



# CONGRESS

**Annual General Meeting**  
held on 5th November 2024 in Singapore

## MINUTES

### Congress Members present on site

Bruno Finzi (Chairman)	Italy
Ecky von der Mosel (Deputy Chair)	Germany
Philip Baum	WS
David Bartol	Slovenia
Stephen Benjamin	USA
Thomas Blixt	Sweden
Per Boeymo	Norway
Willem Ellemeet	Netherlands
Matthew Gallagher	USA
Zoran Grubisa	Croatia
Yannis Kalatzis	Greece
Noboru Kobayashi	Japan
Patrick Lindqvist	Finland
Alessandro Nazareth	Italy
Thomas Nilsson	Norway
Sven Nuutman	Estonia
Maurizio Pavesi	Italy
Eckart Reinke	Germany
Raymond Roesink	Netherlands
Peter Tjalma	Netherlands
Lazaros Tsalikis	Greece
Chris Zonca	Australia

### Apologies for absence

H.M. King Harald V of Norway	
Hon. President	Norway
Rafael Bonilla	Spain
Wojciech Denderski	Poland
Manuel Fraga	Spain
David Griffith	Australia
Dan McGreer	Canada
June Lee	Korea
Mario Augusto Martinez	Brazil
Valentin Oeru	Romania

### Congress Members present online

Jose Frers (Deputy Chair)	Argentina
Philippos Georgakis	Cyprus
Kristine Kanska	Latvia
Romain Lanos	France
Michael Quist	Denmark
Heikki Raisanen	Finland
Luke Scott	South Africa
Vygantas Stankus	Lithuania
Laszlo Szeremley	Hungary
Noora Westerlund	Finland

### Alternates and proxies present on site

Mona Kueppers for	
Michael Berghorn	Germany
Thomas Nilsson for	
Stig Gard Paulsen	Norway
Matthew Gallagher for Ed Cesare	USA
Matthew Gallagher for Ken Keefe	USA

Roberto Peschiera	Peru
Daniel Pillons	France
Ernst Rohner	Switzerland
Mario Serra Quina	Portugal
Sukru Sanus	Turkey
Javier Sanz	Spain
Gert Schmidleitner	Austria
Easy Swissa	Israel
Godwin Zammit	Malta



### Committee members attending

Andrus Aarna	Estonia
Gennaro Aveta	Italy
Andrew Cloughton	UK
Dobbs Davis	USA
Alberto Pindozi	Italy
Fabrizio Pirina	Italy
Piret Salmistu	Estonia
Nicola Sironi	Italy
Masakazu Takagaki	Japan
Johan Tuvstedt	Sweden
Matteo Zuppini	Italy

### ORC Secretary

Pascale Queriot	France
Vivian Rodriguez	Italy

## 1. MINUTES OF THE 2023 ANNUAL GENERAL MEETING

Minutes of the 2023 Annual General Meeting were unanimously approved by the Congress.

## 2. CHAIRMAN'S REPORT

The Chairman Bruno Finzi reports that 2024 was very successful with a record number of certificates and activities worldwide. The total number of **ORC Certificates** issued in **2024** until **31 October** is **14176** for **9224** boats that includes:

- 2906 ORC International certificates
- 6885 ORC Club certificates
- 509 ORCi DH certificates
- 2102 ORC Club DH certificates
- 104 ORC International Non-Spinnaker certificates
- 1670 ORC Club Non-spinnaker certificates
- 23 J Class,
- 34 Multihull
- 140 Superyacht certificates

Compared to the same period of the previous year, the total number of boats issued certificates has increased by 3.5% and certificates increased by 0.3%. Increases in ORC certificates in 2024 from 2023 are observed in 23 nations: ARG, AUS, BRA, BUL, CAN, CRO, CYP, ECU, ESP, GRE, ISR, ITA, JPN, KOR, LAT, MNE, NED, PER, RSA, SLO, SWE, TUR and USA. Significant increases have been in ARG, GRE, LAT, NED, RSA, TUR and USA.

ORC this year has continued administering, developing and refining the **ORC Superyacht Rule (ORCsy)**, with a significant increase in both boats and certificates from 2023. A total of 140 ORCsy certificates have been issued in 2024.

After five years of development, established measurement protocols, and a functional VPP, the **ORC Multihull Rule (ORCmh)** this year issued 34 certificates and was used by several events to score multihull fleets.

This was the first year of ORC's collaboration with the J Class, with extensive technical developments performed by the ORC technical staff, with 23 **ORC J Class** certificates issued.



**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 enforced 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 **2024 ORC World Championship** in Newport, USA was the first World Championship held outside Europe in 24 years. The event was considered a success in attracting a wide variety of boat types with 43 teams entered, raced by some of the world's top sailors and exemplary race and event management provided by New York Yacht Club. The **2024 ORC European Championship** featured 56 entries from 10 countries and was held at Mariehamn, Åland Islands. The **2024 ORC Sportboat European Championship** was held in Valencia, Spain with 13 entries from four countries. The **2024 ORC Double Handed World Championship** was held in Oslo-Tønsberg, Norway, with a record turnout of 68 entries from 10 countries. The **2024 ORC Double Handed World Championship** was held in Oslo-Tønsberg, Norway, with a record turnout of 68 entries from 10 countries. **2024 ORC Double Handed European Championship** was held in Caorle, Italy with 29 entries from 4 countries. Besides World and Continental championships, many 2024 National and Regional ORC championships and numerous prominent offshore races have also offered ORC scoring for both fully crewed and double handed teams.

**Weather Routing Scoring** was extensively developed this year with **PredictWind** an used officially for all offshore races at ORC World and European Championship events, as well as at some major offshore races such as the Aegean 600. At the request of organizers from dozens of other ORC-scored races around the world this was also used for shadow-scoring in order to test the method's effectiveness at predicting fair results.

There were **32 Submissions** sent by 9 National Authorities and the Management Committee to be discussed at the ORC Annual Meeting. These requests for rule and policy changes, nearly range all aspects of ORC system use, from technical aspects of the **ORC Velocity Prediction Program (VPP)** to measurement protocols and ratings to scoring.

Most Submissions are addressed by the **International Technical Committee (ITC)**, the research and development group for ORC that is composed of prominent designers and sailing yacht technologists, which includes permanent members and Research Associates who are helping in analysing VPP and rating outputs by their input from the industry point of view. ITC met five times in 2024: two hybrid meetings (face-to-face plus virtual) in April and October and three shorter virtual meetings during the summer. There has been ongoing research for improvements in the VPP in some specific areas of interest. These include:

- aero force coefficients for asymmetric and symmetric spinnakers and flying headsails adjusted slightly based on analyses from the Performance Database
- a study of the effects of heel limit that will continue into 2025
- revise the credit for furling headsails
- improved calculation of residuary resistance for long keel yachts
- improved force model for yachts fitted with lifting foils

Therefore, 2024 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.



### 3. FLEET STATISTICS

Fleet statistics were presented up to 1 November 2024 with comparison to 1 November 2023 as follows:

Country	Boat Count			11/1/24						11/1/23						Comparison								
	11/1/24	11/1/23	Delta	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi			
ARG	148	102	46	107	78	27				81	73	22	3			27	8	5	-3	0	0			
AUS	407	432	-24	338	138	50	31	114	23	344	162	108	24	183	27	-5	-24	-58	7	-69	-4			
AUT	52	48	4	41	11	6	1	4		38	10	4	4	3		3	1	2	-3	1	0			
BRA	66	54	12	73	26	1				51	39					22	-13	1	0	0	0			
BUL	74	65	9	78	12	15	1	1		66	13	17	2	3		12	-1	-2	-1	-2	0			
CAN	78	73	5	74	6	1	1			72	6	2				2	0	-1	1	0	0			
CRO	162	158	4	141	26	2	3	26		135	26	5	1	19		6	0	-3	2	7	0			
CYP	27	28	-1	25	3			3		25	3			3		0	0	0	0	0	0			
DEN	15	35	-20	6	9	2	2			25	16		2	2		-19	-7	2	0	-2	0			
ECU	17	26	-9	3	23					3	30					0	-7	0	0	0	0			
ESP	1200	1165	35	705	743	115	209	88	7	680	680	102	249	128	16	25	63	13	-40	-40	-9			
EST	129	132	-3	102	55	11	3	8	3	96	62	13	3	7	1	6	-7	-2	0	1	2			
FIN	321	363	-42	323	48	206	26	122	9	418	38	279	26	157	6	-95	10	-73	0	-35	3			
FRA	369	297	72	365	10	12				370	8	16	2	1		-5	2	-4	-2	-1	0			
GBR	47	53	-6	41	7		1	1		46	7		1	2	2	-5	0	0	0	-1	-2			
GER	465	459	6	340	126	131	24	17		319	185	128	31	23		21	-59	3	-7	-6	0			
GRE	731	661	70	526	163	52	29	147		474	142	49	20	129	1	52	21	3	9	18	-1			
HKG	13	18	-5	15						23	1	1				-8	-1	-1	0	0	0			
HUN	32	35	-3	40	1					47						-7	1	0	0	0	0			
ISR	44	40	4	42	2	3		1		38	1			2		4	1	3	0	-1	0			
ITA	1424	1405	19	695	535	8	2	29		677	536	9	1	17		18	-1	-1	1	12	0			
JPN	46	45	1	49	3	47	3			44	3	45	3			5	0	2	0	0	0			
KOR	64	60	4	69	1	1				60	1	1				9	0	0	0	0	0			
LAT	29	25	4	33	9	14	2	6	1	24	10	10		2		9	-1	4	2	4	1			
LTU	49	48	1	38	11					39	11					-1	0	0	0	0	0			
MLT	24	22	2	19	9	1	1			9	17	1	2			10	-8	0	-1	0	0			
MNE	2	2	0	3		1				2						1	0	1	0	0	0			
NED	598	532	66	444	52	275	22	27		474	55	111	12	17		-30	-3	164	10	10	0			
NOR	805	866	-61	759	56	793	64	777	27	845	15	894	10	864		-86	41	-101	54	-87	27			
PER	19	19	0	6	31					11	25					-5	6	0	0	0	0			
POL	68	65	3	24	53	18	34	11	22	26	44	21	34	16	26	-2	9	-3	0	-5	-4			
POR	80	77	3	59	34	11	6	14		57	32	14	11	8	3	2	2	-3	-5	6	-3			
ROU	55	52	3	33	38			6	4	38	35			13	9	-5	3	0	0	-7	-5			
RSA	194	177	17	231	2	216		201		206	2	150		178		25	0	66	0	23	0			
SLO	37	32	5	25	11	9	4	1		22	10	4		3		3	1	5	4	-2	0			
SUI	137	153	-16	133	2			1		150	2	2				-17	0	-2	0	1	0			
SWE	44	50	-6	4	43	3	22			9	37	6	19			-5	6	-3	3	0	0			
TUR	83	64	19	83	8			1		68	5					15	3	0	0	1	0			
USA	967	898	69	708	409	71	18	64	8	656	353	59	27	71	9	52	56	12	-9	-7	-1			
J Class	9		9		23											0	23	0	0	0	0			
Multis	19	19	0	23	11					20	9					3	2	0	0	0	0			
SY	74	58	16	62	78					43	57					19	21	0	0	0	0			
<b>Total</b>	<b>9224</b>	<b>8913</b>	<b>312</b>	<b>6885</b>	<b>2906</b>	<b>2102</b>	<b>509</b>	<b>1670</b>	<b>104</b>	<b>6831</b>	<b>2761</b>	<b>2073</b>	<b>487</b>	<b>1851</b>	<b>100</b>	<b>56</b>	<b>148</b>	<b>29</b>	<b>22</b>	<b>-181</b>	<b>4</b>			
			Change																			3.5%		
																							Change	0.6%



#### 4. CHANGES IN CONGRESS MEMBERSHIP

The following changes in Congress membership are received:

- Dan McGreer replacing Philip Haggerty for Canada
- Romain Lanos replacing Luc Gelluseau for France
- Ken Keefe replacing Beau Vrolyk for USA
- Edward Cesare replacing Tom Rinda for USA

#### 5. MEMBERSHIPS OF COMMITTEES

The following changes in membership of Committees were unanimously approved by the Congress:

Measurement Committee: Romain Lanos (FRA) and Chris Zonca (AUS) will be added to the committee, Joakim Majander (FIN) and Michiel Woort (NED) will step down from the committee.

Offshore Classes and Events Committee: Jose Frers (ARG) will be replaced by Christian Frers (ARG).

Promotion and Development Committee: Jose Frers (ARG) will be replaced by Christian Frers (ARG).

#### 6. AMENDMENTS TO THE ARTICLES OF ASSOCIATION AS PROPOSED BY THE MANAGEMENT COMMITTEE

Hans-Eckart van der Mosel presented proposed changes to the Articles of Association. Changes are mostly part of housekeeping and corrections found as needed from the previous version. Proposed changes as listed in Appendix A were unanimously approved by the Congress.

#### 7. FINANCIAL REPORT AND APPROVAL OF 2023 ORC FINANCIAL ACCOUNTS

The Honorary Treasurer reported that the financial reports for 2024 are looking good and within the budget planned. The budget for 2025 is close to the one presented for 2024. With steady income and good fleet statistics, no changes in levies for 2025 were proposed, keeping the levies as follow:

- ORC International        85 EUR
- ORC Club                50 EUR
- ORCmh Club            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 2023 ORC Financial Accounts and the 2025 ORC budget together with 2025 ORC levies were approved unanimously by the Congress.

#### 8. REPORTS AND RECOMMENDATIONS OF COMMITTEES

##### 8.1 INTERNATIONAL TECHNICAL COMMITTEE

Andrew Cloughton reported about research and development work during the year, proposed changes to the VPP and responses to submissions.

##### *Aerodynamic model*

During 2024 a study was made to propose refinements to the off wind aerodynamic coefficients. This was led by Robert Ranzenbach, supported by the ORC Technical staff. The ITC reviewed the current coefficients with respect to the observed speeds captured in the Performance Database (PDb) and revisited the relevant submission from this (EST 1 and SWE1) and previous years.



#### ORC ITC review:

- ASYM on CL: predicted AWA of 170 is too high based on the performance database.
- ASYM on CL and SYM: Predicted VMG is too low (performance database)
- The VPP may favour ASYM on CL over SYM in some conditions

#### 2024 Submissions

- EST 1- ORC VPP at 24 knots predicts AWA too tight for ASYM on CL, proposed AWA limit as a solution
- SWE 1- ORC VPP favours ASYM on CL over SYM

#### Investigation

To support the investigation a small test fleet was assembled using boats that were common in the racing fleets and also the observed data held in the Performance Database was used where possible. The boats used for the study are shown below:

#### Asymmetric tacked on CL

- XP 50 ASYM
- Generic TP52 ASYM (in the Performance Database)
- Swan 42 ASYM (in the Performance Database)
- GS 44 ASYM (limited data focused on downwind VMG in the ORC Performance Database)
- Italia 9.98 ASYM

#### Symmetric:

- X-41 SYM
- GS 44 SYM (limited data focused on downwind VMG in the ORC Performance database)
- Beneteau 36.7 SYM (in the Performance Database)

It was noted that for asymmetric on centerline, apparent wind angles are too high at some wind speeds, and VMGs are too low across the wind range. To address this issue several modifications to the aero coefficients were made to bring the boat speeds and apparent wind angles into closer alignment. The 2025 coefficients have a lower heeling force, particularly at higher AWA's and a higher drive force, whose slope is more uniform between 120 and 170 degrees of AWA. Results are closer to the database results in accordance with the objective.

Once satisfied with results from asymmetric tacked on the centerline, using the mini test fleet, the ITC explored small modifications to the aerodynamic coefficients for symmetric spinnakers. The primary objective was to slightly increase predicted downwind VMG of symmetric spinnakers (as observed in the ORC performance Database) but not greater than increases to asymmetric performance as explained above. Emphasis was on small relative increases to 2024 symmetric VMG mostly in the range of 8-12 knots TWS and secondary objective was to reduce symmetric AWA at higher TWS to be closer to ORC Performance Database results.

Adjustment of symmetric coefficients led to slightly increase of VMG, over almost the entire TWS range (not at 6 knots TWS) but not greater than increases in ASYM on CL performance resulting from asymmetric coefficients adjustments with emphasis on relatively small changes in the 8-12 knots TWS range making it in accordance with the objective. Resulting VPP calculations after applying adjustments of the symmetric aero coefficients are closer ORC Performance Database.

The discussion of the submissions prompted the committee to look at the predicted heel angles when running and reaching in strong winds, and whether introducing a heel limit would be beneficial. Test runs were made during the meeting. For optimum downwind VMG angles the introduction of a heel limit of 18 degrees made little difference, boats were rarely predicted to reach this angle. For TWA's



around 90 degrees the predicted heel angles were generally higher than the limit. The committee concluded that a single fixed limit would not improve the handicapping. But the matter was added to the 2025 research agenda to investigate a more sophisticated approach which would not involve introducing a yaw moment balance into the VPP.

#### *ORCsy*

The existing super yacht fleet exhibits a wide variety of keel types. To support a revised mathematical model of effective draught a series of parametric CFD studies were carried out. The basic model comprises the canoe body, a stubby keel above the retractable centre board. The results of the CFD tests were analysed to isolate the sensitivity of the effective draught to the chosen parameters. These data will be used to construct a revised model of effective draught for the 2025 VPP.

The CFD studies showed that there was still a fundamental relationship between the effective draft and the yachts physical maximum draft. But where there is a sharing of side force (lift) between the stub keel and a shorter chord centreboard the disturbance of the vertical lift distribution gives rise to an increase in drag, i.e. a reduction of effective span. The CFD also showed a sensitivity to length/volume ratio (LVR) and beam/draft ratio (BTR), such that a deeper canoe body relative to the maximum draft also reduced effective span.

The new model for effective span will not be based on a neural network but will be implemented by adjustments to existing model. The KCDA factor, first conceived in 1978 will also be removed. This legacy measurement designed to capture this effect which no longer has relevance to the fleet. The same parametric hull model will be used to update the calculation of the drag of the open centreboard case.

#### *ORCmh*

The ORC multihull VPP focus in 2024 has been to update the residuary resistance model. The 'Molland' data has been developed into a force model that can replace the existing formulation which is difficult to manage. Preliminary tests with the Molland data suggest that this force model is better behaved across the fleet when looking at the smaller MOCRA style boats compared to the maxi class. Before making a change to the residuary resistance formulation the technical team will study the performance database data and launch a CFD study. Once this analysis is complete an update to the residuary resistance formulation will be introduced.

Current analysis of the performance database suggests that the upwind performance of the boats is overestimated. At present the calculation of the aerodynamic drag of the hulls and cross structure follows the monohull and superyacht approach. For the multihulls the prediction of the projected area as heel and AWA change needs to be improved. Also, the drag coefficients associated with the various components need to be verified. Work continues to implement: the effect of horizontal rudder foils used for trim control, the influence of curved and cambered daggerboards, the effect of canting the rig, both aerodynamically and in terms of righting moment, tacking allowance when a headsail set flying is the optimum upwind VMG sail sails are used, pitch inertia.

#### *ORCj*

During 2024 the ORC in collaboration with the J Class Association (JCA) Technical Group devised a version of the ORCi VPP that was tailored to the J Class fleet. The JCA and ORC have agreed a protocol for the management and development of this rule. This ORCj rule was successfully used, in conjunction with PCS scoring at two regattas in Palma, and the world championships in Barcelona. During 2025 the ORC will explore improvements to the following aspects of the rule:



- Drag of the propeller aperture, using CFD simulations on a generic J Class hull
- The effects of pitch inertia.
- The effects of shroud envelope on the aerodynamic coefficients.

The sailors and owners in the fleet are pleased to have the ORC manage the handicapping at arm's length from the JCA.

#### *Submissions*

- Submission ESP1 is not supported as it is clear that electric winch handles are “Non-Manual power,” but IMS Rule F9.11 will be modified to further clarify use of non-manual power.
- Submission ESP 3 and EST 2 are not supported, but rule F9.12 shall be amended to clarify declaration for adjustment of the base of the mast while racing.
- Submissions ESP 3 and ESP 4 are deferred to the Measurement committee.
- Submission EST 1 is not supported but it is addressed through the changes of the aerodynamic model as described above.
- Submission FIN 2 is supported, by adding a Liferaft in the measurement inventory with its weight and position recorded and calculating sailing displacement with this weight added.
- Submissions NOR 1 is supported. This will be added the 2025 research agenda. In the meantime, 2025 DXT data will include separate fields for checkstays and runners that will be used for testing during 2025.
- Submission SLO 1 is supported. Furling headsail rating allowance will be reviewed by removing the limit of HLP > 110% of J and the credit will be linked to the area of the sail set using the value of the REEF parameter
- Submissions SWE 1 is addresses through the aerodynamic model updates as described above.
- Submission SWE 2 is not supported as there is no error in principle of VPP calculations when adding asymmetric sail to the inventory with all symmetric sails compared to adding such a sail to the inventory already including asymmetric sails. This is a consequence of the VPP taking only the area of the largest downwind sails
- Submission TUR 1 is supported. The ITC will introduce a new residuary resistance model for this type of boat in 2026.
- Submission TUR 2 is not supported. The current formulation does contain crew position optimization. This issue remains as work in progress with the new RR based on neural networking that is continuously monitored and under development.
- Submission USA 3 is not supported. The VPP responds appropriately to changes in keel area and planform, i.e. increasing the wetted surface area reduces the predicted speed. In situations where an increase in keel area appears to improve performance, this must be ascribed to a change in behavior that is not captured by the VPP, for example a change in lift share between keel and rudder, or a more tolerant behavior in dynamic situations.
- Submission USA 4 is supported. Rating assessment for use of non-manual power will be reviewed and modified to include length of the boat as one or parameters.





- Submissions USA 7 proposes the introduction of a 4 knots wind in the VPP calculations is supported. This prompted a wider discussion about the definition of the s/m speed curves at each TWA. This curve needs to be unambiguously defined throughout the sailing wind speed range so that PCS and WRS calculations are consistently applied. There was discussion about the interpolation of s/NM between 6 (or 4) knots and zero speed and extrapolation to wind speeds above 24 knots. The ORC programmers will report on the current process prior to making changes. The goal of these changes is to:
  - Ensure that the spline fitting down to zero knots TWS is robust.
  - Ensure that the extrapolation of PCS above 24 knots TWS is consistent across the fleet.
  - Unify the approach used for PCS and WRS
  - Confirm that the PredictWind API does not introduce any deviation from our agreed process.

No changes will be made to the current scoring method until these changes have been programmed and tested to the committee's satisfaction.

#### *Research agenda for 2025*

The Research Agenda for 2025 is defined as follows:

- Aero
  - Headsail depowering strategy
  - Spinnaker depowering, single spinnaker coefficients
  - HSF sheeting and rig envelope
  - Reaching heel angle
- Hydro
  - Further hydrodynamic CFD testing for multihulls and long keel yachts.
- Multihulls
  - Revise the residuary resistance model.
  - Develop improved windage calculations
  - Daggerboards, slot drag and induced drag calculations.
  - Cruiser Racer allowance and inertia effects.
  - SF and rig envelope.
  - Heel Fly angle
- Performance database
  - Process 4 new boats
  - Data Viewer and Polar comparator

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.



## 8.2 MEASUREMENT COMMITTEE

Zoran Grubiša reported.

This committee discussed 8 submissions.

Submission ESP 4 and ESP 5 were discussed together being related to the same issue addressing the measurement of the sail when there is a batten placed above the 7/8 leech point. This has been defined in the rules for the mainsail to avoid possible loophole of getting non measured sail area in case of a big roach at the top of the sail. It was agreed that this rule should remain by not supporting submission ESP 4, but also extending this principle to the headsail accepting submissions ESP 5

Submissions FIN 2 was not supported after consulting the ITC on the same submission. While the ITC accepted that it is possible to add weight and position of the liferaft in the measurement inventory and use it for the sailing displacement calculations, the Measurement Committee opinion is that liferaft shall not be different from any other safety equipment that is not included in the measurement trim which also can be of significant weight (like anchor & chain). However, it was noted that boats are measured empty in the light ship condition but sailing trim in the VPP calculations include certain amount for the gear and equipment on board. This measurement method provides easier checks and controls and eliminates need of different certificates including or not a liferaft depending on the category of the race for which boat is entered or maybe requiring a liferaft to be on the boat when it is not required by the category of the race.

Discussion on Submission NED 1 resulted in a proposal for the development of a new tool within the ORC Manager software to have trim calculated for ORC Club with displacement and the freeboard at the lowest point of the last section in the offset file. However, it must be noted that that this tool shall be used carefully by the rating officer as its accuracy depends on the accuracy of the offset file.

Being related to the same issue, submissions NED 2, NED 3 and USA 3 were discussed together. The need for review and rewording of the IMS Appendix 1 is clearly seen from all these submissions. The working party shall be established chaired by the ORC Chief measurement for this. The task is to review all the rules, find better wording and remove ambiguities without any changes in the substance of the rules, but enforcing the principles of the Cruiser/Racer definition.

The minutes of the Measurement Committee meeting provide more details on discussion and decisions of the Committee.

Recommendations from the Measurement Committee were unanimously approved by Congress.

## 8.3 RATING OFFICERS COMMITTEE

Zoran Grubiša reported.

The Committee discussed 4 submissions, but the most important ones were EST 2 and ESP 3 dealing with mast jack on board and possibility to adjust the base of the mast while racing. A rating assessment for adjusting the mast foot while racing was introduced after last year's submission. It is based on an owner's declaration that the mast foot will be adjusted while racing. While it may be accepted that the word "possibility" used with an "owner's declaration" in the IMS Rule can be ambiguous, this part may be resolved by the rewording of that rule and making it clearer. However, the main problem identified is how to control if the mast foot has been adjusted while racing when owner has declared it as "No". Furthermore, the rule is limited to "while racing" while it is assumed that adjusting the mast foot between two races should be allowed without any rating assessment.



Two options for possible rule changes were discussed. The first one was keeping the owner's declaration for adjustment of the mast foot while racing and the second one was introducing a rating assessment for any possibility of adjusting the mast foot while racing but also in between races. The committee was evenly divided between these two options and without having a clear majority for a clear rule change, the submissions were not supported and it was agreed not to change the philosophy of the current rule.

However, it was agreed that the principle of the rule should be slightly re-worded starting from the fact that the possibility to adjust the base of the mast while racing shall be taken as "YES" and there should be a responsibility for the owner to prove that this cannot be used while racing if he/she wants to have it declared as "NO".

This recommendation of the Rating Officers Committee was approved by the Congress with majority of votes.

The minutes of the Rating Officers Committee meeting provide more details on discussion and decisions of the Committee.

#### **8.4 SPECIAL REGULATIONS COMMITTEE**

WS Special Regulations Sub-Committee meeting was scheduled the day after the ORC Congress meeting.

Please refer to WS Special Regulations Sub-Committee Minutes.

#### **8.5 OFFSHORE CLASSES & EVENTS COMMITTEE**

Bruno Finzi reported.

Submission FIN 1 is supported in principle, particularly in the first part modifying Green Book 3.2(f) by adding requirement to have sustainability plan presented with the bid to host ORC championship.

Submissions MANCOM 1 was already supported at the intermediate online meeting as it was needed to define Notice of Race for 2025 DH championships events. This was now unanimously confirmed by the committee. Champion titles and medals at the DH championships will be given to the top three boats in each class, while Corinthian divisions will be replaced by Men, Women and Mixed division in each class for which prizes will be given by the organizers.

Being related to the same issue, submissions MANCOM 2 and SWE 3 were discussed together. Submissions MANCOM 2 was already supported at the intermediate online meeting and Notices of Race for the 2025 DH championship events were published following this decision. Since submissions SWE 3 is asking a different position on DH class splits, it was agreed that 2025 DH championships events will be held as announced and immediately after the DH World Championship event next September an intermediate online meeting for this Committee will be scheduled to evaluate class splits used on both DH European and World championship. Classes for 2025 DH Championships are defined as follows:

Class A – APH from 420.0 – 519.9 s/NM

Class B – APH from 520.0 – 559.9 s/NM

Class C – APH from 560.0 – 630.0 s/NM

Submission MANCOM 3 was already supported at the intermediate online meeting as it was needed to define Notices of Race for the ORC Sportboat championship 2025. This was unanimously confirmed.

Submission SWE 6 is not supported, but its intention is noted by the committee. It was agreed that if the requirement for the minimum number of boats plus countries in the class is not met, classes may be grouped together. However, the titles and prizes for the classes grouped together may still be split between these classes.



The committee acknowledges the fact that for the North American championship it may be hard to expect large number of countries, and the same problem may be for Australian and Oceanic championships in the future. Submission USA 5 is therefore supported by relaxing the requirement for the minimum number of boats plus countries in each class. The final number will be defined with the organizer of the first ever ORC North American championship that will be held in 2025. Additionally, CDL limits for that event will be reviewed based on the analysis of the fleet that may be expected to enter that championship. The format that will be defined for the 2025 North American event will then be used for the future North American championships.

2025 Championships and report on the status of their preparations were received from:

- ORC International Worlds in Tallinn (EST), 8 - 16 August 2025
- ORC International Europeans in Palma de Mallorca (ESP), 26 July – 2 August 2025
- ORC DH Worlds in Monfalcone (ITA), 7 – 13 September 2025
- ORC DH Europeans in Helsinki (FIN), 5 – 12 July 2025
- ORC Sportboat European Championship in Torbole (ITA), 12 – 18 May 2025

Two ORC championships events for 2026 have already been assigned and report on the status of their preparations were received from:

- ORC International Worlds in Sorrento (ITA), 1 – 7 May 2026
- ORC International Europeans in Klaipeda (LTU) , 7 – 15 August 2026

Bids to host other 2026 events were presented as follows:

- ORC DH Worlds, Scheveningen (NED), 18 – 25 May 2026

It was noted that a bid for hosting ORC DH Worlds was also received from CN Altea, Spain. However, there were no representatives to present the bid. Since it is already agreed that DH World championship venues shall alternate yearly between the Northern Europe and the Mediterranean, CN Altea will be invited to change the bid to host DH Europeans. The committee will then propose to the Congress to confirm the venues for the 2026 DH championships for:

- ORC DH Worlds, Scheveningen (NED), 18 – 25 May 2026
- ORC DH Europeans, Altea (ESP), subject to confirmation of bid change with dates to be defined

A bid to host ORC Sportboat European Championship was presented by Cartagena, Spain with two possible dates proposed in July and October 2026. The bid is supported and it will be proposed to the Congress to confirm it with final details about dates to be confirmed at the online meeting with the organizer immediately after the AGM.

A new initiative to start ORC Northern American championship was presented by Matt Gallagher from Chicago YC proposing to have this event organized yearly by the major USA Yacht Clubs. The first one is proposed to be held in Chicago from 20 – 24 August 2025 followed by San Francisco, Block Island, Newport and San Diego in following years. This bid was unanimously supported and it will be proposed to the Congress to confirm creation of this new continental championship.

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.



## 8.6 RACE MANAGEMENT COMMITTEE

Akis Tsalikis reported.

This committee discussed 5 submissions.

Submission FIN 1 is supported in agreement with decisions of the Management Committee and the Offshore Classes and Events Committee.

Submission SWE 4 and SWE 5 were withdrawn, but it was noted that any changes after the results have been published shall be avoided.

Submission USA 6 was withdrawn as it was prepared prior to the ORC Worlds in Newport. In the meantime, further development of the WRS were made addressing the items requested by the submission.

Submission USA 7 is already addressed by the ITC and the VPP will be updated for 2024 to include TWS of 4 knots. The intent is not to affect race management nor APH numbers, but rather to change VPP only and give the numbers that may be used in the WRS and PCS calculation.

Andy Cloughton reported on use of WRS in 2024 events. A total of 48 offshore races were scored by the WRS with 23 of these as official scoring (including ORC championships) and 25 shadow scored. An analysis of results of all events was showing that WRS was in all cases showing better accuracy between the predicted and real elapsed time using WRS than APH or any other scoring option. Web application allowing use of WRS for race organizers was presented still in late development phase. Once completed it will be great tool for race managers and will show full potential of the WRS.

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.

## 8.7 PROMOTION AND DEVELOPMENT COMMITTEE

Thomas Nilsson reported.

There were no submissions allocated to the committee this year.

The committee received a report for 2024 activities showing

- Increase of 33% in website traffic since the June 2023 launch with Europe remaining the largest audience, followed by the USA and Asia
- Over 300 articles have been published, with strong engagement metrics.
- Strong performance growth on Facebook (4.000 new follower) and Instagram (13% growth)
- Progress on Weather Routing Scoring developments were reported by Andy Cloughton. Collaboration with PredictWind as a key partner in the WRS project will improve accuracy and integration of weather data for ORC races and training programs.
- Partnerships with Leica and Nautor were presented, noting that Leica's scanning process will be documented in a forthcoming tutorial video to be launched on the ORC platform.
- Sponsorship with Venwind was confirmed, supporting uniforms for all ORC partnerships.

Marketing plans for 2025 include:

- Development of an updated ORC Race Management Guide with a corresponding webinar and video tutorials.
- Refresh the ORC Sailor Services Portal with a modernized interface to enhance user experience for 2025.



- Promotion of ORC in Denmark with target of getting local DH systems replaced with ORC.
- Development of strategies in promotion of the ORC Sportboat Class

The minutes of the Promotion and Development Committee meeting provide more details on discussion and decisions of the Committee.

## **8.8 MANAGEMENT COMMITTEE**

Bruno Finzi reported.

Besides other items that are already reported in the Chairman's report, the Management Committee discussed 4 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.

## **9. ELECTION OF CHAIRMAN, DEPUTY CHAIRMEN AND MANAGEMENT COMMITTEE MEMBERS**

Following requirements of the ORC Memorandum of Association, the Nominating Committee, chaired by Peter Tjalma made the following recommendation:

- Bruno Finzi (ITA), Chairman
- Hans-Eckart van der Mosel (GER), Deputy Chairman
- Matthew Gallagher (USA), Deputy chairman
- Patrick Lindqvist (FIN), Management Committee member
- Lazaros Tsalikis (GRE) Management Committee member
- Thomas Nilsson (NOR) Management Committee member

Chairman, Deputy Chairmen and Management Committee members were elected unanimously as proposed by the Nominating Committee and they will serve ORC until 2028 when new elections will happen. A special recognition is given to Jose Frers who is retiring from the Management Committee for his contribution with more than 20 years of work for the ORC.

## **10. APPOINTMENT OF HONORARY TREASURER AND SECRETARY**

Patrick Lindqvist was unanimously appointed Honorary Treasurer and Pascale Queriot was unanimously appointed Secretary. A special recognition is given to Vivian Rodriguez for her contribution with more than 20 years of work for the ORC.

## **11. CALENDAR FOR 2025 - ORC MEETINGS AND EVENTS**

### ORC Championship Events

ORC World Championship	Tallin	Estonia	8 – 16 August
ORC European Championship	Palma de Mallorca	Spain	26 July – 2 August
ORC North American Championship	Chicago	USA	20 – 24 August
ORC DH World Championship	Monfalcone	Italy	7 – 13 September
ORC DH European Championship	Helsinki	Finland	5 – 12 July
ORC Sportboat Europeans	Torbole	Italy	12 – 18 May

### Meetings

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



## APPENDIX 1 – CHANGES TO THE ARTICLES OF ASSOCIATION

### General (Words and meanings)

- Add to the list of committees: “Nominating Committee” and “Rating officers Committee”

### Article 15

- In Article 15 (1) delete “members of the Management Committee” and replace with “Chairman, two Deputy Chairmen and the Honorary Treasurer.”

*New Article 15 (1) will be “The Directors and Officers of the Company shall be the Chairman, two Deputy Chairmen and the Honorary Treasurer.”*

- Delete 15 (2): “The Company shall at all times have an Honorary Treasurer to be appointed by the Congress.”
- Article 15 (3) becomes Article 15 (2)
- Article 15 (4) becomes Article 15 (3)
- Article 15 (5) becomes Article 15 (4) and add “an Honorary Treasurer”

*New Article 15(4) will be: 15 (4) The Company shall at all times have a Chairman, two Deputy Chairmen and an Honorary Treasurer who shall be Members and who shall be appointed by the Members. They shall hold office for four years in the first instance and thereafter shall be eligible for re-election every 4 years.*

*Add new Article 15 (5) with the following: “In the event the office of Chairman becomes vacant, the senior Deputy Chairman shall serve as Acting Chairman until the next General meeting, at which a new Chairman shall be elected by the Congress to serve the remainder of the term of the Chairman. In the event the office of Deputy Chairman or Honorary Treasurer becomes vacant, the Management Committee shall appoint a qualified individual to serve in that office until the next Annual General Meeting, at which a new officer shall be elected by the Congress to serve the remainder of the term of that officer.”*

### Article 22

*New Article 22(3) will be: “Elections of Chairman, Deputy Chairmen and Honorary Treasurer in appropriate years referred to Article 15 (4).”*

- Delete Article 22 (4) “Appointment of the Honorary Treasurer”
- Article 22 (5) becomes Article 22 (4)
- Article 22 (6) becomes Article 22 (5)

### Article 36

- In Article 36 (1) delete “and two persons proposed by the Chairman and elected by the Congress on a four-year term, but who are not directors.”
- In Article 36 (8) add “and Honorary Treasurer and up to two more individuals”

*The second sentence in Article 36 (8) will then read: “The Nominating Committee shall deliver a list of candidates for Chairman, two Deputy Chairman, an Honorary Treasurer and up to two more individuals to the Congress at least 30 days prior to the General Meeting at which they are due to be elected for the ensuing period.”*

- In Article 36 (3) change the number of members from 15 to 20 in the first sentence.

*New first sentence in Article 36 (3) will be: “The Measurement Committee shall be of not more than twenty members.”*