



CONGRESS

Meeting

held from 15:00 – 19:30 UTC/GMT
on Saturday, 7th November 2020 via Web/Zoom

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
Vasiliy Alexeev	Russia	Alessandro Nazareth	Italy
George Andreadis	WS/Greece	Thomas Nilsson	Norway
Steve Benjamin	USA	Maurizio Pavesi	Italy
Michael Berghorn	Germany	Daniel Pillons	France
Thomas Blixt	Sweden	Michael Quist	Denmark
Per Boeymo	Norway	Roni Raviv	Israel
Willem Ellemet	Netherlands	Ernst Rohner	Switzerland
Bruno Frank	Switzerland	Sukru Sanus	Turkey
Bojan Gale	Slovenia	Karl-Hannes Tagu	Estonia
Matthew Gallagher	USA	Nathan Titcomb	USA
Luc Gelluseau	France	Lazaros Tsalikis	Greece
Philippos Georgakis	Cyprus	Roy van Aller	Netherlands
Jaroslav Gorski	Poland	Siim Viljakainen	Estonia
Zoran Grubisa	Croatia	Hans-Eckhard von der Mosel	Germany
Phililip Hagerty	Canada	Godwin Zammit	Malta
Ioannis Kalatzis	Greece	Dirk-Jan Zweers	Netherlands
Noboru Kobayashi	Japan		

Apologies for absence:

H.M. King Harald V of Norway,	Hon. President	Joaquin Holzapfel	Ecuador
Masuhiro Bambo	Japan	Magdalena Ion	Romania
Joaquim Barenys de Lache	Spain	Gary Jobson	WS/USA
Rafael Bonilla Paz	Spain	June Lee	Korea
Adalberto Casaes	Brazil	Roberto Peschiera	Peru
Julia Casanueva	Spain	Antonio Roquette	Portugal
Gabor Csernussi	Hungary	Gerd Schmiedleitner	Austria
Ivan Drinkovic	Croatia	Luke Scott	South Africa
Sverre Ellinsen	Norway	Glen Stanaway	Australia

Committee members present:

David Bartol	Slovenia	Edoardo Recchi	Italy
Andrew Cloughton	UK	Albert Rozin	Latvia
Dobbs Davis	USA	Nicola Sironi	Italy
Panayotis Papapostolu	Greece	Johan Tuvstedt	Sweden
Alberto Pindozi	Italy	Matteo Zuppini	Italy
Fabrizio Pirina	Italy		

1. CHAIRMAN'S REPORT

The Chairman Bruno Finzi reports about 2020 as one of the most difficult for ORC as well as the World in general due to the Covid 19 pandemic.

However, even in such circumstances, ORC continued to work on research and development and maintain financial stability by balancing the budget through cutting some expenses.

Fleet statistics as presented at the end of these Minutes are showing a decrease of issued certificates of about 25% compared to the same period of 2019 that still may be successful taking in account number of races cancelled and overall racing decrease due to pandemic. In detail the decreases were more strongly felt in nations such as ESP, GER, GRE, ITA, and NOR, yet in contrast there were increases seen in the fleets in EST, FIN, AUS, and the USA over the same period last year.

For 2020 most ORC national and international championship events were cancelled with re-scheduling planned for many in 2021: for example, the 2020 ORC European Championship and 2020 ORC European Sportboat Championship will be held at their respective venues in Capri and Istanbul in 2021. However, the 2021 ORC World Championship will be held as planned in Tallinn, EST in August, a venue approved at the 2019 Annual Meeting.

Two events were held this year using the ORCs_y rating system before the pandemic forced cancellation of all others: the Millennium Cup in NZL and the Antigua Superyacht Challenge. With little feedback to work on, ORC and the Super Yacht Racing Association (SYRA) decided to freeze any further development of the VPP and look forward to a full season of events in 2021. So far there are seven Superyacht regattas planned, with events to be held in NZL, the Caribbean, the Mediterranean and Newport. Technically the ORCs_y rule is developing a new treatment for flying headsails similar to what has been adopted for ORC_i this year, with observations expected in the 2021 season for implementation in 2022.

The pandemic this year has had an unintended benefit of promoting short-handed racing in regions that allowed sailing, and until the end of September there have been 2331 ORC DH certificates issued in 27 nations. ORC by policy has made these easy to access: any boat that has a valid ORC Club or ORC International certificate may also have their national rating office issue an ORC DH certificate as well for no charge. ORC is also pleased to cooperate with the new Offshore Doubles organization to provide polar data generated from ORC certificates for use in their scheme for scoring and rankings and in promoting membership in the organization among all ORC DH certificate holders.

The ORC multihull project is coming to its final phase with a VPP robust enough to run certificates for different types of multihulls including catamarans and trimarans. Unfortunately, due to the pandemic OMA events were cancelled this year, but test ORC_{mh} certificates were made for the multihull fleet at the Rolex Middle Sea Race with good cooperation with the MOCRA organization, and this is planned to continue in 2021. It is expected that ORC_{mh} certificates may be issued experimentally in 2021 and will become fully operational from 2022.

An updated edition of the ORC Guidebook is made available on the ORC site every year, and finally the first edition of the ORC Race Management Guidebook has been published this year to help educate race managers of all experience levels – those who need a reference guide and those new to ORC in local fleets. The User Manual for the free ORC Scorer software has also been updated and published. All ORC publications and ORC scoring software continue to be available to all sailors for free.

2. THE TREASURER'S REPORT

The Honorary Treasurer reported the financial situation for 2020. Notwithstanding the difficult situation of the pandemic with consequently lower levy incomes, ORC managed to monitor the budget monthly, reducing some expenses with a consequence of having a small surplus up to the end of October.

The 2021 budget was prepared based on original figures for 2020, but it was agreed that the Management Committee should monitor monthly incomes and expenses and react accordingly.

The Official 2019 Financial Accounts and the 2021 budget were approved unanimously.

3. APPOINTMENT OF HONORARY TREASURER

The Congress unanimously reappointed Patrick Lindqvist as Honorary Treasurer.

4. CHANGES IN THE CONGRESS AND COMMITTEES MEMBERSHIP

New Congress members as proposed by their ORC Nominating Bodies are: Masahuro Bamba (JPN), Michael Berghorn (GER), Matthew Gallagher (USA), Jaroslaw Gorski (POL), Karl-Hannes Tagu (EST), and Siim Viljakainen (EST). Re-nominations or new nominations are expected from the following countries: Australia, Ecuador, Hungary, Lithuania, Portugal, Romania.

The following changes in membership of Committees were approved unanimously:

Measurement Committee	Ichiro Yokoyama is retiring from the committee
Offshore Classes and Events Committee	Bruno Finzi is becoming chairman of the committee Paolo Massarini is added to the Roll of Honour Andrew McIrvine is joining the committee
Race Management Committee	David Bartol is joining the committee

5. REPORTS AND RECOMMENDATIONS OF COMMITTEES

5.1 INTERNATIONAL TECHNICAL COMMITTEE

Andrew Cloughton reported.

The ITC completed the work programs outlined in the Minutes of last year's ORC Congress. Given the lack of race course feedback due to the Covid 19 cancellations, no substantial changes will be made for the 2021 VPP, apart from the housekeeping changes arising from the Chief Measurer's report.

The aerodynamic force model has undergone some improvements, but this will not be implemented for 2021. Further CFD studies are planned in 2021 to further improve the force model for masthead rigs and overlapping headsails. Also, the first studies on the effect of sheeting angle and spreader envelope will be examined, extended to address sails sheeted to leeward with whisker poles.

In hydrodynamics the re-analysis of the 500-boat test fleet to account for the effect of immersed transoms has been completed. The current Residuary resistance (Rr) force model, first implemented in 2013, currently uses only Length to Volume ratio (LVR) and Beam to Draft Ratio (BTR) as parametric representations of hull shape. The aim was to develop a more sophisticated "Length" assessment to improve the accuracy of the Rr predictions without increasing the number of parameters. This approach unfortunately did not improve the force model as hoped, and at its October meeting the ITC agreed a program of work to create a new Rr force model, still based on the 500-boat CFD fleet, but this time using a wider range of hull shape parameters.

During 2020 the CFD studies have been carried out on specific boats in the ORCi racing fleet. The aim of this study was to compare directly the CFD results and the output from the VPP force model. Thanks to the cooperation of the designers, we were able to evaluate a wide range of hull types. Each boat was run in CFD at the specific sailing points (speed, heel, yaw) extracted from the VPP solutions. This

process has proved valuable in showing where to look for force model improvements. It is an approach that up until two years ago would have been prohibitively complex and expensive to carry out.

The joint ORC/SYRF study of foiling yachts is nearing completion. The CFD runs on 5 styles of foils, capable of generating both sideforce and vertical force, have been completed. A force model has been conceived and is ready for implementation in the VPP code. If required, experimental certificates on yachts using this type of foils will be available for 2021.

Performance Database

This work stream aims to correlate high quality measured data from yachts in the ORC fleet with the VPP predictions. It is proving extremely useful in shaping VPP development. With the co-operation of owners, navigators and KND providing data analysis services, hopefully a further 6 boats will be added to the database in 2021.

System Upgrades

For several years the ORC staff group have had on their worklist 3 projects that would improve the management and presentation of the ORC products. Namely: update the .OFF file format to include more flexible input of appendages, daggerboards, rudders and foils; update the computer code to a contemporary environment; and unify the certificate format across all the rules. Finding time to do this work is usually difficult during a typically busy racing season, so in 2020 with those pressures removed the work has progressed very well.

Offset 2.0 Project

The ORC staff is working on the development of a new format for the Offset file (.OFF). The need of a new format arose from the need to make the input of the various appendages more logical defined by a common procedure. Moreover, we need to store information about the boat superstructures that cannot be accommodated by the current format. With the above goals in mind, the staff worked on a format that will be extendable and is therefore written in XML. It will comprise different blocks: canoe body, daggerboard, rudder, superstructures etc. Each block will be independently described, and a 'parent-child' relationship among blocks will be defined. This will allow components to be 'glued' to any point on the hull defined by x, y, z coordinates and set at the required cant (rotation about the longitudinal X axis) and rake angle (rotation about the transverse Y axis). The appendage input is in terms of a series of points describing the 'rondure' of the appendage, and for each point the associated chord and thickness are also defined.

VPP & LPP Code update

The history of the ORC (and previously) IMS source code is 45 years old. The code was modified and continuously developed over the years by a number of programmers, reaching a very large size and level of complexity. The current programmer took it over in 2006, re-organizing completely the VPP portion in 2008-2009. In recent years, the continuous requests for new features and adaptations, with the addition of the Superyacht rule (ORCSy) in 2014 and the multihull rule (ORCmh) which includes lifting foils in 2019, has clearly highlighted the limits of the layout of the present source code, which has proven very difficult and time consuming to manage and evolve.

Therefore, during the multihull project, a new code has been developed, making use of a number of rationalizations and cleaner algorithms written during the last several years. On top of these algorithms a modular object-oriented structure has been devised, making use of all the powerful new features offered by the last Fortran release (Fortran 2008). This re-organization will ensure a more easily maintained code that can be developed in a single framework for all the ORC rule VPP's.

Submissions

The Committee reviewed 6 submissions with the major recommendations as follows:

- Submission MANCOM1 is supported with the new certificate layout that will make a clearer presentation of the rated and measured data and offer a rationalized array of pre-computed handicaps.
- Submission MANCOM2 is supported to rationalize SPL measurement across ORC & IRC. It is suggested that for boats measured before 01/01/2021 SPL measurement is increased to 2% of SPL or 80 mm whichever is greater
- Submission GER 1 is not supported as the Committee did not agree that this change would significantly alter the relative handicaps of smaller boats vs. the TP 52. As noted in the 2019 minutes “the proposed (turbulent) friction line provides significantly higher friction coefficients the fleet is significantly slowed down (around 8 seconds in GPH), very especially in results for 6 and 8 kt of TWS”. There being no championship racing held under the 2020 VPP, the Committee does not feel that altering the formulation for 2021 is appropriate. The Committee recognizes the concerns expressed, and this aspect of the VPP will remain under scrutiny.
- Submission NOR 1 is supported as the committee agreed that double lifelines do allow the crew to move their center of gravity further outboard than with single lifelines. With the current measurement scheme the VPP cannot use anything other than the sheerline beam as a basis for the crew’s transverse center of gravity (TCG). However, for yachts less than 8.5m, where the OSR allows single lifelines, it is proposed to use a negative CEXT (Crew Extension) value of -0.2m to reflect the restriction on hiking due to the use of single lifelines.
- Submission RUS 1 is not supported. The ORC VPP is a handicap VPP, based on measurements, and the lack of a yaw moment balance does not affect its performance in this regard. Prediction of yaw moment balance is not planned for the VPP. Introducing ad hoc performance limits, which might make the predicted heel angles match the observations more closely, does not change handicaps and is therefore not considered appropriate.
- Submission RUS 2 is not supported. The current VPP includes an optimization of longitudinal crew position to define the sailing trim. The VPP Documentation will be updated to clarify the process. Additionally, the Hydro CFD research carried out during 2020 has increased our knowledge of the drag of an immersed transom and this will be implemented in a new crew LCG optimization procedure for 2022.

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 by Congress.

5.2 RATING OFFICERS COMMITTEE

Zoran Grubiša reported.

The Committee discussed 5 submissions, with the most important one being about the new certificate layout. The Committee supports the draft of new ORC certificates as presented by the Staff. The new certificate design concept presents data in three pages with a page each for Performance, Measurement and Scoring. This was supported with the agreement that the hydrostatic calculated values like sink, VCG, wetted area etc. should be on the Measurement page. The Committee also supports default and custom options presented on the Scoring page to be selected by each National Rating office.

It was agreed that Stability Index shall be printed on the certificate only when stability is measured. This is in line with the ITC opinion on the same matter. The first page will have a performance prediction table with predicted boat speeds in knots for different wind strengths and directions. Beat

and gybing angles will be added to the table. An ORC Reference number will be placed in an easily recognized position.

Based on discussions within all Committees to which this submission was allocated, the staff will now also prepare final drafts for Pages 2 and 3 that will be presented to the Rating Office Committee via Zoom call before the end of the year to get a final agreement on all information presented on the certificates.

The proposed draft of Page 1 of the new certificate is also answering submission NED 2.

In response to the submission NED 1, standardizing conversion factors and methods of calculating different scoring options is supported. Furthermore, with the new concept of showing on the certificate custom-made scoring options, each National Rating Office will have complete freedom to define how the rating values are calculated.

From discussions on Submissions USA 2 and USA 4, the following concept is supported:

- The Scoring page of the certificate will include default and custom scoring options. Default scoring options will include a set of time allowances for 7 wind speeds and 10 wind directions as well as two types of pre-selected courses: Windward / Leeward and Circular Random (All purpose). For each preselected course 7 numbers in s/NM for winds of 6, 8, 10, 12, 14, 16 and 20 knots will be shown together with simple single number options in Time on Distance and Time on Time formats.
- Any other scoring option or model may be added as customized by the Rating Office and will be displayed on the certificates issued by that Rating Office. Nevertheless, scoring data will be available for all boats allowing boats from one country to enter a race with scoring options applied in another country. There will still be the option to construct a custom-made single number through ORC Scorer software even when it is not included in the certificate.
- A new Non-Spinnaker certificate will be available in the same way as it is currently for Double Handed certificates. For boats without a spinnaker in their sail configuration, the Non-Spinnaker certificate will be its primary one. RMS files will be available for all three configurations: a regular one including spinnaker and full crew, a non-spinnaker one and a double handed one. Race organizers and scorers will then be able to select scoring data from the respective files. The ORC Scorer software will be updated in the same way.
- Regular, Non-Spinnaker and Double Handed certificates may exist at the same time in the database. However, only the last-issued version of the certificate of the same type (regular, non-spinnaker or double handed) will be valid.

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 by Congress.

5.3 MEASUREMENT COMMITTEE

Zoran Grubiša reported.

There was only one submission allocated to the Committee, MANCOM 2, and it is supported.

As per the ITC decision, all SPL values measured before 01/01/2021 will automatically increase for 2% or 80 mm whichever is greater. A new field called SSL will be added to the ORC Manager software that will allow keeping the record of SPL measured value prior to 01/01/2021 and SSL measurement after that date. Nevertheless, owners are free to re-measure SSL according to the new definition (from the foreside of the mast). The IMS rule will also be updated with this new definition and an explanation that it is replacing any SPL measurements taken before 01/01/2021.

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 by Congress.

5.4 SPECIAL REGULATIONS COMMITTEE

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

Please refer to WS Committee and Sub-Committee Minutes.

5.5 OFFSHORE CLASSES & EVENTS COMMITTEE

Bruno Finzi reported.

There were no ORC Championships in 2020 due to the pandemic. The ORC/IRC Worlds in Newport was cancelled while the ORC Europeans in Naples and Capri (ITA) and the ORC Sportboat Europeans in Istanbul (TUR) were both postponed to 2021.

The Committee discussed 4 submissions and made the following recommendation to the Congress:

Submission SWE 1, to introduce new National team title within ORC Championships, is supported with a note that its intention is not to replace the Offshore Team World Championship. Instead a new title, within existing ORC World and Continental Championships, will be awarded to the Country with a team of the best-scored entries within each class.

Submission SWE 3 is not supported in the portion that proposes to include a DH class within existing ORC championships because this may include sailors that would also like to participate in the fully crewed event and also because this may create additional logistic requirements to the organizer to accommodate a DH fleet both on the racing areas and on the moorings.

However, recognizing the strong development of DH racing with more than 2300 ORC DH certificate issued this year and following the position of the Management Committee, the Offshore Classes and Events Committee recommended to the Congress to establish new ORC DH Classes within one or more rating or measurement bands for which separate Continental Championships may be organized annually starting from 2021.

Submissions SWE 2 and USA 3 about championship format was widely discussed, but acknowledging that the submission is still too general, SWE withdrew the submission with the intention to present, together with USA, a new submission with a more detailed proposal next year.

The bid to host the 2022 ORC World Championship was received from Yacht Club Costa Smeralda in Porto Cervo (ITA), the venue where the first IMS World Championship was held in 1999. The Committee is pleased to accept the bid and recommend to the Congress to have the 2022 Worlds held in Porto Cervo. It was confirmed by the RORC that this championship will be organized as a joint ORC/IRC World Championship. A working party with representatives from ORC, RORC and YCCS will be formed to start working on details of the format, organization and double scoring.

Two bids were presented for the ORC Europeans 2022 from Tel Aviv (ISR) by Israeli Yacht Club and from Valetta (MLT) by Royal Malta Yacht Club. The Committee is thanking both bidders for very well-prepared presentations. However, after a long discussion, it had to be noted that this year is different from any previous one with the World championship in the USA cancelled and two others postponed due to the pandemic. All this affected the regular and well-accepted schedule of exchanging World and European championships between the North of Europe and the Mediterranean. The Committee therefore asked the Congress permission to make a final decision by the end of this year extending invitations for possible bids from Northern Europe, but also acknowledging that, with the addition of the newly proposed ORC DH continental championship, bids will be accepted for:

- ORC European Championship 2022
- ORC Sportboat Europeans 2022
- ORC DH Continental Championships 2021
- ORC DH Continental Championships 2022

The minutes of the Offshore Classes and Events Committee meeting provide more details on discussions and decisions of this Committee.

Recommendations from the Offshore Classes and Events Committee were unanimously approved by Congress.

5.6 RACE MANAGEMENT COMMITTEE

Ecky von der Mosel reported.

The Committee expressed the same position on submissions MANCOM 1 and NED 1 as the Rating Officers Committee, while submission USA 1 is not supported with a note that the idea of this submission can be achieved in the Sailing Instructions of the event.

The Committee welcomed the new Race Management Guide issued earlier this year. After the release of the Guide, there was a wish to produce its short version (Quick Guide). After consideration of many different approaches, it was noted that newly proposed certificate layout and scoring options rationalization may help in simplifying understanding of the ORC Rating systems and the Race Management Guide will be reviewed after the final version of the new certificate is defined.

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 by Congress.

5.7 PROMOTION AND DEVELOPMENT COMMITTEE

Dobbs Davis reported.

A report of promotion activities and developments of ORC racing worldwide in 2020 was presented. Despite the limitations of pandemic, great progress in accepting ORC is noted in Estonia and Finland where local rating systems has been converted to ORC. Some of the major Yacht Clubs in Australia also accepted ORC Club for their local races what resulted in significant increase in number of ORC Club certificates.

Recent news of the switch from ORR to ORC for the two Mackinac races in the USA is after two years of effort and study, and will also have a significant impact on the fleet in the 2021 season, with technical help from the US rating office and the ORC tech team. This is also anticipated to create even more local interest throughout North America.

The Turkish fleet in Istanbul hosted a presentation of ORC given to race organizers, sailors, measurers and Turkish Sailing Federation officials in February to solidify their interest in adopting use of ORC, in addition to planning for the ORC Sportboat Europeans, postponed now to 2021. A measurement seminar was also held in Annapolis in March in anticipation of the ORC/IRC Worlds. Both were well-attended and helped educate participants on ORC theory and practice, and its local use is anticipated to grow for the next season.

Piret Salmistu reported social media engagement increased in 2020 mainly on Instagram with 6200 followers while Facebook had 5000, considered impressive given the lack of events. She and the Vice Chairman suggested creating a library of accessible ORC-approved images, photos and templates that local rating offices and events may use to promote their activities. This was supported by the Committee.

Submission MANCOM 1 about new certificate layout was supported just as it was within other Committees.

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 solely to this Committee.

5.8 MANAGEMENT COMMITTEE

Bruno Finzi reported.

Besides other items that are already reported in the Chairman's report, the Management Committee discussed 2 submissions. The Management Committee supports the view of other Committees on submissions MANCOM 1 and USA 4.

In addition to the financial report presented under item 2) the Management Committee is proposing to maintain the levies for issuing ORC certificates for 2021 on the same values as it was 2020:

ORC Int.	78 Euro
ORC Club	46 Euro
Sportboat One Design	23 Euro

DH and NS certificates are for free when there is a regular certificate.

Super Yacht certificate	as per price list on the website
Multihull certificate	as per price list on the website when available

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 by Congress.

6. ELECTION OF CONGRESS CHAIRMAN AND DEPUTY CHARIMAN

The Nomination Committee composed of George Andreadis (GRE), Bruno Finzi (ITA), Michael Quist (DEN), Patrick Lindqvist (FIN), Hans-Eckard von der Mosel (GER) made the following proposal to the Congress.

The main purpose of the Nomination Committee is to renew the Management Committee with younger members and to create an Advisory Board, as a consultancy body available to the Management, where former senior members of the Management Committee and/or external experts can transfer their knowledge and experience. The Advisory Board shall have no voting rights.

To start this development the Congress is to decide the following:

1. The Management Committee will be supported by the Advisory Board starting in 2021.
2. The Congress elects Jose Frers (ARG) and Hans-Eckard von der Mosel (GER) as Deputy Chairmen.
3. The Congress re-elects Bruno Finzi (ITA) as Chairman.
4. The Congress agrees to appoint Akis Tsalikis (GRE) and Thomas Nilsson (NOR) to the Management Committee starting from 2021.

In 2021 the Advisory Board will commence with Wolfgang Schaefer (GER).

In 2024 the Advisory Board will be added with Jose Frers (ARG) and George Andreadis (GRE).

The Nomination Committee will make biannual proposals to the Congress for new candidates to be added to the Management Committee.

The Management Committee will present to the Congress in 2021 a proposal to define the terms of reference of the Advisory board with related amendments if required by the Article of Association.

The Congress unanimously accepted the proposal of the Nomination Committee and elected Bruno Finzi (ITA) as Chairman and Jose Frers (ARG) and Hans-Eckard von der Mosel (GER) as Vice Chairmen).

The Congress through the Chairman expressed all its gratitude to Wolfgang Schaefer for his 26 years of volunteer work, dedication and contribution to ORC and all Offshore sailors.

7. CALENDAR FOR 2021 -- MEETINGS AND EVENTS

ORC Championship Events

ORC World Championship	Tallinn	Estonia	6 – 14 August 2021
ORC European Championship	Capri	Italy	15 – 23 May 2021
ORC Sportboat Championship	Istanbul	Turkey	17 – 23 August 2021

Meetings

The next Annual General Meeting is planned in Abu Dhabi, UAE, contemporary to WS meetings, but the situation with travel restrictions and expenses of the AGM will be monitored by the Management Committee with a final decision made few months before the meetings.

APPENDIX 1 – Fleet statistics up to 15 October 2020

Fully crewed

Country	14/10/2020		14/10/2019		Comparison	
	Club	Intl	Club	Intl	Club	Intl
AHO			23		-23	
ARG	70	15	66	19	4	-4
AUS	127	74	49	145	78	-71
AUT	31	1	60	16	-29	-15
BRA	1	22		51	1	-29
BUL	62	3	62	11		-8
CAN	16	3	34	3	-18	
CHN			8		-8	
CRO	102	18	157	46	-55	-28
CYP	20	1	33	5	-13	-4
DEN	3	1	37	16	-34	-15
ECU		23		28		-5
ESP	541	513	710	798	-169	-285
EST	211	2	67	23	144	-21
FIN	602	42	25	55	577	-13
FRA	254	6	328	10	-74	-4
GBR	11	6	16	4	-5	2
GER	272	94	494	185	-222	-91
GRE	303	75	577	122	-274	-47
HKG	2				2	
HUN	27	1	33	2	-6	-1
ISR	47		66	1	-19	-1
ITA	503	340	982	615	-479	-275
JPN	31		47	3	-16	-3
KOR	41		33		8	
LAT	6		5	3	1	-3
LTU	49	5	45	6	4	-1
MLT	16		16	3		-3
MNE	1		5		-4	
MRI	9		12		-3	
NED	731	66	812	79	-81	-13
NLS			20		-20	
NOR	754	2	1113	27	-359	-25
PER	1	2	4	24	-3	-22
POL	39	42	52	61	-13	-19
POR	47	17	71	23	-24	-6
ROU	14	15	32	42	-18	-27
RSA	129		169	1	-40	-1
RUS	54	7	132	12	-78	-5
SLO	15	8	11	17	4	-9
SUI	136	1	149	3	-13	-2
SWE		16	11	65	-11	-49
TUR	89	1	73	1	16	
UKR	38	1	57	1	-19	
USA	246	76	234	85	12	-9
Total	5651	1499	6930	2611	-1279	-1112
		7150		9541		-2391

Double handed

Country	14/10/2020		14/10/2019		Comparison	
	Club	Intl	Club	Intl	Club	Intl
AUS	1	5			1	5
AUT	2				2	
CAN		1				1
DEN	2				2	
ESP	81	158			81	158
EST	19				19	
FIN	131	12			131	12
FRA	3				3	
GBR		2				2
GER	60				60	
GRE	193	46			193	46
ISR	3				3	
ITA	24	34			24	34
NED	762	4			762	4
NLS	1				1	
NOR	758				758	
POL	12	7			12	7
POR	2	10			2	10
RSA	67				67	
RUS	1				1	
SLO	4	1			4	1
SWE		2				2
USA	40	10			40	10
Total	2166	292			2166	292
		2458				2458