



CONGRESS

Annual General Meeting

held on 14th November 2023 in Malaga, Spain

MINUTES

Congress Members present on site:

Bruno Finzi (Chairman)	Italy	Thomas Nilsson	Norway
Ecky von der Mosel (Deputy Chair)	Germany	Maurizio Pavesi	Italy
Jose Frers (Deputy Chair)	Argentina	Daniel Pillons	France
Philip Baum	WS	Michael Quist	Denmark
David Bartol	Slovenia	Heikki Raisanen	Finland
Stephen Benjamin	USA	Eckart Reinke	Germany
Thomas Blixt	Sweden	Raymond Roesink	Netherlands
Rafael Bonilla	Spain	Vygantas Stankus	Lithuania
Per Boeymo	Norway	Laszlo Szeremley	Hungary
Willem Ellemeet	Netherlands	Peter Tjalma	Netherlands
Zoran Grubisa	Croatia	Lazaros Tsalikis	Greece
Kristine Kanska	Latvia	Noora Westerlund	Finland
Patrick Lindqvist	Finland	Godwin Zammit	Malta
Andrew Mclrvine	RORC	Chris Zonca	Australia

Alternates:

Timo Haas for Michael Berghorn	Germany
Sachiko Sault for Noburu Kobayashi	Japan
Jose Frers for Rafeal Bonilla	Spain

Congress Members present online:

Bruno Frank	Switzerland
Matthew Gallagher	USA
Alessandro Nazareth	Italy
Stig Gard Paulsen	Norway
Ernst Rohner	Switzerland
Karl-Hannes Tagu	Estonia

Apologies for absence:

H.M. King Harald V of Norway

Hon. President

Vasily Alexeev

Masuhiro Bamba

Wojciech Denderski

Ivan Drinković

Manuel Fraga

Luc Gelluseau

Philippos Georgakis

David Griffith

Phillip Hagerty

Joaquin Holzapfel

Ioannis Kalatzis

June Lee

Russia

Japan

Poland

Croatia

Spain

France

Cyprus

Australia

Canada

Ecuador

Greece

Korea

Mario Augusto Martinez

Sven Nuutman

Valentin Oeru

Roberto Peschiera

Mario Serra Quina

Tom Rinda

Sukru Sanus

Javier Sanz

Gert Schmidleitner

Luke Scott

Easy Swissa

Beau Vrolyk

Brazil

Estonia

Romania

Peru

Portugal

USA

Turkey

Spain

Austria

South Africa

Israel

USA



Committee members present:

Gennaro Aveta	Italy
Andrew Cloughton	UK
Dobbs Davis	USA
Panayotis Papapostolou	Greece
Alberto Pindozi	Italy
Piret Salmistu	Estonia
Nicola Sironi	Italy
Chris Tutmark	USA
Johan Tuvstedt	Sweden
Matteo Zuppini	Italy

ORC Administration Staff

Pascale Queriot	France
Vivian Rodriguez	Italy

1. CHAIRMAN'S REPORT

The Chairman Bruno Finzi reports that 2023 was very successful with a record number of certificates and activities worldwide. Total number of **ORC International** and **ORC Club** certificates issued in **2023** until **September 30** is **13525** for **8623** boats that includes:

- 2595 ORC International certificates,
- 6573 ORC Club certificates,
- 465 ORC International DH certificates,
- 2020 ORC Club DH certificates,
- 95 ORC International Non-Spinnaker certificates and
- 1777 ORC Club Non-spinnaker certificates.

ORC this year has continued administering, developing and refining the **ORC Superyacht Rule** (ORCs_y), with a significant increase in boats and certificates from 2022 as Superyacht racing has returned to several regattas. A total of **100 ORCs_y certificates** were issued in **2023**.

After four years of development, established measurement protocols, and a functional VPP, the **ORC Multihull Rule** (ORC_mh) this year issued **19 certificates** and was used by events to score multihull fleets.

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. Individual races are competitive and often resolved only within seconds of corrected time. Inspections and measurement controls are strictly implemented at ORC championship events, with a variety of designs – both racers and cruiser/racers – winning these events, suggesting fairness in the system for all boat types.

The **2023 ORC World Championship** in Kiel, Germany was a successful event attracting 111 entries from 13 countries, while the **2023 ORC European Championship** featured 37 entries from 11 countries and was held in Malta. The **2023 ORC Sportboat European Championship** was held in Kalamaki, Greece with 14 entries from five countries, the **2023 ORC Double Handed World Championship** was held in Barcelona, Spain with a record turnout of 53 entries from 9 countries, the **2023 ORC Double Handed European Championship** was held in Helsingor, Denmark with 31 entries from 8 countries, and the **2023 ORC Mediterranean Championship** was held in Sorrento, Italy as part of Tre Golfi Sailing Week and attracted 31 entries from 5 countries.



Besides World and Continental championships, many National championships both for fully crewed and double handed teams were organized in 2023 in a majority of countries where ORC certificates are issued.

A cooperative cross-promotion agreement offered ORC DH European class winners in Denmark Wild Card entries to the Double-handed Marina Militare Nastro Rosa Tour based in the Mediterranean.

Among several dozen regattas using ORC ratings held in five continents around the world, there have been 6 Rolex-sponsored events in the 2022-23 season that also used ORC scoring, including the **Rolex Circuito Atlantico Sur**, the **Rolex Tre Golfi Sailing Week**, the **Rolex Giraglia Cup**, the **Rolex Middle Sea Race**, the **Rolex Sydney-Hobart Race**, and the **Rolex Big Boat Series** in San Francisco, USA.

Regattas using the ORC SY rule this year included the Antigua SY Challenge, the St Barth's Bucket Regatta, the Giorgio Armani Cup in Porto Cervo, the Super Yacht Cup in Palma, the Safe Harbor Regatta in Newport, USA, the Super Maxi Class at the Maxi Yacht Rolex Cup in Porto Cervo, and the Ibiza Joy Sail Regatta.

The International Technical Committee (ITC) has met six times in 2023, with two hybrid meetings (face to face plus virtual) held in April and October and four shorter virtual meetings during the summer. For 2023 the residuary resistance model of the ORCi VPP was updated. When viewed across the whole ORC fleet it provided an improvement to the previous model that had served for 10 years. The 2023 VPP provides a firm base from which to develop the VPP by replacing multi-layered force models with more robust and physically plausible methods, for example the aerodynamic force model as headsail configurations have become more varied.

One of the most advanced developments in the ITC was work on Weather Routing Scoring, a new unique approach to offshore racing scoring where each boat's polars are used with a weather forecast available before the start to calculate the boat's predicted elapsed time (PET). These PETs are then used to create a single number rating specific to the race and course configuration. A co-operation with the PredictWind company was established with a plan to have a complete software solution developed for any race officer to get ratings from the list of entered boats and a course configuration. For 2024 ORC Championships the ORC staff will provide ratings with the goal to continue to develop the system so that there can be a general release of WRS software in 2025.

Therefore, 2023 can be considered as another successful year for ORC. With the latest development of the rules and a steady increase in the number of certificates that can now provide ratings for monohulls, multihulls and superyachts, ORC is looking forward to providing the best possible service to race organizers and the sailors 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. Financial reports for 2023-year end is looking good with a forecast of a surplus over the one predicted by the budget. The main reason is linked to the more efficient control of expenses and in the automatic procedures established by the Company for travelling and accounting. A budget for 2024 was finalized and proposed to the Congress for approval with no increase in levies for 2024. Therefore, levies for 2024 will be:



- ORC International 85 EUR
- ORC Club 50 EUR
- ORCmh MOCRA style 50 EUR

DH and NS certificates remain levy-free if there is a regular certificate issued for that boat.

Super Yacht certificate as per price list on the website
ORCmh SY style as per price list on the website

The Official 2022 Financial Accounts and the 2024 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:

Philip Baum	WS
David Bartol	Slovenia
Kristine Kanska	Latvia

The following changes in membership of Committees were approved:

Management Committee: Jose Frers will be retiring as congress member next year. The Management Committee would like to have Christian Frers as a guest at its meetings from 2024. Bruno Finzi asked to think about the Nomination Committee in due time according to the constitution. The Nominating Committee will be composed of Bruno Finzi, Patrick Lindqvist plus one between Akis Tsalikis and Thomas Nilsson, and two additional Congress members.

Race Management Committee: Hans-Eckhard von der Mosel asked to step down from the chairmanship and to nominate Akis Tsalikis as Chairman and Agnes Lill as Vice Chair.

Promotion and Development Committee: Thomas Nilsson proposes Fabrizio Pirina as vice-chairman, and Willem Ellemeet (NED) and Erfili Vardaki (GRE) as new committee members.

George Andreadis and Ken Morisson will be added to the Roll of Honor.

Congress approved all these proposed changes.

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.

Aerodynamic de-powering

The essence of a good VPP depowering scheme is a smooth reduction of driving force (F_x) as heeling moment (M_x) is reduced through reducing lift and lowering the sail plan centre of effort (Ceh). The current scheme has changes of slope as the sails are depowered through reducing lift coefficient (FLAT) and jib area, before finally in some cases, reefing the mainsail. For 2023 the minimum of the Flat parameter was reduced to 0.42, this had disturbed the congruence between depowered overlapping and non-overlapping sails in 20 knots of wind.



A revision of the FCdJ term was discussed as it reduces the base drag of the headsail as lift coefficient is reduced and, a scheme to prevent headsail roach being retained when the jib foot is reduced during de-powering. The following actions are decided:

- Correct existing code anomalies
- Review existing Flat min and the minimum Flat link to Flat @ 8 knots
- Review Fcdj
- Plot VPP solution points on Fx-Mx plots
- Depowering is defined by variation of area, Ceh and He. – Plot these curves

Headsail set flying

The current formulation of HSF coefficients is inferred from their Mid Girth Ratio (MGR), where a higher Ratio implying a deeper mould shape designed for setting at wider apparent wind angles. In some cases, HSFs with a smaller MGR are designed with a deeper mould shape to sheet around the standing rigging. This type of sail is not presently recognized by the VPP, and will be set, by the VPP, at an apparent wind angle appropriate to its MGR. During 2024 the ITC will explore handicapping the impact of the rig envelope on the ability of HSFs to be sheeted close to the wind.

The proposal for 2024 is focused exclusively on reducing the number of HSFs being inappropriately predicted as the best sail upwind. Where the MGR ordinals are shifted to achieve a linear target relationship, there were no modifications to the actual lift or drag coefficients. This will be coded to the 2024 VPP.

Weather Routing Scoring

The PredictWind (PW) routing engine was incorporated into the ORC Scorer software. It generates optimum routes based on the ORC Polar table and the currently available PW forecasts for the race area. The ORC has re-analyzed select races from 2023 using the appropriate grib files. Results of the study were presented in comparison of actual elapsed time with the Predicted Elapsed Time (PET) calculated with the Weather Routing and single number used for scoring. PETs calculated by the Weather Routing were much closer to actual elapsed times showing that this method is better addressing actual course configurations rather than APH or any other single number that is not related to the wind speed and directions that may be expected on the course. The final Weather Routing scoring method will then be set up as follows:

- Input parameters are entry lists with calculated polars for each boat, a course definition including possible restrictions zones and obstacles, and the starting times
- A few hours before the start, boats are routed on the course to calculate the PETs
- PETs are then used to calculate single number ratings represented as ToD (PET/course length) or ToT (dividing all PETs to the scratch boat)

Additional validation and analysis will be done during 2024, particularly on situations where no wind situations may be expected and predicted on the course. Nevertheless, the ITC is confident that this scoring method can be used for offshore races at the ORC Championships with ratings prepared by the ORC Staff.

Submissions

- Submission ESP1 is not supported as current allowance is well established and has not proved open to exploitation.



- Submission ESP2 is supported. Rating assessment of the adjustment of the mast step while racing will be the same as Adjustable forestay, except for the boats that already have adjustable forestay recorded. In such a case, rating assessment will be 1.5 of the “adjustable forestay”.
- Submission ESP 3 is referred to the Measurement Committee.
- Submission EST 1 and GER 2 are not supported, but the issue is covered by the Weather Routing Scoring.
- Submission EST 2 is not supported as scoring wind needs to be calculated after the race is completed and it is against RRS principle to abandon the race that are finished by boats within the lime limit.
- Submission EST 3, EST 4 and FIN 2 are supported and also addressed in the revisions of de-powering and HSF treatments explained above.
- Submission FIN 1 is supported. A review of the Sailing Displacement is underway, and a revised method will be evaluated for 2024.
- Submission GER 1 is supported. Wind speed tables will be extended to include TWS of 24 kts.
- Submissions GER 4 and NED 9 are supported by extending TWS to 24 kts.
- Submission GER 5 is supported. Boats without lifelines will attract the same rating adjustment as those with “light” lifelines.
- Submission ITA 4 is not supported. The ITC see no need to modify IMS Appendix 1 but refer this matter to the Measurement Committee and Rating Officers Committee.
- Submission NED 2 is not supported as committee members are divided as to merits of this submission. Adding the underwater profile and the appendages makes it easier to see that rated configuration of the boat, but it exposes dimensional information about the boat that designers do not want to share. The ITC noted the contribution from the Observers that a Privacy Algorithm might be adopted to show the broad configuration without exposing actual dimensions other than those shown on the Certificate. The ITC will respond to the direction of the Management and Rating Officers Committees.
- Submission NED 3 is not supported as there is no accurate measurement of the amount and position of the internal ballast that may lead to an incorrect rating assessment. However, it is agreed as a principle that the amount of ballast on the Cruiser/Racer boats shall be limited to the percentage of the displacement in measurement trim.
- Submission NOR 2 is not supported as proposed changes will be so small that will not make a difference in checking of compliance with the certificate and APH percentages defined in ORC 305.2.
- Submissions SWE 1 and USA 2 are supported as presented.
- Submission USA 4 is supported by modifying the formula for Minimum crew weight to: Minimum CW = Maximum CW – (the greater of: 15% of Maximum CW or 85 kg).



- Submission USA 6 is supported. The ITC reviewed the available data related to non-circular rigging and agreed to reduce the handicap allowance by 25%. This reflects a technically plausible handicap adjustment without providing encouragement for the vast majority of the fleet to change their rigging.
- Submission USA 7 is not supported. Over time the ORC age allowance has been reduced, most recently in 2012. The ITC is comfortable with the current situation, where a modest allowance is available to encourage older designs.

The Research Agenda for 2024 is defined as follows:

- Aero
 - Headsail depowering strategy
 - Spinnaker depowering, single spinnaker coefficients
 - HSF sheeting and rig envelope
- Heel angle comparison with observed data
- Weather Routing Scoring
 - Process
 - Implementation for racing
- Mini Test Fleet (CFD)
 - Add new boats
- Superyacht leeway and centreboard treatment
- Multihulls
 - Daggerboards
 - Cruiser Racer allowance
 - HSF and rig envelope
 - Heel Fly angle
- Performance Database.
 - Process 4 new boats
- Data Viewer and Polar comparator
- Manual and stored power regulations

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 MEASUREMENT COMMITTEE

Zoran Grubiša reported.

This committee discussed 5 submissions.

Submission ESP 3 is supported. An amendment to the rule will be drafted for the mainsail set inside the boom with the intention to place the lower mast limit mark at the lowest point to which the mainsail foot may be set.



The principle of not accepting designer's file for any flotation measurements is supported as it was shown in many cases that use of designer's files led to incorrect displacement and rating calculations. It is almost impossible to get accurately defined freeboard points in the designer's offset file. Therefore, from 01/01/2024 all ORC International certificates will have to be issued with a measured offset file. Validated designer's offset files used up to now will be grandfathered but may also be replaced by scanned files in the future.

Submissions ITA 3 and SWE 1 are supported as presented. Submission ITA 4 was partially supported as the general feeling was that there is no need for changes in the Cruiser/Racer Regulations except limiting the amount of internal ballast to 6% of DSPM. Additionally, a Cruiser/Racer inspection form will be created and items required for compliance with the Cruiser/Racer regulations will be listed on the certificate.

A report was also presented on the WS In-House Certification (IHC) programme where Olympic Sails from Italy is certified as the first loft within this programme to be eligible to produce certificates with ORC measurement data. Sails produced by this loft will be measured in the loft and delivered with an ORC measurement stamp and all measurements together with WS IHC sticker and sail measurement data provided in a DXT file.

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.

5.3 RATING OFFICERS COMMITTEE

Zoran Grubiša reported.

The Committee discussed 14 submissions.

Submissions DEN 1, DEN 2, DEN 3, NED 1, NED 2, NOR 1 and USA 3 were dealing with layout of the certificate and general principles of issuing certificates. The discussion ended in confirmation of basic principles of ORC rating systems. An ORC International certificate is based on complete measurements, while ORC Club uses the same measurement data that may be obtained from the owner's declaration, similar boats or technical specifications. Being based on complete measurement, an ORC International rating is more accurate and there should not be any intention to "downgrade" ORC International certificates to ORC Club. Instead a proposed solution to the problem described in the submission is one of race management and class organization where boats with ORC International and ORC Club certificates may be divided into different classes or divisions. If they are still racing together, the fairness is not affected since any boat with an ORC Club certificate can get fully measured for an ORC International certificate. The basic principle of getting more measurements for more accurate ratings still remains.

Following submission NOR 1 it was agreed to add APH ToT on the first page of the certificate replacing GPH after 3 years of introducing APH. However, GPH will remain available in JSON scoring files.

The submission for showing the underwater part of the boat on the certificate is supported. From the Rating officers point of view it is extremely important to identify the offset file for different appendage configurations. The underwater profile of the boat is also important information that can be clearly identified when the correct offset file is used for issuing the certificate. It was shown several times that identifying offset files just by the file name does not guarantee that the correct



version of appendages is being rated. A drawing that includes the underwater part of the hull will help promote understanding of the measurements to sailors, measurers and race managers.

Submissions ITA 2 and ITA 4 were supported confirming the decision of the Measurement Committee.

Latest developments and improvements of the ORC database system planned for the next year were presented. The current ORC database contains certificate records, but there is a need to re-organize the database to contain boat records that will be connected to the certificates through the life of the boat regardless of any change in the boat name, sail number, ownership, or hull and appendage modifications. This will also allow upload of measurement pictures and other information as requested by submissions GER 7 and NED 4, but also define jurisdiction over the rating office to issue the certificate and eliminate the possibility to have two or more certificates issued for the same boat at the same time from different rating offices responding by that to submission ITA 5.

The development of a new database system already started this year, and a complete transition will be done during 2024 with minimal action needed from the rating offices.

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.

5.4 SPECIAL REGULATIONS COMMITTEE

WS Special Regulations Sub-Committee meeting was scheduled the day after the ORC Congress meeting. Andy Claughton presented the supporting paper for WS submissions made by ORC to accept stability screening only from the actual flotation and stability measurements.

Please refer to WS Special Regulations Sub-Committee Minutes.

5.5 OFFSHORE CLASSES & EVENTS COMMITTEE

Bruno Finzi reported.

Following the results of the study prepared by the staff in September and October 2023, the committee unanimously approved suggested class definitions with the following CDL limits:

Class 0: $16.400 \geq \text{CDL} > 13.500$
Class A: $13.500 \geq \text{CDL} > 11.200$
Class B: $11.200 \geq \text{CDL} > 9.600$
Class C: $9.600 \geq \text{CDL} > 8.000^*$

** Note: Lower Class C CDL limit will be reviewed to ensure that First 31.7 is eligible following submission FIN3*

CDL values are based on 2023 VPP and will be updated as soon as 2024 VPP becomes available. Final decisions will be made in January 2024 when an online meeting of the Offshore Classes and Events Committee will be held.

Submissions EST 1 and GER 2 were discussed together. Both submissions are answered through the proposal of the new Weather Routing Scoring that partially answers submission SWE 3. Significant progress was made during the year and the ORC staff is confident that this scoring method can be used at the ORC championships in 2024. The ORC staff will calculate handicaps from the predicted elapsed time for each boat using the course definition and the weather



forecast available prior to the start of the race. At the same time, the ORC staff will work on a user interface to provide this for any race organizer to be ready and fully operational in 2025.

Submissions FIN 3, ITA 1 and NED 5 are answered by the new CDL limits as decided above.

Submission GER 3 is not supported as the general feeling was that it is hard to request the same number of crew members on board for cases where crew members may be sick, injured or absent for other valid reasons and no replacement is available. However, ITC recognizes that reducing the difference between the maximum and minimum crew weight is addressing the intent of this submission.

Submissions NED 6 and SWE 2 were dealing with championship formats. It is confirmed that the current Green Book format is satisfactory, but different formats may be tested in the future.

Submission USA 5 to create new ORC Maxi class is supported by defining the class starting from the upper CDL limit of the new Class 0 up to 27.72. However, final numbers will be reviewed by January 2024 together with the final review of all other class limits. This Maxi class will be added to the ORC Worlds 2024 in Newport as an exhibition class with a different race area and possibly a different race format. This class will also be invited to the ORC Mediterranean Championship in Sorrento.

2024 Championships and report on the status of their preparations were received from:

- ORC International Worlds in Newport (USA)
- ORC International Europeans in Marienhamn (ALA)
- ORC DH Worlds in Oslo (NOR)
- ORC DH Europeans in Caorle (ITA)
- ORC Sportboat European Championship in Valencia (ESP)

Bids for 2025 and 2026 ORC championship were presented and approved by the Congress as follows:

2025

- ORC International Worlds in Tallinn (EST)
- ORC International Europeans in Palma de Mallorca (ESP)
- ORC DH Europeans in Helsinki (FIN)

2026

- ORC International Worlds in Naples (ITA)
- ORC International Europeans in Klaipeda (LTU)

Final dates will be confirmed in January 2024 after co-ordination of all organizing clubs to avoid any clash in dates between ORC Championships and other major events.

ORC DH Worlds 2025 in the Mediterranean and ORC Sportboat Europeans 2025 are still open for bids and Congress is giving mandate to the Offshore Classes and Events Committee for a final decision on these championships in its next 2024 meeting.

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 7 submissions.

Submissions EST 1 and GER 2 were not supported as presented, but it was again confirmed that the solution is introducing Weather Routing Scoring.

Submission EST 2 is not supported, but the Race Management Guide will be updated with some recommendations for running races with very low wind speeds.

Submission GER 1 is supported following ITC's decision to extend the wind range for polar tables on the certificate to include 24 kts wind speed.

Submission GER 3 is not supported, but ITC's recommendation of reducing the range between minimum and maximum crew weight is addressing what this submission is asking.

Submissions NED 7 and NED 8 are not supported, but the Race Management Guide will be updated in a "Best Practices" section.

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

Thomas Nilsson reported.

Submission MANCOM 1 is supported as presented.

The work achieved during the 2023 was presented highlighting the following items:

- Website project: Now with and updated website, PDC has the correct tools to develop Data Analysis based on statistics and figures taken from GA4 and Clarify software.
- Social Media. Piret Salmistu reported with encouraging numbers and ongoing growth. The report is available on the website.
- Gaastra partnership: A new merchandising ORC capsule collection will be the next project.
- Dobbs Davis reported on his promotion work in USA

The committee discussed various ways of promotion and it was agreed that communication has to be key from 2024 with activities targeted for the next year:

- Social Media Ad campaign for the ORC products
- Campaign with monthly theme
- Contacts with Race Organizer for better guidance
- Scoring workshops
- New VPP-based and user-friendly products in the Sailor Services portal

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 11 submissions that were also allocated to other committees. The Committee supports the view of other Committees on submissions confirming their decisions.

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 2024 - MEETINGS AND EVENTS

ORC Championship Events

ORC World Championship	Newport	USA	27 September – 5 October
ORC European Championship	Marienhavn	Aland Islands	9 – 17 August
ORC DH World Championship	Oslo - Tornsberg	Norway	8 – 16 June
ORC DH European Championship	Caorle	Italy	30 April – 5 May
ORC Sportboat Europeans	Valencia	Spain	1 – 7 July

Meetings

The next Annual General Meeting is planned in Singapore contemporary to WS meetings.



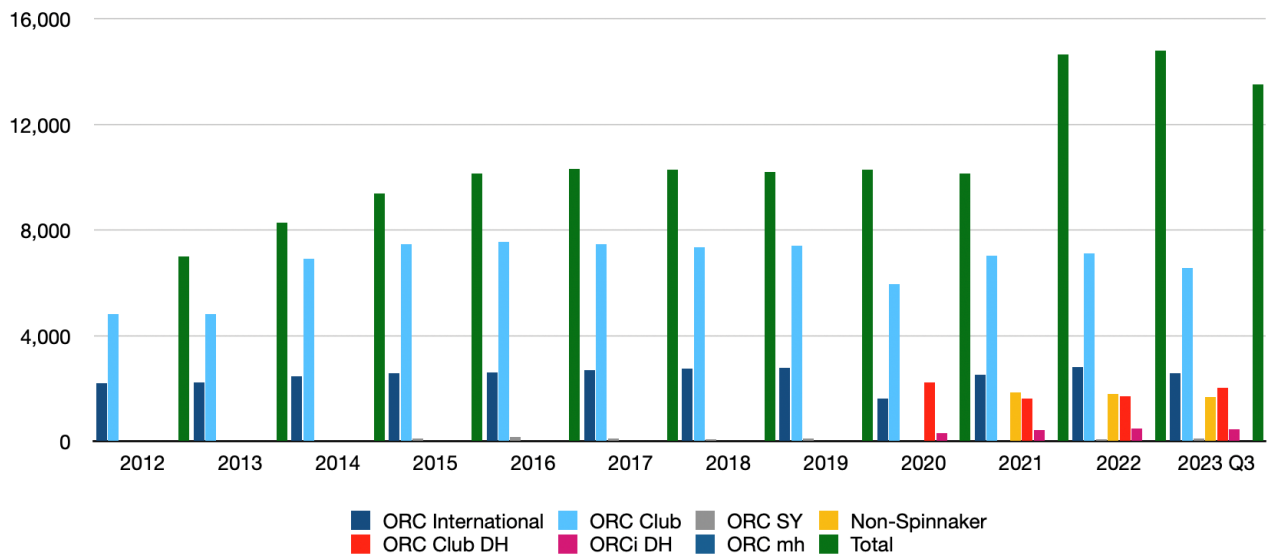
FLEET STATISTICS

Up to 30.09.2023.

Nation	Boat Count		9/30/23						9/30/22					
	9/30/23	9/30/22	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi
ARG	102	86	80	68	22	3			68	19	10			
AUS	370	411	289	137	89	20	149	22	296	194	2	7	24	4
AUT	47	60	38	10	4	4	2		54	7	13		7	
BRA	50	76	41	36					53	55		1		1
BUL	63	64	65	13	1		3		72	10	1	1	3	1
CAN	73	69	72	6	2				60	8	5	1		
CRO	142	106	123	20	5	1	14		85	24	2	1	12	
CYP	28	23	25	2			3		22	4			4	
DEN	35	7	25	16		2	2		1	7		1		
ECU	25	22	3	27					1	29				
ESP	1146	1079	665	657	98	235	121	16	567	616	102	153	107	14
EST	132	148	96	62	13	3	7	1	120	68	14	4	8	1
FIN	363	359	416	38	279	26	157	6	413	44	220	35	92	5
FRA	358	360	359	7	16	2	1		355	17	9		1	
GBR	51	32	42	6		1	2	2	22	8	1		1	1
GER	456	499	317	182	128	31	23		382	145	171	30	38	
GRE	631	648	458	138	49	18	112	1	489	119	55	25	94	1
HKG	18	38	23	1	1				47					
HUN	35	37	47						38	1				
ISR	40	44	38	1			2		46	1	2		1	
ITA	1312	1332	667	528	9	1	15		716	552	22	53	26	
JPN	45	42	43	3	44	3			58	5	48	4		
KOR	53	57	56	1	1				63					
LAT	24	21	23	10	10		2		22	6	5	2		
LTU	48	59	39	11					53	6				
MLT	18	12	4	15		2			8	2		2		
MNE	2	3	2						3					
MRI		8							9					
NED	528	669	465	54	111	12	17		660	64	612	29	41	
NOR	862	867	842	15	891	10	862		847	44	910	10	889	
PER	19	26	9	21					14	36				
POL	64	70	25	44	21	34	16	26	38	43	27	34	24	32
POR	77	85	56	32	14	11	8	3	69	32	24	9	14	2
ROU	52	54	38	34			13	9	23	37			11	11
RSA	174	184	200	2	144		175		210		204		203	
SLO	31	19	20	9	4		3		9	10	6	2	1	
SUI	152	145	148	2	2				139	6	2			
SWE	50	78	9	37	6	19			3	50	3	42		
TUR	64	48	67	4					55	2				
USA	883	838	638	346	56	27	68	9	580	290	28	6	18	
Total	8623	8785	6573	2595	2020	465	1777	95	6770	2561	2498	452	1619	73



ORC Certificates 2012 - 2023 Q3



	ORC International	ORC Club	ORCi DH	ORC Club DH	Non-Spinnaker	ORC SY	ORC mh	Total
2023 (Q3)	2,595	6,573	465	2,020	1,872	100	19	13,525
2022	2,812	7,135	487	1,715	1,792	98		14,789
2021	2,515	7,042	437	1,615	1,682	55		14,667
2020	1,635	5,950	326	2,243		42		10,154
2019	2,796	7,402				115		10,303
2018	2,771	7,351				74		10,196
2017	2,716	7,482				108		10,306
2016	2,608	7,545				158		10,311
2015	2,576	7,459				107		10,142
2014	2,480	6,924						9,404
2013	2,249	4,813						8,282
2012	2,196	4,813						7,009