



OFFSHORE CLASSES AND EVENTS COMMITTEE

Meeting

to be held from 15:00 – 19:00
on Saturday, 5th November 2022
in Montecatini, Italy

MINUTES

Present: Bruno Finzi (ITA) - Chairman, Patrick Lindqvist (FIN), vice-chairman, Joaquin Barenys (ESP) (via Zoom), David Bartol (SLO) (via Zoom), Steve Benjamin (USA), Thomas Blixt (SWE), Jose Frers (ARG), Zoran Grubiša (CRO), Andrew McIrvine (GBR) (via Zoom), Ecky von der Mosel (GER), Thomas Nilsson (NOR), Maurizio Pavesi (ITA), Edoardo Recchi (ITA), Eckart Reinke (GER), Peter Tjalma (NED), Akis Tsalikis (GRE)

Excused: Manuel Fraga (ESP)

Observers: Vasilii Alekseev (RUS), Gennaro Aveta (ITA), Andres Bjork (NOR), Johannes Christophers (GER), Ed Cesare (USA), Dobbs Davis (USA), Willem Ellemeet (NED), Mathew Gallagher (USA), Yannis Kalatzis (GRE), Linn Lynch (USA), Panayotis Papapostolou (GRE), Alberto Pindozi (ITA), Michael Quist (DEN), Heikki Räisänen (FIN), Raymond Roesnik (NED), Teresa Rios (ESP), Piret Salmistu (EST), Pere Sarquella (ESP), Vygantas Stankus (LTU), Karl-Hannes Tagu (EST), Masakazu Takagaki (JPN), Chris Tutmark (USA), Noora Westerlund (FIN), Godwin Zammit (MLT), Matteo Zuppini (ITA)

1. Approval of Minutes of 2021 meeting

Minutes of 2021 meeting and intermediate meetings during 2022 were unanimously approved.

2. CDL study following decisions of the 2021 AGM and 2022 committee meetings

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 suggesting new class limits as

Class A: $16.400 \geq \text{CDL} > 11.450$

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

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

That draft was discussed during two Zoom meetings of the Offshore Classes and Events Committee when it was agreed:

- Lowering bottom CDL limits for Class C to 8.300
- Increasing the CDL band for Class A would mean putting in the same class boats as Swan 42's and Landmark 43's with TP 52's and similar boats that are quite different in speed potential. This may discourage some boats entering ORC championships or cause some boats to go under significant modifications to slow down and get to the target CDL for the lower B class.

- It was suggested to the staff to prepare an update of the study with TP 52's and similar fast boats in a separate class.
- Any change to the CDL class limits should be made only from 2024 and announced after the 2022 November AGM to give enough time for adjustment and new project developments
- There will be no change in CDL limits for 2023 events apart from lowering the Class C limit.

Following these decisions, the study has been updated with all boats that have participated in the ORC World and Continental championships in the last five years and that have a 2022 ORC certificate resulting in the final proposal for the new class limits as follows (based on the 2022 VPP).

Class 0: 16.400 ≥ CDL > 13.000
 Class A: 13.000 ≥ CDL > 11.450
 Class B: 11.450 ≥ CDL > 9.600
 Class C: 9.600 ≥ 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 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 0 this requirement may be relaxed.

3. Submissions

a) EST 1 - Championship prizes

The submission 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. Medals will be provided by the ORC, while the organizer will have to cover the cost of engraving the event title, venue, and date together with the trophies and other prizes.

b) EST 2 - Championship requirements

The submission is supported by adding to the Green Book requirement that when presenting the bid to host a championship the organizer should provide a dedicated mooring place with water and electricity for each entry, except when boats are moored on buoys.

c) EST 3 - Championship schedule

The submission is not supported as it would require elimination of the long offshore race and diminish the offshore character of the championships.

d) EST 4 - Number of sails carried on board

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

e) EST 5 - Number of mainsails carried on board

FIN 3 - Use of a second mainsail at championship events

GER 1 - Second mainsail at championship events

Being related to the same issue, three submissions 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. This would remove the requirement for the spare mainsail at the championship and make the rule easier to apply.

f) EST 6 - Post-event survey

The submission is supported with a suggestion to create a working party that will define the questions to be used in the questionnaire. The results of the survey may be reported on the next committee meetings for the events held in that year.

g) FIN 2 - CDL limits for ORC championships

NED 5 - Future class divisions on APH

NED 6 - Opt-in for boats outside of rating band

SWE 1 - Class divisions for ORC championships

Being related to the same issue, four submissions were discussed together. Submissions FIN 2 and SWE 1 were withdrawn after the result of discussion in Item 2. 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.

h) FIN 5 - Promoting more diversity

The submission is not supported. The committee supports the idea of promoting female and younger crews, but not with making this mandatory in the Green Book. It was noted that the ORC Worlds 2023 will have special prizes for majority female crews, and this may be used as good test for the future.

i) GER 2 - Life raft at the ORC championships

The submission 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.

j) NED 3 - Bow stickers

The submission 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. Beside the fact that it is contrary to the RRS it may also be difficult to apply and potentially also cause negative environmental impact. The solution may be to look for biodegradable stickers or proper gluing of the bow numbers, and an example was given from the organizers of Kieler Woche.

k) NED 4 - Heavier weighting of the long offshore race

SWE 2 - Scoring coefficients

Being related to the same issue, the two submissions 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. Additionally, it was noted that applying positive coefficients (e.g., a 1.5 to value > 1.0) in combination with the low point scoring system (e.g., 1.0 > 2.0) it is mathematically not logical. 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 submission is not supported.

l) SWE 3 - No discards in ORC championships

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

3. Report about Super Yachts 2022 season and future plans

The ORC Superyacht season in 2022 was very good following the effects of two pandemic years. All major Superyacht events held in pre-pandemic times produced 96 certificates issued. The season that started in the Caribbean with the Superyacht Challenge Antigua and the Bucket Regatta was followed by events in the Mediterranean: Giorgio Armani Superyacht Regatta, Superyacht Cup in Palma, Maxi Yacht Rolex Cup and Ibiza Joy Sail as well as the Safe Harbour Regatta in Newport USA. The same events are planned for 2023 and the ORC dedicated Superyacht team will follow these events.

4. Report on the 2022 Multihull season and future plans

The ORC Multihull Rule is now in its first year of the final version of the rule with a couple of events held for the big (superyacht type) multihulls. Expansion of the rule to smaller multihulls and more large multihulls events is expected in 2023. A dedicated ORC multihull team is planned to follow these events.

5. Calendar of future Events:

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 will propose 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.

6. Organization of the Committee

Luke Scott (RSA) is accepted as a new committee member.