



OFFSHORE CLASSES AND EVENTS COMMITTEE

Meeting

held from 09:30 – 14:00

on Saturday, 11th November 2023 in Malaga, Spain

MINUTES

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

Excused: Joaquin Barenys (ESP), Manuel Fraga (ESP), Andrew McIrvine (GBR), Luke Scott (RSA), Edoardo Recchi (ITA)

Observers on site: Gennaro Aveta (ITA), Per Boymo (NOR), Andy Claughton (GBR), Heikki Raisanen (FIN), Panayotis Papapostolou (GRE), Sachiko Sault (JPN), Nicola Sironi (ITA), Johan Tuvstedt (SWE), Vygantas Stankus (LTU), Chris Zonca (AUS), Matto Zuppini (ITA)

Observers online: Enrico Burello (ITA), Maurizio Cossutti (ITA), Willem Ellemet (NED), Bruno Frank (SUI), Eiji Mizukoshi (JPN), Ab Pasman (NED), Ernst Rohner (SUI), Chris Tutmark (USA), Jay Tyson (USA), John Victorin (GER),

1. Approval of Minutes of 2022 meeting

Minutes of 2022 meeting and intermediate meetings during 2023 were unanimously approved.

2. Number of classes and CDL limits 2024 following the study and decisions of the 2022 AGM and 2023 committee meetings

Following 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 when 2024 VPP become available. Final decisions will be made in January 2024 when online meeting of this Committee will be held.

3. Submissions

a) ARG 1 - Additional ORC Sportboat class division

The submission is not supported as the general feeling is that larger boats (35 – 45 ft) do not fit the Sportboat class concept and will be significantly faster than the rest of the fleet.



b) EST 1 - Offshore race scoring

GER 2 - PCS with All-purpose pre-selected course

Being related to the same issue, these two submissions were discussed together. It may be confirmed that scoring offshore or coastal races with All-purpose pre-selected course may give satisfactory results only when the course is composed to have some amount of beat, reach and run within same wind conditions for all boats. In reality, this is very hard to achieve and results are then affected by the actual course configuration.

The solution to this problem is the use of **Weather Routing Scoring** that has been under development by the staff since it was proposed by submission last year. 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. ORC staff will calculate handicaps from 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, ORC staff will work on user interface to provide this for any race organizer to be ready and fully operational in 2025.

c) FIN 3 - Lower CDL limit for Class C

ITA 1 - Class C lower CDL limit

NED 5 - Class A (2024) CDL limit

Being related to the same issue, these three submissions were discussed together and supported by the decision made on new CDL class limits as in item 2 above.

d) GER 3 – Number of crew members

The submission 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 response on this submission by reducing the difference between maximum and minimum crew weight is addressing the request of this submission.

e) GER 8 - Offshore readiness

Safety equipment checks are done at the championships before the start of the first race, but safety equipment may also be checked during or after races. Submission is supported by adding further clarification on use of safety equipment (like jackstays at the offshore race) since boats are leaving the dock in that race.

f) MANCOM 1 - Standardizing ORC championship brand

The submission is supported, and it will be included in the updated Championship Regulations.

g) NED 6 - Lower number of races for discard at ORC Championships

ORC Worlds 2023 in Kiel was testing a format with more coastal races and a bigger total number of races. Unfortunately, due to stormy weather conditions, the format could not be fully tested, but may be further tested in the future. However, the current Green Book format with long offshore race, short offshore race and six windward/leeward races and one discard on inshore races when 5 or more inshore races are completed is confirmed as satisfactory and shall not be changed. If this format is changed for any championship in the future, the number of races for discard will be reviewed.



h) NED 7 - Wind range for W/L and coastal races at championships

It was agreed that it is very difficult to set up the rule how to measure the wind (at the start, during the race, at which height and on which instrument, etc ...). Instead, it is agreed to add some guidelines to the Race Management Guide but still leave the Race Officer to use his/her best judgement. The committee will also follow the recommendation of the Race Management Committee.

i) NED 8 - Maximum wind forecast when starting an offshore race

The submission is referred to the Race Management Committee to be included in the guidelines in the Race Management Guide.

j) SWE 2 - Championship format

Similarly to submission NED 6, it is confirmed that the current Green Book format is satisfactory, but different formats may be tested in the future.

k) SWE 3 - Quality parameters for different race types

Submission is partially covered with decisions on other submissions, but it is agreed that it is hard to put race parameters in the rule. Instead, it may only be added as a guideline, but again use of Weather Routing Scoring should resolve some of the issues underlined by this submission.

l) SWE 4 - Rating changes requiring class change

The submission is not supported as rating tolerance shall be applied equally regardless of CDL value. ORC Rule 305.2 has demonstrated for many years to be very good in defining compliance with the certificate and if the boat is within acceptable tolerances, as defined in the rule, it is not possible to apply any penalty different from what is already defined in the rule.

m) USA 5 - ORC Maxi class

The submission 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 final review of all other class limits. The class will be added to the ORC Worlds 2024 in Newport as an exhibition class having different race area and possibly different race format. The class will also be invited to the ORC Mediterranean Championship in Sorrento.

3. Report about Super Yachts 2023 season

During the 2023 season, seven SY races were scored using the ORC SY VPP: Antigua SY Challenge, St. Barth's Bucket, Giorgio Armani Cup, Superyacht Cup Palma, Safe Harbour Regatta in Newport, Maxi Yacht Rolex Cup in Porto Cervo, and Ibiza Joy Sail Regatta. Other two events planned in 2023 were cancelled due to the lack of participants (Millennium Cup in New Zealand) and due to the very adverse weather conditions (Palm Beach).

During the year, 100 certificates were issued with an increase over the 2022 season.

4. Report about Multihull 2023 season

The ORC Multihull Rule was used for the 2023 IMA Rolex Maxi Worlds in Porto Cervo, featuring three catamarans spanning 68-84ft. In April, ORCmh was additionally used for the Richard Mille Les Voiles de St Barth, in which six OMA catamarans ranging from 53 to 66 feet were involved.



The primary focus for the upcoming year will be on expanding the fleet of "club" style boats by establishing connections with current fleets such as MOCRA and Multi 2000. This will be facilitated through our extensive database of over 150 standard hulls.

5. Calendar of future ORC Events:

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 with an agreement with the organizers to split their bids over 2025 and 2026; this allowed to present for final approval to the Congress the ORC Championship 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.

Expression of interest to host ORC DH Worlds 2026 was received from Scheveningen (NED). A bid will be presented at the next AGM.

ORC DH Worlds 2025 in the Mediterranean and ORC Sportboat Europeans 2025 are still open for bids and the Committee will ask permission to the Congress to approve these events as soon as any bid is received. Committee members are invited to look for possible organizing clubs before their next January 2024 meeting.

6. Green Book review

The staff presented the work on updated Championship Regulations that better explain the process for making bids to host an ORC Championship event; this document also underlines an organizational timetable of tasks and checks from the moment when championships is assigned. The draft was unanimously supported and the Green Book will be further updated with regular housekeeping on the Standard Notice of Race and the Standard Sailing Instructions.

7. Any other business

With no other business the meeting was adjourned at 14:00.