



RATING OFFICERS COMMITTEE

Meeting

held from 14:30 – 18:00

on Sunday, 12th November 2023 in Malaga, Spain

MINUTES

Present: Zoran Grubiša (CRO) - Chairman, Panayotis Papapostolou (GRE), vice-chairman, Andrus Aarna (EST), Gennaro Aveta (ITA), Rafael Bonilla (ESP), Per Boeymo (NOR), Willem Ellemeet (NED), Bruno Frank (SUI) (online), Bojan Gale (SLO) (online), Luc Gellusseau (FRA), Robert Jacobsen (GER), Mikael Jeremiassen (DEN), Lopo Pizzaro (POR) (online) Vygantas Stankus (LTU), Chris Tutmark (USA) (online), Johan Tuvstedt (SWE), Godwin Zammit (MLT), Chris Zonca (AUS), Matteo Zuppini (ITA)

Observers: Johannes Christopher (GER), Timo Haas (GER), Pablo Ferrer (ESP), Tacha Montaner (ESP), Alessandro Nazareth (ITA), Ab Pasman (NED), Fabrizio Pirina (ITA), Alberto Pindozzi (ITA), Stig Garg Paulsen (NOR) (online), Victor Ramos (ESP), Heikki Raisanen (FIN), Teresa Rios (ESP), Raymond Roesnik (NED), Michael Quist (DEN), Nicola Sironi (ITA), Glen Stanaway (AUS), Laszlo Szeremley (HUN), Karl-Hannes Tagu (EST) (online), Peter Tjalma (NED), Saverio Trotta (ITA) (online), Jay Tyson (USA) (online), John Victorin (GER) (online)

1. Approval of Minutes of 2022 meeting

Minutes of 2022 were unanimously approved.

2. Submissions

a) DEN 1 – Data source on the certificate

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. When there is a boat that wants to change from ORC Club to ORC International, the measurer shall check with the Rating Officer source of data used for ORC Club and re-measure everything that is not properly measured. A text description on the web describing certificate types will be clarified to remove possible misunderstandings.

b) DEN 2 - Visibility of more than one active certificate

Presentation of different certificate types (fully-crewed, DH and NS) are organized in that way on the Active certificate database and in the ORC Scorer software. Data will also be organized by boat name.

c) DEN 3 - Use of ORC International data for Club certificate

The submission is not supported as 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.



d) GER 6 - Measurer double check

The submission is supported by adding the e-mail address of the measurer(s) into the DXT file alongside the email contact for the owner. Measurers will then be able to receive a test certificate for final check as well as the final certificate when it is issued.

e) GER 7 - Upload of measurement files

NED 4 - Measurement pictures in the certificate file

Being related to the same issue, these two submissions were discussed together. Both submissions were supported through the database developments as described in Item 3.

f) ITA 2 - Use of designer offset file

The submission is supported confirming the decision of the Measurement Committee.

g) ITA 4 - Review of Cruiser/Racer regulations

The submission is supported confirming the decision of the Measurement Committee.

h) ITA 5 - Territory in issuing certificates

The problem that raised this submission will be resolved by the database updates as described in Item 3.

i) NED 1 - Single furling headsail credit

The submission is supported. The text on the 3rd page of the certificate will be amended in the intent of this submission using available space for the text.

j) NED 2 - Profile of the boat below the waterline

The submission 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.

k) NOR 1 - ToT on certificate front page

The submission is supported by adding ToT APH on the certificate front page just below ToD, thereby replacing GPH after 3 years of introducing APH. However, GPH will remain available in JSON scoring files.

l) USA 1 - Re-wording of ORC Rule 304.2

The submission is approved by adding to the rules that the rating office may, at its discretion, require a re-measurement of the boat but not just in case of a change in ownership. This will be extended to any case when the rating office has reasonable doubt that there may be an error in the certificate that can not be corrected without re-measurement.

m) USA 3 - Default crew weight

Default crew weight had been removed from the first page of the certificate a few years ago to avoid misunderstandings. However, it is agreed to add "Declared" or "Default" after the maximum crew weight value to describe what the number is representing. Additionally, default crew weight may be added on Page 3 of the certificate.



3. Updates of the ORC database system

Panayotis Papapostolou presented developments and improvements of the ORC database system planned for the next year. 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 same boat at the same time from different rating offices.

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

4. Any other business

A question of checking offset files for ORC Club was raised after an e-mail from NED showing that there are 5 different offset files named H194.OFF for J-92's. Having different offset files with the same file name is the last thing we want to see in the database. The offset database cleaning project started two years ago is focused on offset files used for ORC International certificates where no new offset files may be uploaded to the database without validation of the ORC staff.

This is not the case with offset files used for ORC Club that still can be uploaded without any control. Therefore, the following is suggested to all rating offices:

- Rating offices that have less experience in modifying offset files and those who find any particular problem can always ask for help from the ORC technical staff
- Rating offices that are uploading new offset files for ORC Club shall make sure that they are not uploading a redundant copy of an existing file and add comments that describe any modifications.

A list of suggestions for small improvements to the ORC Manager software was presented by the USA RO and will be reviewed through the process of preparing the 2024 version software.