



MEASUREMENT COMMITTEE

Meeting

held from 09:30 – 13:30

on Sunday, 12th November 2023 in Malaga, Spain

MINUTES

Present: Zoran Grubiša (CRO) - Chairman, Nicola Sironi (ITA), vice-chairman, Gennaro Aveta (ITA), Per Boeymo (NOR), Dimitris Dimou (GRE), Pablo Ferrer (ESP), Robert Jacobsen (GER), Tacha Montaner (ESP), Alberto Pindozi (ITA), Michael Quist (DEN), Johan Tuvstedt (SWE), Matteo Zuppini (ITA)

Excused: Yannis Kalatzis (GRE), Joakim Majander (FIN), Chris Tutmark (USA), Michiel Woort (NED),

Observers: Andrus Aarna (EST), Rafael Bonilla (ESP), Johannes Christopher (GER), Mikael Jeremiassen (DEN), Timo Haas (GER), Glen Stanaway (AUS), Victor Ramos (ESP), Heikki Raisanen (FIN), Teresa Rios (ESP), Raymond Roesnik (NED), Vyngantas Stankus (LTU), Laszlo Szeremley (HUN), Peter Tjalma (NED), Godwin Zammit (MLT), Chris Zonca (AUS),

1. Approval of Minutes of 2022 meeting

Minutes of 2022 were unanimously approved.

2. Submissions

a) ESP 3 - Boom diameter

The problem is coming from the fact that mainsail girths are measured on the sail while luff and foot are measured on the rig. ERS rules are defined for the “normal” sail configuration where the mainsail is set above the boom. However, when the mainsail may be furled or set below the boom or its extensions ERS definition of positioning lower Mast lower limit mark does not work. Therefore an amendment to the rule will be drafted for the mainsail set inside the boom with intention to place lower mast limit mark at the lowest point to which mainsail foot may be set.

b) ITA 2 - Use of designer offset file

Submission is supported. Latest development of 3D scanning and equipment makes this process easily accessible. During 2023, a total of 138 clouds were processed by the ORC staff in creation of the offset files. ORC will continue to provide hull scanning seminars around the world to help measurers to get up to the task of using the equipment that can be rented at affordable price. Additionally, Hull scanning measurement guide will be updated to include complete set of instruction how to scan the boat and how to prepare the data to be submitted to the ORC. ORC staff will continue producing offset files from the cloud of points received from the measurers together with the co-ordinates of the freeboard points.

As a conclusion, designer files shall not be used for any freeboard measurements after 01/01/2024. Validated designer offset file used up to now will be grandfathered but may also be replaced by scanned files in the future.



c) ITA 3 - Use of retractable bowsprit

Submission is supported as presented and ORC rules in section 2 will be updated accordingly.

d) ITA 4 - Revision of Cruiser/Racer regulations

The issue that triggered this submission may be split in two parts. First are rules as defined in the IMS Appendix 1 and second is how the rules are enforced. The rules of IMS Appendix 1 has been simplified few years ago, and general feeling is that it does not need any significant changes. On the other hand, it is noted that checks of compliance with the Cruiser/Racer regulations is not made accurately in lots of cases. To be clearer for the measurers and the owners, a Cruiser/Racer inspection form will be created and items required for the compliance with the Cruiser/Racer regulations will be listed on the certificate. Future development may include adding these items for the check in the DXT file and the ORC Manager. Following ITC discussion on submission NED 3 it was agreed that amount of the internal ballast for Cruiser/Racer shall be limited to 6% of DSPM and IMS Appendix 1 will be amended accordingly.

e) SWE 1 - Batteries in place of fuel tanks for cruiser/racers

Submission is supported as presented and IMS Appendix 1 will be amended accordingly.

3. Any other business

Dimitris Dimou presented the latest ERS developments including the submission on so called "batten rule" for defining sail corner points. ERS submission is asking for removal of the batten requirement from that rule and a clearer definition of the corner point. If this submission will pass at the WS Council, ERS will be updated from 01/01/2025. In the meantime the 2024 IMS Rules will be updated with the text proposed in the ERS submission what can then be removed for 2025 as it will then not be needed when ERS will be updated.

A report is also given about WS In House Certification programme where Olimpic Sails from Italy is certified as a first loft within this programme to be eligible to produce certificate with ORC measurement data. Sails produced by this loft will be measured in the loft and delivered with the ORC measurement stamp with all measurements together with WS IHC sticker and sail measurement data will also be provided in a DXT file. A press release on this project will be issued after the AGM and other lofts are invited to join this programme.

A question about rating tolerances in relation to the tolerance on the linear measurements was raised and open for discussion. It was confirmed that in the rating system, the tolerance may be defined only through the rating and ORC Rule 305.2 is working correctly in defining compliance with the certificate. Even though the perception may be that difference in TPS of 0.24 m on total length of 6.140 m is significant, the fact is that rating effect is within tolerances allowed by the ORC Rule 305.2. It is impossible to set tolerances on single measurements as this may create different effects on rating depending on size of the boat with different measurements and different accuracy. It can be noted that if there is any feeling that some changes to the linear measurements does not give expected effect on the rating, the proper way to address it should be a submission to the ITC to review the effect on performances of the bowsprit/pole length.