Lee	Korea
Steve Benjamin	USA	Maurizio Pavesi	Italy
Rafael Bonilla Paz	Spain	Roberto Peschiera	Peru
Adalberto Casaes	Brazil	Christian Plump	Germany
Gabor Csernussi	Hungary	Ernst Rohner	Switzerland
H.L. Devore	USA	Antonio Roquette	Portugal
Ivan Drinkovic	Croatia	Gerd Schmiedleitner	Austria
Sverre Ellinsen	Norway	Luke Scott	South Africa
Bruno Frank	Switzerland	Glen Stanaway	Australia
Philippos Georgakis	Cyprus	Manuel Torres	Spain
Bartosz Gruszka	Poland	Makoto Uematsu	Japan
Philip Haggerty	Canada	Godwin Zammit	Malta

Officers present:

Vivian Rodriguez	Secretary	Italy
Zoran Grubiša	Chief Measurer	Croatia

Observers:

David Bartol	SLO	Fabrizio Pirina	ITA
Lance Burger	RSA	Edoardo Recchi	ITA
Stacey Clark	GBR	Nicola Sironi	ITA
Dobbs Davis	USA	Jason Smithwick	GBR
Emilio Feliu	ESP	Johan Tuvstedt	SWE
Jean S, Malassis	FRA	Dan Nowlan	USA
Panayotis Papapostolu	GRE		

1. CHAIRMAN'S REPORT

The Chairman Bruno Finzi reports that 2019 has been another successful year for ORC. Developments for ORC this year include an increased number of rating offices, a steady number of certificates, boats and participants using ORC rating systems worldwide for 2019, a new ORC Double-handed certificate that is ready for issue in 2020, and ongoing research on the ORC Multihull rule system to be ready for launch in 2020 as well.

The year-to-date 2019 fleet certificate statistics are shown in Appendix A: at the end of 2018 there were 10196 ORC certificates issued to 8626 boats, and through the end of September 2019 there were 9500 certificates issued to 8450 boats. These numbers are regarded as being steady compared to 2018.

ORC this year has continued to assist the SuperYacht Racing Association (SYRA) in administering, developing and refining the ORC Superyacht Rule (ORCSy), with an increase in boats and certificates from 2018. More details on ORCSy are found in Section 2 of this report.

ORC championship events continue to be popular and competitive, with high levels of participation and the highest-quality teams emerging on top after a combination of several inshore and offshore races. There is a general trend in interest for more non-inshore races in the format, and ORC will start to offer a Double-handed class in continental championships in 2020.

The 2019 ORC World Championship was a successful event held in Sibenik, Croatia attracting 109 entries from 17 countries, and the 2019 ORC European Championship was another successful event held in Oxelosund, Sweden with 70 entries from 7 countries.

Preparations are already well underway for the combined use of ORC and IRC ratings at the 2020 ORC/IRC World Championship to be held in 25 September – 3 October 2020 at New York Yacht Club in Newport USA, the first World Championship in the USA in 20 years.

The 2020 ORC European Championship will be part of Rolex Capri Sailing Week in Naples and Capri ITA and held over 15 – 23 May, and the 2020 ORC Sportboat European Championship will be held over 17-23 August in Istanbul, Turkey.

The demand for hosting future ORC championship events remains high, with two strong bid proposals received this year from European hosts for the 2021 ORC World Championship, and four parties interested to host the 2021 ORC European Championship, and the selection made early next year. This week Tallinn, EST was approved to be the host city for the 2021 ORC World Championship to be held in early August of that year.

Besides World and continental championships, ORC encourages regional and national authorities to organize events and a total of 22 countries held ORC National Championship regattas in 2019 an increase of 50% from 2017. These include three who offered racing in a Double-handed format.

2. THE TREASURER'S REPORT

During the year the focus has been to implement the new accounting system and the process inside the company. The target has been to reach the goal where the financial situation is continuously updated, and ORC has reached this target during the end of 2019.

The levies are proposed the same as in 2019 as follows:

ORC Int.	78 Euro
ORC Club	46 Euro
IOR	46 Euro plus ORC Club certificate for free
Sportsboat One Design	23 Euro
Super Yacht certificate	as per price list on the website

The financial report, budget for 2020 and levies were approved unanimously.

3. APPOINTMENT OF HONORARY TREASURER

The Congress approved unanimously Patrick Lindqvist as Honorary Treasurer.

4. MEMBERSHIP OF COMMITTEES

The following changes in membership of Committees were approved unanimously:

ITC	Andrew Claughton is appointed as chairman while Alessandro Nazareth will continue as vice-chairman
Measurement Committee	Alberto Pindozi, Michael Quist and Yannis Kalatzis are joining the committee
Offshore Classes and Events Committee	Eva Holmsten is retiring from the committee and Akis Tsalikis is joining the committee. Joaquin Barenys is replacing Javier Sainz.
Race Management Committee	Akis Tsalikis is appointed as vice-chairman. Eva Holmsten is retiring from the committee and is replaced by Johan Tuvstedt. Joaquin Barenys is replacing Toni Tio.
Rating Officers Committee	Panayotis Papapostolou is appointed as vice-chairman in substitution of Boris Hepp
Promotion and Development Committee	Thomas Nilsson is appointed as vice-chairman

5. REPORTS AND RECOMMENDATIONS OF COMMITTEES

5.1 INTERNATIONAL TECHNICAL COMMITTEE

Alessandro Nazareth reported.

The International Technical Committee met three times in 2019 working during the year on constant research and development of the rule and answering submissions to prepare final recommendation for the changes and updates of the VPP in 2020.

The Aerodynamic model was reviewed during 2019 but will be further developed with CFD analysis in 2020. Jason Ker and Rob Ranzenbach will send a research proposal with a reduced budget to be made with the Wolfson Unit Virtual Wind Tunnel to complete the aero CFD. The study will run additional models of overlapping sails with sheeting angles considering chain plate width. The objective is to tune the new Aero model for overlapping jibs but possibly also to check the current formulation of fractionalities, square top mainsails and aspect ratio.

Hydrodynamic research continues with CFD analysis. Jason Ker presented a report about the current situation. A clear point spread has been found between the CFD points of the original test fleet (circa 500 boats) vs the baseline boat surfaces, with a greater spread found at the lower Froude Numbers.

A significant part of this discrepancy is transom drag, which has had a large 'polluting' effect on many of the data points, including up to and above the critical sailing region of $F_n 0.355$, so transom drag became the focus of the Hydro Project. To take this project forward the ITC agreed the work should be split into two stages:

- Transom Drag Model – for presentation at the March 2020 ITC meeting
- Residuary Resistance Model update – for presentation at the July 2020 ITC meeting

The above work could result in a revised Residuary Resistance formulation with a new Transom Drag and length assessment to be tested for inclusion in the VPP 2021.

Progress has been made on the introduction of foiling in the ORC VPP with geometry definitions to be used by the LPP. The new LPP will be first introduced in the new MultiHull VPP at the end of this year and further tested while it needs some more time to be introduced into the ORC INT VPP, so the foils treatment will be kept on stand-by for next year until the validation of the new LPP will be completed. If any boat with foils needs to be rated in 2020 the VPP has all the tools to issue an "experimental" certificate with this feature. In 2021 the foils routine will be fully integrated into the ORC VPP.

An update was made on added resistance in waves with gyradius adjustment revision. The formula for gyradius adjustment and added resistance is improved. A corresponding test run was prepared, and ITC suggests to include this in the 2020 VPP. Finally, with the support of the Delft Technical University and their published archive the Added Resistance in Waves formulation will be checked from the ground up.

Manolo Ruiz worked on a revision of keel frictional resistance.

The proposal is to implement in the 2020 VPP a new frictional drag approach with the use of a new form factor to provide some relief to thick keels. The choice of form factors is such that keels with a $tcr=0.14$ (thickness to chord ratio) will see no change.

In addition, a revision of the CD curve based on CL and not on the angle of attack will be introduced in the 2020 VPP.

The committee reviewed 11 submissions with the major recommendations as follows:

- Submission ESP 1 is not supported as this issue may be resolved by use of minimum crew weight as defined in ORC Rule 102.3
- Submission ESP 2 is not supported as decreasing the tolerance for measurement checks will create more problems in every control during an event
- Submission ESP 3 is deferred to the Measurement Committee
- Submission ESP 4 is supported by removing DA for performance boats unless they have an Age or Series Date older than 30 years
- Submission ESP 5 is supported by amending rule 304.1 c) ii) requiring that the maximum area of each kind of sail (mainsail, headsail, headsail set flying, symmetric and asymmetric spinnaker, mizzen and mizzen staysail) that will be on board when racing shall be recorded on the rating certificate
- Submission RUS 1 is supported by introducing new formula for sails and gear weight in calculation of displacement in sailing trim
- Submission RUS 2 about longitudinal crew position is deferred to the 2020 agenda
- Submission USA 3 is not supported as ITC believes that PCS should be the preferred scoring method when course conditions may be accurately defined. Therefore, it may not be set up as mandatory.
- Submission USA 5 is supported with removal of ORC rules 208.3 and 208.6 removing the limitation on clew positions in use of multiple headsails as well as the length of tack pennant for the headsail set flying. Also a new minimum area for the headsail set flying is defined as $ISP*TPS/2$
- Submission USA 6 is not supported since ORC Club is designed as the rule for Club level racing with different options for the rating officers to input righting moment. Therefore, it cannot be set up as mandatory only use of Default RM. However, default RM formulation has been reviewed and it was agreed to keep current regression formula with 3% rating penalty on non-measured RM for ORC Club certificates. This will also be in agenda for further research in 2020.

During the year, ITC also checked several items that have very small or no effect on ratings and therefore it was agreed to remove the following input fields: Forward Accommodation, Mast taper hollows, No backstay and Jumper struts.

The committee decided to revise the treatment of headsails set flying (HSF) to minimize the rating jump between HSF and an asymmetric spinnaker close to the SHW/SFL = 0.75 limit. The Committee finally agreed to implement a new treatment of HSF with a smooth transition between spinnakers under 85% and HSF and a new sets of coefficients will be prepared for that size range. This will result in the removal of the "tight luff" definition that was also creating a loophole at the edge of its definition.

An all-effects test run has been prepared after the meeting with the following features:

- Added resistance and Mast gyradius adjustment
- Keels frictional resistance revision
- New Default Gear weight
- New Default Sails weight
- Age allowance related to 2020
- Removal of small rating effects
- DA applied to Performance division only after 30 years

A corresponding beta VPP has been prepared and the ITC suggests its distribution to RO and DVP users for debugging. The test run showed correct variations in handicaps for the various kinds of boats. The ORCi world fleet's GPH is changing in the range of 0.5% in its majority (-0.2% to +0.3%), the single WL handicap variations showed a similar variation, without any significant trend (L, LVR etc.). The rescoring of major championships did not show any large re-shuffling of results.

The minutes of the International Technical Committee meeting provide more details on discussion and decisions of the committee. Recommendations from the International Technical Committee were unanimously approved.

5.2 RATING OFFICERS COMMITTEE

Zoran Grubiša reported.

The Committee discussed 6 submissions, with the most important one being about the new ORC Double Handed certificate. It was agreed that

- the DH certificate will co-exist at the same time with a boat's fully-crewed ORC International or ORC Club certificate
- There will be a clear notification on DH certificates if they are generated from an ORC International or an ORC Club certificate
- Crew weight may still be declared, but only within the range of 120 – 300 kg. If not, the declared default crew weight for a DH certificate will be 170 kg
- There is no need for a minimum crew weight as defined in ORC rule 102.3
- CDL will not be printed on DH certificates as it is primarily based on the windward speed for the windward/leeward courses. Instead GPH is recommended for the DH class divisions.
- The existing DH number will be removed from the current certificate and ORC Manager
- DH certificates will be created from a separate profile in the ORC Manager and uploaded as such in the database
- RMS files for each country will be doubled with one file for fully crew certificates and one file for DH certificates

The Committee also supports the idea of co-ordinating work on issuing certificates for Swan boats and does not support submission USA 6 about Default RM for the ORC Club with the same conclusion as the ITC.

The following decision is from the 2018 AGM where a new system of classification and validation of the offset files has been implemented in the database. Offset files are marked in the database and in the ORC Manager as one of:

- Validated (Green) – endorsed as available for ORC International certificates
- Club (Yellow) – suitable for ORC Club certificates only
- One-off (Purple) – for this particular boat because it is different from the standard class model
- Erroneous (Red) – not to be used. An alternative offset file is set up for each erroneous file and the ORC Manager is automatically downloading the correct offset file when a VPP run is tried with the erroneous file
- Not set (Grey) – not yet classified

Starting from 2020 every new offset file that will be used for an ORC international certificate will be needed to be approved by the ORC staff. The rating office will be able to issue a test certificate with such an offset file, while final certificates can be issued once the offset file is endorsed and marked as valid by the ORC staff. This will prevent uploads of bad offset files and improve the quality of data in the database.

The minutes of the Rating Officers Committee meeting provide more details on discussion and decisions of the committee. Recommendations from the Rating Offices Committee were unanimously approved.

5.3 MEASUREMENT COMMITTEE

Zoran Grubiša reported.

The Measurement Committee received reports from the work of the Technical Committees on the ORC Championships in 2019. It was noted that the level of compliance with certificates was very good with only one boat at the ORC World Championship and one boat at the ORC Europeans Championship found within the rating tolerance of 0.1 – 0.25% with no penalties applied but new certificates were issued and used throughout the event. During the ORC Sportboat European Championship all boats were weighed on launching with scale weights being very close to the calculated displacement values.

A discussion was also held about Offshore Special Regulations safety equipment checks when it was noted that OSR was often misinterpreted by sailors, organizers or even measurers. An illustrated guide of the safety equipment required for Cat. 3 for championship events was prepared and used at the ORC Europeans in Sweden and it will be further developed by Johan Tuvstedt.

The Committee discussed 7 submissions. Submission ESP 1 for reducing the rating tolerance in ORC Rule 305.2 as not supported as the committee believes that the current rule is properly addressing rating differences from acceptable measurement tolerances.

Following submission ESP-3 a new measurement of FSD will be introduced that will replace the old measurement of FSP that was doubling the diameter of the luff groove device. FSD will be automatically calculated as FSP/2 and IMS Rule F6.5(b) will be removed.

The intent of submission ITA 1 is supported by requiring the fuel tank(s) to be empty in measurement trim, whenever possible. If not possible any amount in tank shall be recorded with its distance from the stem and height from the waterline.

The ORC Staff will work on a new document that will contain a list of requirements with guidelines for measurers that is needed for a cloud of points to generate an offset file.

The submission USA 2 for measuring overhangs is not supported. However, in light of the upcoming ORC/IRC World Championship 2020 it is recommended to measurers to take whenever possible all measurements needed for ORC and IRC at the same time.

The minutes of the Measurement Committee meeting provide more details on discussions and decisions of the Committee. Recommendations from the Measurement Committee were unanimously approved.

5.4 SPECIAL REGULATIONS COMMITTEE

Per Boymo made a short report about the Special Regulations Committee meeting.

Please refer to WS Committee and SubCommittee Minutes.

5.5 OFFSHORE CLASSES & EVENTS COMMITTEE

The Chairman Bruno Finzi chaired the meeting substituting Paolo Massarini who was unable to attend.

The Committee received reports from the ORC Championships in 2019. Including the D-Marin ORC World Championship held in Šibenik, Croatia, which was a very successful championship with 119 boats from 17 countries: 13 boats from 7 countries in Class A, 46 boats from 9 countries in Class B and 50 boats from 11 countries in Class C.

As per the new Green Boat format, 8 races were scheduled with 6 windward/leewards and, differently from the previous championships, two offshore races – one long overnight race and one short coastal race with all races having a scoring coefficient 1.0 for both of the offshore races. Points from these races were non-discardable and were shown as being a good combination for the inshore and offshore parts of the whole event. Weather conditions during the week of racing included everything from light to moderate and strong winds, with the offshore races sailed among the islands in the Šibenik archipelago with many options to the Race Committee to set up and control the courses. Inshore races were sailed on two different racing areas with Class A and C racing on one area and Class B on another, and the two groups switching areas each day.

The ORC European Championship was held in Oxelosund, Sweden with the participation of 70 boats from 7 countries: 8 boats from 5 countries in Class A, 25 boats from 5 countries in Class B, and 37 boats from 7 countries in Class C. Boat types were mostly series-built racer/cruisers, with 2 all-amateur Corinthian teams in Class A, 8 in Class B and 24 in Class C. Six inshore races were held on two course areas set south of the harbor, with excellent weather conditions all week: winds were varied from a brisk 17-22 knots on the first day to light but raceable conditions for the offshore race.

The ORC Sportboat European Championship was held in Portorož, Slovenia. The entry list included 30 boats from 9 countries divided into 2 divisions according to the ORC Sportboat Class Rules: Division A with 18 Boats from 8 countries and Division B with 12 boats from 4 countries. Two divisions had different starts with separate results racing on the same course with Division A making 3 laps and Division B with 2 laps on the standard windward/leeward course. Seven races were scheduled with one coastal race and six windward/leeward races, and all seven were completed in light to moderate wind conditions.

The Committee discussed 6 submissions and made the following recommendation to the Congress:

Submission GRE 1 is supported by increasing the maximum number of spinnakers aboard from 3 to 4 for boats with CDL < 9.801. Submission ITA 2 about use of an individual boat's implied wind is not supported but the Italian Federation will be asked to present a technical explanation as to why they believe that using individual implied wind is a better method than the currently used implied wind of the winning boat. Submission SWE 1 is not supported since the Committee believes that the possibility to lower the CDL limit of Class C is already defined in the Green Book.

The intent of submission SWE 2 is supported but will be given to the ITC to fine tune CDL limits between the Classes A and B once the final 2020 VPP become available checking if the new limit may help in increasing the participation in Class A.

The submission SWE 3 is supported by changing the format of the Continental championship to include 5 racing days with 2 days for 2 offshore races and 3 days for 6 inshore races.

Submission USA 1 is supported by modifying the Standard NoR to allow boats to have on board only the sail selected for each racing day without possibility to change this after leaving the dock even in case of damage to the sails.

Bids to host the 2021 ORC World Championship were presented by: Tallin (EST) and Sandefjord (NOR). After review of two well-presented bids, the Committee is proposing to the Congress to confirm the World Championship to be held in Tallin (EST) at the first half of August 2021.

Expressions of interest to host ORC European Championship were received from Tel Aviv (ISR), Cascais (POR), Valetta (MLT) and Athens (GRE) as well as for the ORC Sportboat European Championship from Torre del Greco (ITA). All the potential organizers will be invited to present official bids and the

committee will ask the Congress to give permission to the committee to make a final decision early next year by e-mail vote.

The minutes of the Offshore Classes and Events Committee meeting provide more details on discussions and decisions of the Committee. Recommendations from the Offshore Classes and Events Committee were unanimously approved.

5.6 RACE MANAGEMENT COMMITTEE

Ecky von der Mosel reported.

The committee discussed only 1 submission. USA 3 – PCS Scoring is not supported following the arguments of ITC by believing that PCS shall not be set up as mandatory.

The Committee noted that the idea for a Race Management Guidebook is now 2 years old, and is need of completion. After debate the plan will be to write a draft with thorough content suitable to all users of all experience levels. After this a shorter Quick Guide will be written that can give topical overviews intended for the casual or new user who desires only simple scoring.

The minutes of the Race Management Committee meeting provides more details on discussions and decisions of the Committee. Recommendations from the Race Management Committee were unanimously approved.

5.7 PROMOTION AND DEVELOPMENT COMMITTEE

Dobbs Davis reported.

An overview of presentations was given for trips made in 2019, including USA (San Diego for promotion), and Bulgaria and Sweden for measurement training. A Measurement seminar is planned in November in Qingdao, China.

The ORC Scorer Manual is presented as new document available and work continues on the Race Management Guidebook as well as online instructional video to be made available on YouTube that will explain step-by-step use of the Sailor Services system and all its features.

Great success is reported on the increased level of Likes and Engagements of the ORC social media channels. New web design was presented with a more simple and modern appearance. The next phase will be to organize the content through menus and drop-downs, and this will be pursued towards completion once the 2020 VPP is prepared and ready for launch in early January.

The minutes of the Promotion and Development Committee meeting provide more details on discussion and decisions of the Committee. There was no need to vote for recommendations since there were no submissions allocated.

5.8 MANAGEMENT COMMITTEE

Bruno Finzi reported.

Besides other items that are already reported in the Chairman's report, the Management Committee discussed 7 submissions with some of these also covered by other Committees. In that sense, the Committee agrees with the Offshore Classes and Events Committee recommendation on submissions GRE 1 and ITA 2 and with the Rating Office Committee on submissions MANCOM 1, MANCOM 2 and MANCOM 3

In answering submission FIN 1, the Committee will ask ORC programmers to continue software development to improve calculation efficiency and time. Submission USA 4 is supported by adding in the rule that all races shall be scored by the certificate using certificates issued in same year.

The minutes of the Management Committee meeting provide more details on discussion and decisions of the Committee. Recommendations from the Management Committee were unanimously approved.

6. CALENDAR FOR 2020 -- MEETINGS AND EVENTS

ORC Championship Events

ORC/IRC World Championship	Newport	USA	25 October – 3 November 2020
ORC European Championship	Capri	Italy	15 – 23 May 2020
ORC Sportboat Championship	Istanbul	Turkey	17 – 23 August 2020

Meetings

A staff meeting is planned for 14 – 15 December 2019 in Milano.

The next ITC meeting is to be held in Annapolis from 4 – 5 April 2020.

The next Management Committee meeting will take place in Athens from 8 – 10 May 2020.

The next Annual General Meeting will be held in Abu Dhabi, UAE. Dates to be confirmed.

Appendix A: ORC Fleet Statistics Certificates 2013-2019



