



MEASUREMENT COMMITTEE

Meeting

held from 09:00 – 13:00

on Sunday, 3rd November 2024 in Singapore

MINUTES

- Present on site:** Zoran Grubiša (CRO) - Chairman, Nicola Sironi (ITA), vice-chairman, Gennaro Aveta (ITA), Per Boeymo (NOR), Pablo Ferrer (ESP), Yannis Kalatzis (GRE), Alberto Pindozi (ITA), Johan Tuvstedt (SWE), Matteo Zuppini (ITA)
- Present online:** Robert Jacobsen (GER), Chris Tutmark (USA)
- Excused:** Dimitris Dimou (GRE), Joakim Majander (FIN), Tacha Montaner (ESP), Michael Quist (DEN), Michiel Woort (NED).
- Observers on site:** Dobbs Davis (USA), Willem Ellemeet (NED), Fabrizio Pirina (ITA), Raymond Roesnik (NED), Masakazu Takagaki (JPN), Peter Tjalma (NED), Chris Zonca (AUS)
- Observers online:** Luiz Dancini (ESP), Baris Ersemiz (TUR), Simon Forbes (GRB), Philippos Georgakis (CYP), Spencer Kunath (USA), Martin Orav, Panayotis Papapostolou (GRE), Ab Pasma (NED), Stig Gard Paulsen (NOR), Ari Peltomaki (FIN), Lopo Pizzaro (POR), Heikki Raisanen (FIN), Vygantas Stankus (LTU), Karl-Hannes Tagu (EST), Christos Theodosis (GRE), Chris Tutmark (USA), Noora Westerlund (FIN)

1. Approval of Minutes of 2023 meeting

Minutes of 2023 meeting were unanimously approved.

2. Submissions

a) ESP 2 – Flotation trim

The submission is supported. IMS rules will be reviewed where term “measurement trim” is used in some cases may be defined as “measurement condition” and in other case may be referred to “measurement trim”. This is just a wording issue without any effect on changing the substance of the rules.

b) ESP 4 - MHB measurement

ESP 5 - HHB measurement

Being related to the same issue, these two submissions were discussed together. The rule of the measurement of the mainsail batten situated above the 7/8 leech point is needed to avoid getting additional sail area not taken into sail area calculations in case of big roach at the top of the sail. Therefore, submission ESP 4 is not supported, but submission ESP 5 is supported by extending the same principle for measurements to headsails having the batten above the 7/8 leech point.

c) FIN 2 - Liferaft

The submission is not supported as general opinion is that safety equipment shall not be part of the measurement process since boats are measured independently of the OSR category of the race they are entering. Adding a Liferaft with its weight and position as a measurement raised a question if any other safety equipment should be added on the same principle.



However, it may be 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.

d) NED 1 – Stern height as a definition for ORC Club purposes

Similar submission was discussed few years ago, and the fact remains that big majority of the offset files have no freeboard point defined at the aftermost points of the hull. However, a new tool in the ORC manager will be developed to have boat weight and freeboard at the lowest point of the last section in the offset file as input values from which the trim resulting in displacement matching the boat weight will be calculated. It must be noted that this tool shall be used carefully by the rating officer as its accuracy depend on the accuracy of the offset file. There are many offset files, particularly those used for ORC Club that have no accurate definition of the section at $X = LOA$, what may lead to unrealistic trim calculations. Furthermore, freeboard at the aftermost point of the hull (Y measurement) shall not be measured unless there is an offset file having freeboard point defined there (currently, there are very small number of such offset files)

e) NED 2 - Wash basin for Cruiser/Racers

NED 3 - Galley area definition for Cruiser/Racers

USA 2 – Cruiser/Race compliance standards

Being related to the same issue, these three submissions were discussed together. The need for review and rewording of the IMS Appendix 1 is clearly seen from all there 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 Cruiser/Racer definition.

A new tab for the Cruiser/Racer check list will be added to the ORC Manager with fields for all items required to be checked according to the IMS Appendix 1. An option to upload picture showing boat's interior or other pictures showing conditions during the measurement will be added.

3. Any other business

A note from Germany is received regarding the IMS Rule F1.4(f) as introduced last year based on submission regarding so-called "park avenue" booms. Slightly different wording was proposed for that rule. This will be reviewed, and possible updates will be included in the final text of the 2025 rule.