



CONGRESS

Meeting

held from 14:00 – 18:30 UTC/GMT

on Sunday, 6th November 2022

partially via live meeting in Montecatini, Italy and partially via Zoom

MINUTES

Congress Members Present:

Bruno Finzi (Chairman)	Italy	Alessandro Nazareth	Italy
Ecky von der Mosel (Deputy Chair)	Germany	Thomas Nilsson	Norway
Jose Frers (Deputy Chair)	Argentina	Maurizio Pavesi	Italy
George Andreadis	WS/Greece	Daniel Pillons	France
Stephen Benjamin	USA	Michael Quist	Denmark
Michael Berghorn	Germany	Heikki Raisanen	Finland
Thomas Blixt	Sweden	Eckart Reinke	Germany
Per Boeymo	Norway	Raymond Roesink	Netherlands
Wojciech Denderski	Poland	Luke Scott	South Africa
Willem Ellemeet	Netherlands	Vygantas Stankus	Lithuania
Bruno Frank	Switzerland	Laszlo Szeremley	Hungary
Matthew Gallagher	USA	Karl-Hannes Tagu	Estonia
Philippos Georgakis	Cyprus	Peter Tjalma	Netherlands
Zoran Grubisa	Croatia	Lazaros Tsalikis	Greece
Phillip Hagerty	Canada	Noora Westerlund	Finland
Ioannis Kalatzis	Greece	Godwin Zammit	Malta
Patrick Lindqvist	Finland		

Apologies for absence:

H.M. King Harald V of Norway	Hon. President	Sven Nuutman	Estonia
Andrew McIrvine	RORC	Valentin Oeru	Romania
Masuhiko Bamba	Japan	Stig Gard Paulsen	Norway
Philip Baum	WS	Roberto Peschiera	Peru
Rafael Bonilla	Spain	Mario Serra Quina	Portugal
Ivan Drinković	Croatia	Ernst Rohner	Switzerland
Manuel Fraga	Spain	Tom Rinda	USA
Bojan Gale	Slovenia	Sukru Sanus	Turkey
Luc Gelluseau	France	Javier Sanz	Spain
David Griffith	Australia	Gert Schmidleitner	Austria
Joaquin Holzapfel	Ecuador	Easy Swissa	Israel
Noboru Kobayashi	Japan	Beau Vrolyk	USA
June Lee	Korea	Chris Zonca	Australia
Mario Augusto Martinez	Brazil		

Committee members present:

Andrus Aarna	Estonia	Edoardo Recchi	Italy
Vasily Alexeev	Russia	Piret Salmistu	Estonia
Gennaro Aveta	Italy	Nicola Sironi	Italy
David Bartol	Slovenia	Masakazu Takagi	Japan
Andrew Claughton	UK	Chris Tutmark	USA
Dobbs Davis	USA	Johan Tuvstedt	Sweden
Panayotis Papapostolou	Greece	Matteo Zuppini	Italy
Alberto Pindozi	Italy		

1. CHAIRMAN'S REPORT

The Chairman Bruno Finzi reports that 2022 was very successful with a record number of certificates and activities worldwide. Fleet statistics up to November 2022 show a total of 14368 certificates (9852 fully crewed, 3008 Double Handed and 1778 Non-Spinnaker) issued by National Rating Offices in 40 countries on five continents together with ORC Central Rating Office for 5 countries where national offices are not yet established.

The ORC Superyacht Rule, first introduced in 2015, is centrally managed by ORC and has grown in 2022 with 96 certificates issued this year and all major Superyacht events using this as only rating rules for the Superyachts. Cooperation with Superyacht Racing Association (SYRA) helps promote and develop the ORCsy Rule, and the complete superyacht racing season is already announced with events using ORCsy in 2023.

Following the success of the ORC Superyacht Rule, and after three years of development, the ORC Multihull Rule (ORCmh) was launched this year with established protocols for measurement, a VPP, issuing certificates and scoring races.

The ORC Submission to World Sailing to amend Regulation 13 by adding ORC Superyacht and ORC Multihull rules to the list of rules for which World Sailing recognizes the ORC as the sole authority to manage and administer was supported and approved by the WS Council.

It is worthy to note that the world's first offshore-capable foiling monohull, the Mills-designed 60-foot Flying Nikka, has been issued an ORC International certificate after extensive work by the ORC tech staff to describe this boat's unique performance niches using the ORC VPP, allowing it fair ratings throughout all wind conditions.

Since ORC Rating systems are unique in measuring the stability of offshore yachts, the size and types of boats using ORC Rating Systems is quite broad, ranging from very small cruisers and Sportboats to racing Superyachts and now multihulls and monohulls with foiling options. The rule is thus quite versatile, since the VPP can characterize all manner of performance-enhancing features and thus rate them under ORC Rules. These include movable ballast features such as water ballast and canting keels, with all combinations of associated appendages, such as DSS, bilgeboards, etc. ORC's Sportboat Rule for performance keelboats remains popular in Europe and elsewhere as well.

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.

The ORC World Championship 2022 was held at Yacht Club Costa Smeralda in Porto Cervo, Sardinia over 26-30 June was a successful championship event held at one of our sport's premier venues. A total of 69 entries from 15 countries were entered: 20 boats from 8 countries in Class A, 27 boats from 8 countries in Class B and 22 boats from 9 countries in Class C. As typical of all ORC championship events, the fleet was very diverse, with dozens of Performance and Cruiser/Racer designs – both custom and series built - represented among entries in all classes. Corrected time result margins measured in seconds for each race continues to indicate the quality of the ORC rating system to produce close and fair results.

The 2022 ORC European Championship was held in Hanko, Norway over 5 – 13 August, hosted by the Royal Norwegian Yacht Club (KNS). The event venue was at Hanko Yacht Club on the island of Hanko, and racing was conducted on course areas set in the nearby Oslofjord. KNS and HYC expanded their facilities to accommodate a large fleet of 65 entries from 7 nations of northern Europe.

New this year was the 2022 ORC Double-Handed World Championship, held over 30 June – 6 July as part of the Royal Swedish YC's (KSSS) annual Gotland Runt Race. This year's race was 352 miles and attracted 24 entries from 5 nations in Class A, 25 entries in Class B from 6 nations, and 29 entries from 6 nations in Class C. Overall there was an impressive turnout of 78 entries from 7 nations.

This year's inaugural ORC DH Worlds race featured a wide variety of wind conditions, some difficult navigational challenges for the teams and a wide diversity of boat types to be a suitable new championship in this genre. As with all Gotland Runt entries, the start was held in Stockholm harbour before proceeding through the archipelago to the open Baltic, around Gotland island, then returning to the eastern edge of the archipelago to finish at the KSSS facilities on Sandhamn.

The 2022 ORC Sportboats European Championship was raced at Diporto Nautico Sistiana on the northern Adriatic and featured 21 teams entered from five nations. Four days of racing were planned with the first day being a 22-mile distance race, followed by three days of racing on windward/leeward courses. The fleet raced together as a group, but scoring was divided into two Divisions, 11 entries in A and 10 entries in B, based according to the criteria described in the ORC Sportboat Rules.

Besides World and continental championships, ORC encourages regional and national authorities to organize events, and a total of 15 countries organized ORC National Championship regattas in 2022, with many offered racings in a Double-handed format.

Among several dozen regattas using ORC ratings held in six continents around the world, there have been 5 Rolex-sponsored events in 2022 that also used ORC scoring, including Rolex Tre Golfi Sailing Week, the Rolex Giraglia Cup, the Rolex Middle Sea Race, the Rolex Sydney-Hobart Race, and new this year: the Rolex Big Boat Series in San Francisco, USA.

Therefore, 2022 can be considered as another successful year for ORC. With latest development of the rules and steady increase in number of certificates covering now monohulls, multihulls and superyachts ORC is looking forward to provide best service to the sailor racing in different type of boats all around the world where it can truly be seen as the World Leader in Rating Technology.

2. THE TREASURER'S REPORT

The Honorary Treasurer reported the financial situation for 2022, and finances are showing steady income and good reserves.

The 2023 budget was prepared based on the income and expenses in 2022, with plans to upgrade IT infrastructure and further invest in research and development. Meeting schedules are proposed to be re-organized to be more cost efficient with Management Committee meetings held only online during the year, and a live meeting only at the AGM. ITC has 2 live meetings planned and 2 online meetings during the year. Since the staff has significantly grown in the last few years and now carries most of the activities, two live meetings of the staff are planned. The 2023 AGM is planned to be live at the same venue as World Sailing - this venue is not yet defined, but it is expected to be in Europe.

Taking into account a budget that includes further development and investment in the IT infrastructure followed by current inflation rates worldwide, as well as the fact that levies were not changed in the last 4 years, a slight increase of levies is proposed as follows:

ORC International	85 Euro
ORC Club	50 Euro
Sportboat One Design	50 Euro
ORCmh MOCRA Style	50 Euro

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

Super Yacht certificate as per price list on the website

ORCmh SY style as per price list on the website

The Official 2021 Financial Accounts and the 2023 ORC budget together with ORC levies 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

The following new nominations for Congress members were received:

Germany - Eckart Reinke

Netherlands - Peter Tjalma

Portugal - Mario Quina

Romania - Valentin Oeru

USA - Beau Vrolyk

The following changes in membership of Committees were approved:

ITC – Manuel Ruiz de Elvira is stepping down from the committee

Offshore Classes & Events Committee – Luke Scott is added to the committee

Race Management Committee – Matt Gallagher is added to the committee

Promotion and Development Committee – Thomas Nilsson is becoming chairman of the committee, Dobbs Davis is becoming vice-chairman of the committee

5. REPORTS AND RECOMMENDATIONS OF COMMITTEES

5.1 INTERNATIONAL TECHNICAL COMMITTEE

Andrew Cloughton reported about research and development work during the year, proposed changes to the VPP and responses to submissions

Residuary resistance

Jason Ker, Marcus Mauleverer and Davide Battistin presented their continued work on the Neural Network force model for the residuary resistance. The current formulation is based on a very simple parameter set; Speed/Length ratio, Froude Number (Fn), Length/Volume ratio (LVR) and Beam/Draft ratio (BTR).

The new neural network uses the following network input parameters: Fn, LVR, LVR4, LVR6, BTR, (LVR4 and LVR6 are LVR's calculated at different flotation planes) LSM1RATIOXYA, LSM4RATIOXYA, LSM1RATIOXYB, LSM4RATIOXYB, these parameters are LSM's derived from the depth attenuated volume distribution. X location of the maximum section area (X_MAX_SECT_AREA), Longitudinal centre of buoyancy (LCB), Longitudinal centre of flotation (LCF), Waterplane area coefficient (CWPA) and midship area coefficient (CM).

The proposed residuary resistance formulation is the combination of the existing (2022) formulation and the new model using an equal contribution from both. This mathematical construct creates the best residuary resistance predictor that the ITC has created during their last two years of work

Aerodynamic de-powering

For several years there has been a proposal on the table to improve the “de-powering” of the sails as wind speed rises. This was developed based on CFD studies on typical sail plans. It embodied the following effects:

- Delete the phi_up and Default RM functions and replace them with Reduction of the minimum FLAT parameter from 0.62 to 0.42,

- Reduction of Effective Rig Height (heff) loss as FLAT reduces,
- Twist parameter remodulation to increase lowering of CE with decreasing FLAT

The tuning of the de-powering package is now at a stage where it can be introduced with equitably across the fleet. This change removes the last of the artificial measures previously introduced to encourage designers away from artificially tender boats.

2023 VPP proposal with new Residuary resistance and de-powering

The residuary resistance and depowering changes are complimentary in their effects on the predicted speeds and must be considered as a single package. The residuary resistance change produces a better prediction than the existing formulation when judged on all the objective metrics available.

- The fit of the model to the test set of CFD data is improved.
- Existing sensitivities to LVR and Cp are reduced
- The “Mini Test Fleet₁” data shows that the new formulations reduce the differences between the VPP predictions and the boat specific CFD data.
- The fleet is sped up, particularly upwind, which improves correlation with the observed performance database.
- Designs which lie away from the fleet norms (ULDB Sleds, Class 40’) are much more fairly treated

After two years diligent work the ITC believe this change to the VPP is the best that can be achieved with the available data, and the adjustments to the relative handicaps are broadly appropriate. The active designers on the ITC are fully supportive of the change.

Headsail Set Flying force coefficients

The ability to handicap all sails with mid girth ratios from 50% to 85% has been welcomed by the sailors and sailmakers. These sails form part of both the racing and cruising inventory, and providing equitable handicaps based on a yacht’s available sail wardrobe has been a big step forward. During 2022 the family of force coefficients used in the VPP has been tuned so that the VPP sets the appropriate sail for each apparent wind angle. Other changes are planned to further refine the sail choice algorithm to avoid having the HSF flying in the VPP when the physical limitations of mid-girth, area, shroud base and sheeting base prevent it’s use on the water. Robert Ranzenbach presented the updated coefficients which were developed through consultations with the ITC Research Associates.

Submissions

The Committee reviewed 15 submissions with the major recommendations as follows:

- Submission ESP1 is not supported except in clarification of “permanently fixed” interior ballast. Positioning ballast inside the hull and above the cabin sole beside the unwanted effect of reducing boat’s stability may have a serious impact on safety.
- Submission ESP2 is not supported as DH certificate has a VPP run with two crew members with one positioned on the centerline and one on the rail. Running the VPP for single handed configuration with only one crew member will require an additional VPP run and additional type of certificate that is not feasible at this moment.
- Submission ESP 3 is not supported following legal advice on the copyright of the offset files and there is no ability on the ORC’s part to waive that without the designer’s permission.
- Submission FIN 1 is not supported. The current Age allowance has been in place for several decades, and for fear of unintended consequences the recommendation is to make no change.
- Submission FIN 4 is supported through the revision and update of the Headsail set flying aero coefficients.

- In response to Submission FIN 8, the ITC revised the balance of symmetric vs asymmetric aerodynamic coefficients at broad AWA in 2022 and are monitoring the effects on the fleet before making any additional changes.
- Submission GRE 1 is supported and sensitivity of DA to crew weight will be eliminated in the 2023 VPP.
- Submission NED 2 is partially supported as item 1) and 3) in the submission are clearly defined in the rules, while items 2) and 4) will be updated in the ORC Manager software. The measured RM will not appear on the certificate if it is not measured.
- Submissions NED 5 and NED 6 are not supported. ITC firmly believes that CDL shall be used as primary method of defining classes with mostly windward/leeward races. However, APH may be better option for the offshore race only and in fact, it is used for the newly established DH Championships
- Submission RUS 3 is not supported. The requirements for separating living and sleeping areas by rigid bulkheads is only one of rules defining Cruiser/racers. Contemporary interior designs may have a more “open plan” approach that still can fit with all other C/R rules, while it is hard to expect that TP 52 can meet these rules without substantial modifications (seats in the cockpit, number of berths, cabin sole etc...).
- Submission SWE 4 is not supported. The Committee understands the rationale behind the submission but can find no practical way to address the issue. ORC certificates can be used for any race and it is impossible to add the SR Category of the race as an input parameter for the rating calculations.
- Submission USA 1 is not supported. ORC International certificates are based on complete measurement and the rules define when a new measurement is needed, and the rating tolerance allowed between two certificates. Alternatively, an ORC Club certificate may be issued with design declared or calculated data and this option is available in cases like those described in the submission.
- Submission USA 2 is supported. This approach is entirely consistent with the methods described in the ORC rating Systems document. Using a constructed course and a wind direction and strength taken from a forecast provides a non-subjective route to scoring races. ITC will develop its documentation as required to support this.
- Submission USA 4 is not supported. TPS measurement is follows the ERS definition as well as the UMS concept. SPL and TPS measurements match those in IRC. It may be noted that SPL is also measured up to the foremost part of the spinnaker pole.

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 approved with 91% votes in favour, 3% votes against and 6% votes abstained.

5.2 RATING OFFICERS COMMITTEE

Zoran Grubiša reported.

The Committee discussed 4 submissions.

Submission ESP 3 is not supported due to legal limitations of copyright protection that may extend to 70 years after the death of the original copyright holder. Furthermore, it was again emphasized that strict policy on not disclosing any design data to third parties without the permission of the designer is main principle for years that creates good trust between designers and ORC and should not be compromised.

Submissions FIN 6 and NED 1 were dealing with similar issue of entering boat's displacement for ORC Club certificate. As a response to submission FIN 6, it will be investigated if the VPP run with entered displacement can be make faster. If this is not possible, ORC Manager software will be updated by adding

option to use calculated freeboards from entered displacement and recording these calculated freeboards in the DXT file. On the other hand, submissions NED 1 cannot be supported as use of “y” measurement is possible only when that point is clearly marked in the offset file, that is not the case in 99% of current offset file.

Submission FIN 7 is not supported as it would require significant changes in the database structure. However, there will be additional features introduced in the ORC Manager software that will make easier administration of certificates of boats having multiple certificates (regular, DH and NS).

Additional item on agenda was use of designer’s offset file. This item was put on the agenda due to frequent questions and misunderstandings of use of designer’s provided offset files for boats with measured freeboards. The procedure for use of designer’s offset file for ORC International certificates is defined in ORC Rule 301.1, yet this is often not followed as written what is causing incorrect calculations and inaccurate certificates. It was emphasized that the most accurate method to get offset file for flotation measurement is hull scanning with a 3D scanner or TS machines. ORC is already providing hull scanning requirements, measurement training and a processing service of converting hull scan data to offset files. ORC is ready to further invest in future seminars on this topic to help rating offices have their measurers instructed on the latest developments in hull scanning.

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.

This committee discussed 7 submissions.

Submission ESP 1 is partially supported by amending IMS Rule B4.1(a) to further clarify definition of “permanently fixed” interior ballast.

The principle of standardization of sail measurement stickers is supported as requested in submissions MANCOM 1. However, the prevailing opinion is that the sticker should be in one colour only with same grid for measurement for all sail types. Stickers may be produced with empty grid to be used for any sail or with already printed abbreviations for different sail types such as: mainsail, headsail, spinnaker, trysail or heavy weather storm jib.

Submission NED 1 was discussed with the Rating Officers Committee and its decision has been confirmed within the Measurement Committee as well.

Submissions RUS 1 and RUS 2 are supported and relevant rules will be updated to clarify LOA and WPL measurements.

Submission USA 1 is not supported. ORC International is based on complete boat measurements and relaxing this approach may lead to unwanted inaccuracy and possible cheating. Using just calculations instead of real measurements can be approach that is appropriate for ORC Club, but not for ORC International. Keeping the highest level of measurement procedures is one of the fundamental parts of the ORC International rating system.

Submission USA 4 is not supported as changing TPS measurement would be against standardization of TPS and SPL that was agreed last year following the UMS concept.

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 Special Regulations Sub-Committee Minutes.

5.5 OFFSHORE CLASSES & EVENTS COMMITTEE

Bruno Finzi reported.

Following decision of the Offshore Classes and Events Committee during the 2021 AGM, the staff prepared the study analysing CDL limits for the ORC Championships. First draft of the study was presented to the Committee in January 2022 with update made in August 2022 when test fleet is prepared with all boats that have participated at the ORC World and Continental championships in the last 5 years resulting in the final proposal for the new class limits as follows (based on the 2022 VPP).

Class O: $16.400 \geq \text{CDL} > 13.000$

Class A: $13.000 \geq \text{CDL} > 11.450$

Class B: $11.450 \geq \text{CDL} > 9.600$

Class C: $9.600 \geq \text{CDL} > 8.300$

The proposed class limits were approved with the following notes:

- These CDL limits are based on the 2022 VPP. When the 2023 VPP becomes available a new test run will be done adjusting the limits to the 2023 VPP and keeping the boats in the same class. If the test run shows significant anomalies in this approach, then an additional Zoom meeting will be called in January to further review the situation.
- New CDL limits will apply only from 01.01.2024. and additional updates from 2023 to 2024 will be made when the 2024 VPP becomes available.
- The requirement for number of boats and countries to qualify as a World Championship remains the same for Classes A, B and C as it has been up to now (number of boats plus number of countries is a minimum of 14) while for Class O this requirement may be relaxed.

The Committee discussed 18 submissions and made the following recommendations to the Congress:

Submission EST 1 is supported by accepting a proposal from the Management Committee to have medals for the World and Continental championships provided by ORC for each class winner, while the Corinthian division should remain on trophies only.

Submission EST 2 is supported in intention to provide a dedicated mooring place with water and electricity at the ORC championships.

Submissions EST 3 is not supported as it would require elimination of the long offshore race and diminish the offshore character of the championships.

Submissions EST 4 is supported by increasing the maximum number of spinnakers for boats with CDL of 9.781 - 11.610 from 4 to 5.

Being related to the same issue, submissions EST 5, FIN 3 and GER 1 were discussed together. A common decision supporting these submissions is to change ORC Rule 206.1 by increasing the maximum number of mainsails on board while racing from 1 to 2.

Submission EST 6 is supported with a suggestion to create a working party that will define the questions to be used in the post-event survey.

Being related to the same issue, submissions FIN 2, NED 5, NED 5 and SWE 1 were discussed together. Submissions FIN 2 and SWE 1 were withdrawn after the decision on the new CDL class limits. Submissions NED 5 and NED 6 are not supported as the committee still feels that CDL should be the primary factor for class division at ORC championships that include windward/leeward races. For DH events with offshore races only, use of APH is appropriate for class divisions.

Submission FIN 5 is not supported. The committee supports the idea of promoting female and younger crews, but not with making this mandatory in the Green Book.

Submission GER 2 is withdrawn by Germany and the dialogue between Kiel Organizers and ORC will continue to find a suitable way to continue to guarantee safety for all crews in offshore races.

Submission NED 3 is not supported. The committee supports environmental sustainability but placing sail numbers on the headsail luffs as required by the submission is not an acceptable solution.

Being related to the same issue, submissions NED 4 and SWE 2 were discussed together. Similar submissions were presented last year when the staff was asked to study rescoring ORC championships with different scoring coefficients for the offshore races. These studies did not show significant differences in overall results after rescoring. Furthermore, it was noted that often the results of the offshore race may be significantly affected by the wind conditions rather than boat's performance and the general feeling is that the offshore character of the championship should be increased by adding more offshore/coastal races while keeping the same scoring coefficient (1.0) for all races. Therefore, the submissions were not supported.

Submission SWE 3 is not supported. The prevailing opinion within the committee is that a discard (on the windward/leeward races only) should remain.

Reports from 2023 Championships in the status of their preparations were received from:

- ORC Worlds in Kiel (GER), 4 – 12 August 2023
- ORC Europeans in Malta (MLT), 23 April – 1 May 2023
- ORC DH Worlds in Barcelona (ESP), 9 – 15 September 2023
- ORC Sportboat Europeans in Kalamaki (GRE), 23 – 29 September 2023

Additionally, a bid to host the ORC DH Europeans 2023 has been received and presented from Helsingor (DEN). The bid is accepted and the committee will propose this be accepted by the Congress.

- ORC DH Europeans in Helsingor (DEN), 13 – 18 June 2023

Bids for 2024 championships were presented with one bid each, and the committee proposed to the Congress to assign the following 2024 championships:

- ORC Worlds in Newport (USA), 27 September – 5 October 2024
- ORC Europeans in Mariehamn (ALA), 10 – 17 August 2024
- ORC DH Worlds in Oslo (NOR), 5 – 14 June 2024

Expression of interest letters were received to host in 2024:

- ORC Sportboat Europeans in Valencia (ESP)
- ORC DH Europeans in Athens (GRE)

As soon as formal presentations are received from these two events, a Zoom call will be scheduled for the committee to review these bids.

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.

This committee discussed 6 submissions.

Submission EST 6 is supported. The questionnaire should be standardized and ORC should define who is analysing the feedback and who gets access to the results. Suggested is that the draft survey be shared with the Offshore Classes Committee as well. It should not be part of the Green Book but rather be maintained separately.

Submission GRE 1 is supported. The ITC will propose a solution for 2023 such that crew weight does not affect dynamic allowance.

Submission NED 3 is not supported, but environmental concerns are supported. Adequate solutions should be investigated. The fundamental goals are to reduce any negative environmental impact; provide for easy determination of yachts over the line early; and support need of sponsors.

Submission RSA 1 is supported and rule will be amended accordingly.

Submission USA 2 is supported. Current rule provides an option of use of custom single number scoring based on weather forecast. It is only needed to develop the tool that will make easy generation of the ratings prior to the race start based on the weather forecast at the race area. The committee supports asking the Management Committee and Congress to find the resources necessary to develop and implement this scoring tool.

In response to submission USA 3 it was noted that USA is ready to make description of their national scoring options that may be drafted as appendix to the Race Management Guidebook. Same may apply for NED and it may be noted that any national scoring options should be described by the MNA administering these options.

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.

This committee discussed 3 submissions.

Submission EST 1 is supported in awarding the medals for best crews at the ORC World and Continental championships.

Submission EST 6 is supported suggesting a working party be formed to devise questions of the survey. The survey should be concise enough to get a high percentage of meaningful responses yet also help in shaping future improvements for ORC regattas and policies.

Submission FIN 5 is supported in principle but not in its exact proposal as ORC has influence on shaping participation standards at World and Continental Championship events through the Championship Rules, it does not have a similar role at National events. The committee supports the idea of promoting youth and female participation, but at this stage this cannot set up as mandatory rule in the Green Book.

The minutes of the Promotion and Development Committee meeting provide more details on discussion and decisions of the Committee.

Recommendations from the Race Management Committee were unanimously approved by Congress.

5.8 MANAGEMENT COMMITTEE

Bruno Finzi reported.

Besides other items that are already reported in the Chairman's report, the Management Committee discussed 10 submissions. The Committee supports the view of other Committees on submissions ESP 3, EST 4, EST 5, FIN 5, GER 2 and NED 4.

Submission ESP 2 is not supported since the DH certificate is defined by ORC Rule 301.3 for two-person crews. However, there is no limitation on setting up a crew weight of 80 kg on the regular certificate and this may answer the submission.

Submission EST 1 is supported. ORC is ready to design and produce standard ORC medals to be awarded for the top three boats in each class at the ORC championships, but the Corinthian division shall remain with trophies only. ORC will produce standard designed medals under its own budget and send it to the event organizer that will have to engrave the championship's title, venue and date on the back side of the medal at its own expense.

While supporting any item that helps sustainability, the committee does not support submission FIN 1 as Age Allowance is already the rating credit included in the VPP calculation and its increase can cause unbalanced rating advantages.

Submission USA 2 is supported. The committee is ready to budget development of the web application that will make easy rating generation for the specific course type with a defined course and a known weather forecast.

New ORC staff organization chart was presented that will be further developed in detail during the staff meeting planned for 09 – 11 December in Trieste.

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. CALENDAR FOR 2023 - MEETINGS AND EVENTS

ORC Championship Events

ORC World Championship	Kiel	Germany	4 – 12 August 2023
ORC European Championship	Marsamxett	Malta	23 April – 1 May 2023
ORC DH World Championship	Barcelona	Spain	9 – 15 September 2023
ORC DH European Championship	Helsingor	Denmark	13 – 18 June 2023
ORC Sportboat Europeans	Kalamaki	Greece	23 – 29 September 2023

Meetings

The next Annual General Meeting is planned contemporary to WS meetings. The venue is not yet confirmed, but it is expected to be in November and in Europe.

FLEET STATISTICS - up to 05.11.2022.

Country	Q1		Q2		Q3		Q4		05/11/2022		05/11/2021		Comparison	
	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl
ARG	39	5	21	11	8	3	9	8	77	27	90	25	-13	2
AUS	49	27	106	68	141	99	58	37	354	231	229	157	125	74
AUT	13	1	35	6	6		3	2	57	9	39	9	18	
BRA	28	22	8	13	17	20	5	8	58	63	42	50	16	13
BUL	3		44	8	25	2		2	72	12	56	10	16	2
CAN	15	1	33	4	12	3	2		62	8	50	2	12	6
CRO	46	7	35	12	4	5	17	6	102	30	85	46	17	-16
CYP		1	14	3	8		1		23	4	20	1	3	3
DEN			1	4		3			1	7	24	3	-23	4
ECU		3		22	1	4	3	23	4	52		27	4	25
ESP	319	297	154	185	94	133	21	17	588	632	579	615	9	17
EST			94	50	26	18			120	68	185	70	-65	-2
FIN	32	1	274	34	106	9	1	1	413	45	520	62	-107	-17
FRA	198	1	122	7	35	9	2	2	357	19	271	9	86	10
GBR	4	3	9		9	5			22	8	18	5	4	3
GER	4	4	325	114	52	27	1	1	382	146	316	102	66	44
GRE	117	34	307	61	65	24	16	23	505	142	377	109	128	33
HKG			42		5				47		1		46	
HUN			35		3	1	1		39	1	35		4	1
ISR	31		4		11	1	17	1	63	2	61		2	2
ITA	385	220	291	246	40	86	91	52	807	604	626	490	181	114
JPN			44	4	14	1	1		59	5	35	2	24	3
KOR	1		44		18		4		67		67			
LAT			17	6	5				22	6	6	2	16	4
LTU			23	6	30		4		57	6	51	10	6	-4
MLT			1	1	7	1	13	2	21	4	17	3	4	1
MNE			1		2				3		1		2	
MRI			7		2				9		3		6	
NED	537	44	81	7	42	13	6	1	666	65	735	64	-69	1
NOR	85	1	695	19	67	24	2		849	44	846	15	3	29
ORC			1						1		11	5	-10	-5
PER	6	11	5	17	3	8		2	14	38	11	24	3	14
POL			25	30	13	13	3		41	43	37	54	4	-11
POR	21	11	22	8	26	13			69	32	58	27	11	5
ROU			20	27	3	10		2	23	39	27	47	-4	-8
RSA	152		27		31		11		221		218		3	
RUS											102	8	-102	-8
SLO	1	3	8	7			4		13	10	13	11		-1
SUI	31	1	91	4	17	1	2		141	6	129	1	12	5
SWE		1	3	42		7			3	50	4	47	-1	3
TUR	22		9		24	2	2		57	2	48		9	2
UKR											66	2	-66	-2
USA	44	15	311	156	225	119	23	10	603	300	742	297	-139	3
Total	2183	714	3389	1182	1197	664	323	200	7092	2760	6851	2411	241	349
		2897		4571		1861		523		9852		9262		590

DOUBLE HANDED CERTIFICATES - up to 05.11.2022.

Country	Q1		Q2		Q3		Q4		05/11/2022		05/11/2021		Comparison	
	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl
ARG	2		7		1				10		1		9	
AUS		2	1		1	5	1	6	3	13	2	21	1	-8
AUT	5		8						13		9		4	
BRA				1						1				1
BUL			1	1					1	1			1	1
CAN	3	1			2				5	1	13	2	-8	-1
CRO			2	1					2	1			2	1
CYP											16		-16	
DEN				1						1	3		-3	1
ESP	56	89	33	46	13	17	7	11	109	163	168	211	-59	-48
EST			12	4	2				14	4	28		-14	4
FIN	23	1	148	30	49	4	1	1	221	36	160	14	61	22
FRA	1		6		2				9				9	
GBR			1						1		1		1	-1
GER	1	1	146	25	23	4			170	30	134	13	36	17
GRE	15	8	36	8	4	9	6		61	25	359	71	-298	-46
ISR	1		1						2				2	
ITA	2	2	18	47	2	4	4	4	26	57	19	17	7	40
JPN			38	2	10	2	1		49	4	35	2	14	2
KOR											1		-1	
LAT			4	2	1				5	2			5	2
MLT				2			1	1	1	3			1	3
NED	547	17	49	5	16	6			612	28	793	12	-181	16
NOR	89		748	9	73	1	1		911	10	900		11	10
ORC												1		-1
POL			22	22	5	12			27	34	23	28	4	6
POR	10	7	8	1	6	1	1	1	25	10	13	9	12	1
ROU											1		-1	
RSA	158		26		20		12		216		225		-9	
RUS											1		-1	
SLO	1		5	2			1		7	2	4	1	3	1
SUI	1				1				2				2	
SWE			3	41		1			3	42	3			42
USA	1		5	4	22	2	1		29	6	55	21	-26	-15
Total	916	128	1328	254	253	68	37	24	2534	474	2966	424	-432	50
		1044		1582		321		61		3008		3390		-382

NON-SPINNAKER CERTIFICATES - up to 05.11.2022.

Country	Q1		Q2		Q3		Q4		05/11/2022		05/11/2021		Comparison	
	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl	Club	Intl
AUS	14	2	2		8	2	18		42	4	40	6	2	-2
AUT	2		5						7		6		1	
BRA						1				1	5		-5	1
BUL			3	1			2		5	1	7		-2	1
CRO	3		7		2		2		14		27		-13	
CYP			4				2		6		5		1	
DEN											6		-6	
ESP	44	4	30		33	10	6	2	113	16	89	10	24	6
EST			6		2	1			8	1	3		5	1
FIN	10		64	4	18	1			92	5	62	1	30	4
FRA			1						1				1	
GBR	1					1			1	1			1	1
GER	1		29		7				37		28		9	
GRE	18		62	1	14		12		106	1	81		25	1
ISR	1								1		5		-4	
ITA	15		10		1		9		35		21	1	14	-1
KOR											1		-1	
NED	24		11		6		1		42		38		4	
NOR	92		738		59		1		890		877		13	
POL			20	20	4	12	1		25	32	27	33	-2	-1
POR			6		8	2			14	2	8		6	2
ROU			6	2	5	9			11	11	7	2	4	9
RSA	158		24		21		12		215		168		47	
RUS											2		-2	
SLO			1						1				1	
SUI											1		-1	
UKR											2		-2	
USA			8		10		12	1	30	1	44	5	-14	-4
Total	383	6	1037	28	198	39	78	3	1696	76	1560	58	136	18
		389		1065		237	81			1772		1618		154