CONGRESS

Annual General Meeting
held on 4th November 2025 in Dan Laoghaire

MINUTES

Congress Members present on site

Bruno Finzi (Chairman)	Italy
Matthew Gallagher (Deputy Chair)	USA
Ecky von der Mosel (Deputy Chair)	Germany
Madis Ausman	Estonia
Gennaro Aveta	Italy
David Bartol	Slovenia
Stephen Benjamin	USA
Thomas Blixt	Sweden
Per Boeymo	Norway
Willem Ellemeet	Netherlands
Bruno Frank	Switzerland
Philippos Georgakis	Cyprus
Zoran Grubiša	Croatia
Yannis Kalatzis	Greece
Kristine Kanska	Latvia
Romain Lanos	France
Patrick Lindqvist	Finland
Thomas Nilsson	Norway
Sven Nuutman	Estonia
Stig Gard Paulsen	Norway
Maurizio Pavesi	Italy
Daniel Pillons	France
Eckart Reinke	Germany
Raymond Roesink	Netherlands
Luke Scott	South Africa
Vygantas Stankus	Lithuania
Easy Swissa	Israel
Laszlo Szeremley	Hungary
Pat Tanner	Ireland
Noora Westerlund	Finland
Chris Zonca	Australia

Congress Members online observers

Vasilii Alexeev	Russia
June Lee	Korea
Takagaki Masakazu	Japan
Dan McGeer	Canada
Michael Quist	Denmark

Apologies for absence

H.M. King Harald V of Norway	
Hon. President	Norway
Rafael Bonilla	Spain
Ed Cesare	USA
Joachin Gonzales Devesa	Spain
Jose Martinez David	Spain
Konstantinos Kalogeropoulos	Greece
Ken Keefe	USA
Valentin Oeru	Romania
Roberto Peschiera	Peru
Sukru Sanus	Turkey
Gert Schmidleitner	Austria
Mario Serra Quina	Portugal
Bayard Umbezeiro Neto	Brazil
Godwin Zammit	Malta

Committee members attending

Andrus Aarna	Estonia
Stratis Andreadis	Greece
Dobbs Davis	USA
Pablo Ferrer	Spain
Robert Jacobsen	Germany
Agnes Lill	Estonia
Alberto Pindozzi	Italy
Fabrizio Pirina	Italy
Piret Salmistu	Estonia
Nicola Sironi	Italy
Johan Tuvstedt	Sweden
Matteo Zuppini	Italy

ORC Secretary

Pascale Queriot	France

1. MINUTES OF THE 2024 ANNUAL GENERAL MEETING

Minutes of the 2024 Annual General Meeting were unanimously approved by the Congress.

2. CHAIRMAN'S REPORT

The Chairman Bruno Finzi reports that 2025 was very successful in 45 Countries within 6 Continents, with a record number of certificates and activities worldwide. The total number of ORC Certificates issued in 2025 until 30 October is **14265** for **9648** boats, a 5% increase compared to 2024.This includes:

- **3176** ORC International certificates
- **7257** ORC Club certificates
- **544** ORCi DH certificates
- **1648** ORC Club DH certificates
- **75** ORC International Non-Spinnaker certificates
- **1566** ORC Club Non-spinnaker certificates
- **70** Multihull and **168** Superyacht certificates

Compared to the same period of the previous year, the total number of boats issued certificates has increased by 5.0% and certificates increased by 0.8%

Increases in ORC certificates in 2025 from 2024 are observed in: AUS, AUT, BRA, CAN, CRO, DEN, ECU, ESP, FRA, GBR, GER, GRE, HKG, HUN, IRL, ITA KOR, LAT, TUR and USA. Significant increases have been in ESP, IRL, TUR and USA.

ORC this year has continued administering, developing and refining the **ORC Superyacht Rule** (ORCsy), with an increase in both boats and certificates from 2024. A total of 168 ORCsy certificates have been issued in 2025.

After six years of development, established measurement protocols, and a functional VPP, the **ORC Multihull Rule (ORCmh)** this year issued **70 certificates** used by several events to score multihull fleets both in Europe and the USA.

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 World and Continental 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 **2025 Garmin ORC World Championship** was held for the second time in Tallinn, EST, and featured racing among 64 teams from 9 nations in a wide variety of sailing conditions. Organized by the Kalev Yacht Club, both new and old designs with top-level professional and amateur teams were on the podium in three classes.
- The **2025 ORC Double Handed World Championship** was held in Monfalcone, ITA, was organized by the YC Monfalcone, attracting 54 entries from 9 nations competing in three classes.,
- The **2025 ORC European Championship** was this year was held as an event in the **43rd Copa del Rey MAPFRE** organized by the Real Club Nautico de Palma in Palma, Mallorca. This event featured a highly impressive turnout of 117 entries from 21 nations racing and attracted some of the world's top sailing talent for a highly competitive series in all four classes.
- The **first-ever ORC North American Championship** was held as part of the Storm Trysail Club's 30th biennial **Block Island Race Week** in Rhode Island, USA. The event featured 25 entries from the USA competing in three classes.

- The **2025 Garmin ORC Double Handed European Championship** was organized by Helsingfors Segelklubb in Helsinki, FIN with 35 entries from 7 countries.

Weather Routing Scoring was continually developed and improved this year with **PredictWind** and used officially for all offshore races at ORC World and European Championship events, as well as at numerous major offshore races such as the AEGEAN 600 and the 116th edition of the Chicago-Mackinac Race. At the request of organizers from dozens of other ORC-scored races around the world, this was also used for shadow-scoring to test the method's effectiveness at predicting fair results.

Among several dozen races and regattas held in six continents around the world, there have been **five Rolex-supported** events in 2025 that also used ORC scoring. These included **Rolex Tre Golfi Sailing Week**, which this year was designated as the **2025 ORC Mediterranean Championship** in Sorrento, ITA, **Rolex Circuito Atlantico Sur** in Buenos Aires & Punta del Este, ARG-URU, the **AEGEAN 600** in GRE, the **Rolex Middle Sea Race** in Malta**,** and the **Rolex Big Boat Series** in San Francisco, USA.

There were **48 Submissions** sent by 10 National Authorities and the Management Committee to be discussed at the ORC Annual Meeting. These requests are for rule, procedure and policy changes in nearly all aspects of ORC system use, from technical aspects of the ORC Velocity Prediction Program (VPP) to measurement protocols and ratings to event formats and scoring.

The highest number of Submissions (29) are to be 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 both permanent members and Research Associates who are helping in analysing VPP and rating outputs by giving their input from both the scientific and industry points of view. ITC met four times in 2025: two hybrid meetings (face to face plus virtual) in April and October and two shorter virtual meetings during the summer.

Feedback from the fleet on use of the 2025 VPP has been positive as measured by close race results at both major ORC races and regattas and ORC championship events. Nonetheless, there has been ongoing research for improvements in the VPP in some specific areas of interest. These include:

- New Aero model
- Long Keel hull residuary resistance and effective draft.
- Multihulls, foiling and longitudinal stability

Additionally the ITC will support the wider ORC team to:

- Improve Weather Routed Scoring accessibility for RO's
- Develop Real Time Race Tracking and Scoring

Therefore, 2025 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.

Detailed ORC Annual Report is available on this link.

3. FLEET STATISTICS

Fleet statistics were presented up to 31 October 2025 with comparison to 31 October 2024 as follows:

	Boat Count			31/10/2025						31/10/2024						Comparison					
Country	31/10/2025	31/10/2024	Comparison	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi
ARG	121	148	-27	59	70	14				107	78	27				-48	-8	-13			
AUS	423	407	16	322	150	45	28	107	16	338	136	50	31	113	23	-16	14	-5	-3	-6	-7
AUT	60	52	8	52	16	7	6	5		41	11	6	1	4		11	5	1	5	1	
BRA	65	66	-1	79	26					67	26	1				12		-1			
BUL	60	74	-14	59	11			3		78	12	15	1	1		-19	-1	-15	-1	2	
CAN	85	78	7	83	6					74	6	1	1			9		-1	-1		
CHN	8	0	8	9												9					
CRO	183	162	21	159	20	8	9	37		141	26	2	3	25		18	-6	6	6	12	
CYP	23	27	-4	18	1			4		25	3			3		-7	-2			1	
DEN	24	15	9	9	19	1				6	9	2	2			3	10	-1	-2		
ECU	24	17	7	6	46					3	23					3	23				
ESP	1366	1198	168	861	837	115	249	78	2	705	742	115	209	87	7	156	95		40	-9	-5
EST	127	128	-1	89	79	11	7	13	5	102	55	11	3	8	3	-13	24		4	5	2
FIN	288	321	-33	262	53	7	23	2	2	323	48	206	26	122	9	-61	5	-199	-3	-120	-7
FRA	378	341	37	362	18	3	2			365	10	12				-3	8	-9	2		
GBR	50	47	3	42	8	1		2		41	6			1		1	2	1		1	
GER	485	465	20	368	149	132	35	15	2	340	125	131	24	17		28	24	1	11	-2	2
GRE	736	731	5	538	155	52	26	157		526	163	52	29	147		12	-8		-3	10	
HKG	18	13	5	20						15						5					
HUN	40	32	8	44	1	1	1			40	1					4		1	1		
IRL	80	0	80	84	16	1		18	2							84	16	1		18	2
ISR	45	44	1	43		2		4		42	2	3		1		1	-2	-1		3	
ITA	1481	1423	58	690	541	16	27	25		692	533	8	2	29		-2	8	8	25	-4	
JPN	38	46	-8	38	3	36	3			49	3	47	3			-11		-11			
KOR	68	64	4	74		1		1		69	1	1				5	-1			1	
LAT	36	29	7	21	16	9	4	6		33	9	14	2	6	1	-12	7	-5	2		-1
LTU	41	49	-8	31	10					38	11					-7	-1				
MLT	20	24	-4	16	7	4	3		1	19	9	1	1			-3	-2	3	2		1
MNE	2	2		3		1				3		1									
MU_	39	19	20	47	23					23	11					24	12				
NED	418	598	-180	389	66	19	2	4		444	52	275	22	27		-55	14	-256	-20	-23	
NOR	785	805	-20	790	5	816	3	789	3	759	56	793	64	777	27	31	-51	23	-61	12	-24
PER	17	19	-2	4	28					6	31					-2	-3				
POL	66	68	-2	23	52	16	33	9	17	24	53	18	34	11	22	-1	-1	-2	-1	-2	-5
POR	74	80	-6	59	35	16	6	14	3	59	34	11	6	14			1	5			3
ROU	43	55	-12	25	33					33	38			6	4	-8	-5			-6	-4
RSA	185	195	-10	224		209		207		231	2	216		201		-7	-2	-7		6	
SLO	31	37	-6	16	15	4	7	1		25	11	9	4	1		-9	4	-5	3		
SUI	141	137	4	135	3		1	1		133	2			1		2	1		1		
SWE	42	44	-2	3	38	4	29	1		4	43	3	22			-1	-5	1	7	1	
SY_	83	73	10	65	103					62	77					3	26				
TUR	320	83	237	312	95			5		83	8			1		229	87			4	
USA	1029	967	62	724	422	97	40	58	22	708	409	71	18	64	8	16	13	26	22	-6	14
Total	9648	9183	456	7257	3176	1648	544	1566	75	6876	2898	2102	508	1667	104	381	278	-454	36	-101	-29

4. CHANGES IN CONGRESS MEMBERSHIP

The Congress notified changes in the congress membership for congress members whose mandate was renewed and those who started new mandate with this AGM as follows:

Brazil	Bayard F. Umbuzeiro Neto
Canada	Dan McGreer
Cyprus	Philippos Georgakis
Estonia	Madis Ausman
France	Romain Lanos
Greece	Konstantinos Kalogeropoulos

Ireland	Pat Tanner
Japan	Masakazu Takagaki
Netherlands	Raymond Roesnik
Norway	Stig Gard Paulsen
Russia	Vasily Alexeev
Spain	Joachin Gonzales Devesa
	Jose Martinez David
Turkey	Sukru Sanus
USA	Edward Cesare
	Ken Keefe

5. MEMBERSHIPS OF COMMITTEES

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

Management Committee: The current structure will remain in place for the coming year with a Chairman , 2 Deputy Chairmen, an Honorary Treasurer and Thomas Nilsson. Should a need for another member arise before the next AGM, it will be addressed through activation of the Nominating Committee.

Offshore Classes and Events Committee: Manuel Fraga is stepping down (nomination pending). Edoardo Recchi is stepping down; Fabrizio Pirina will join the committee. Andrew McIrvine is stepping down (nomination pending from IMA).

Race Management Committee: Noora Westerlund will assume the position of Chair of the Committee. Agnes Lill is stepping down as vice chair but will remain as committee member.
Matt Gallagher will serve as Vice Chair. Nicola Sironi is stepping down. Simon Forbes, Alberto Pindozzi and Ed Cesare will be joining the Committee.

International Technical Committee: Antoine Cardin (FRA) is stepping down. Robin Zinkmann (GER) will join the Committee. Tobias Merkel is added to the ITC Research Associates.

Roll of Honour: ORC will add Akis Tsalikis to the Roll of Honour.

6. FINANCIAL REPORT AND APPROVAL OF 2023 ORC FINANCIAL ACCOUNTS

The Honorary Treasurer reported that the financial reports for 2025 are looking good and within the budget planned. The budget for 2026 is close to the one presented for 2025. With steady income and good fleet statistics, no changes in levies for 2026 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 2024 ORC Financial Accounts and the 2026 ORC budget together with 2026 ORC levies were approved unanimously by the Congress.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES

7.1 INTERNATIONAL TECHNICAL COMMITTEE

Alessandro Nazareth reported as ITC vice-chairman as Andrew Claughton was not able to attend the meeting.

Submissions

- Submissions ARG 1, DEN 1, DEN 2, DEN 3, DEN 4 ESP 2, GER 1, GER 2, SWE 1, SWE 3 were discussed together being related to similar issues. Reviewing the way how different rig and sails adjustments together with use of the non-manual power are currently treated by the VPP, it was decided that all these features can be removed from the VPP itself and added to the rating assessment on the top of VPP calculations. New scheme will define a list of items that can be adjusted with appropriate rating effect when used with or without non-manual power. The proposal is to fix the maximum rating adjustment to 1.5% and then define how much of that is applied for each control, either manually or non-manually powered. For some of the listed controls an adjustment is currently made in the VPP. These adjustments are not doing a good job and the committee recommends that they be folded into this new subjective scheme. Final values of total rating assessment and each item contribution will be reviewed before the release of the final 2026 ORC Manager and VPP.
- Submissions FIN 5 and USA 6 are deferred to 2026 when the part of ITC research agenda will be studying the effect of outriggers.
- Responding the submission ESP 4, the ITC firmly confirmed that PCS scoring should be calculated with the same scoring winds for all boats. Use of different scoring winds for each boat is making it impossible to create a scratch sheet and give relative difference in time allowances between the boats. Furthermore, corrected times may be affected by the slope of the performance curve and some boats can get unwanted advantage or disadvantage because of that. PCS should be used where all boats are sailing in same conditions where course construction and wind can be used as input for the corrected times calculation. Even though first place will not change if the highest scoring wind is used for all boats in the fleet, or individual scoring winds are used, other places may be affected and final series scores may be changed.
- Submission FIN 6 was not supported confirming the principle that measurement condition shall be without any safety equipment including the liferaft.
- Submissions GRE 1 is acknowledged and the ITC agreed to make no changes for 2026, but roller furling effects will be considered as part of the proposed aerodynamic force model upgrade.
- Submission GRE 2 is not supported confirming that rating may change on the Non-Spinnaker certificate when there is a spinnaker pole present regardless of fact that no spinnaker is in use. However, a spinnaker pole may be used with a headsail, and a rating change is appropriate.
- Overlapping headsails from submission USA 1 will be part of the aerodynamic model update. Until that is concluded the aerodynamic force model will not be amended in this respect.
- In response to submission USA 2 , the current hydrodynamic force model calculates the immersed wetted surface area of the windward rudder based on the static waterline at each heel angle. If the twin rudders are recorded as having a 90 degree ‘swing angle’ then the windward rudder will be assumed to be retracted. The presence of ‘swingable’ rudders should be noted by the measurer.

- Submission USA 7 is not supported, but it may be noted that planned updates of the aero model can affect this as well.
- Fixed Interceptors from submission USA 9 are currently manifested in the ORCi fleet are not a significant influence on hydrodynamic resistance. They increase drag at low speeds by increasing transom immersion and reduce drag at planning speeds. Treating interceptors as having a net zero effect on the handicapping polars will continue for 2026 but will be further investigated in the future.
- Submission USA 13 is not supported. Age Allowance is an arbitrary rating assessment not coming from the VPP and used to protect older designs up to maximum of 15 years. Increasing this limit would give an additional advantage to boats still actively racing at the ORC Championships and just amending Age Allowance is not a solution answering any boat that feels not rated properly. Instead, such a boat may be added to the Performance database.

However, since Submission USA 13 was also discussed by the Management Committee, a discussion on this item raised a proposal to extend the maximum Age Allowance to 20 years asking ITC to prepare test runs with Age Allowance extended to maximum of 20 years with the same slope as up to 15 years or with a different slope between 15 and 20 years. Congress will then vote electronically based on test runs prepared by the ITC. This was unanimously approved and voted separately from the rest of the ITC recommendations.

Hydro

During the ORC Worlds 2025 in Tallinn it was noted that rating differences (time allowances in different wind speeds and directions) between XR-41 and X-41 were unusual. The following tables of time allowances show the handicap polars for both boats, the lower table shows the difference between the two, the 'deltas'

Wind Velocity	4 kt	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt	24 kt
Beat Angles	0.2	0.2	0.3	0.0	-0.7	-0.8	-1.0	-1.1	-1.4
Beat VMG	33.6	15.9	3.6	-8.7	-12.1	-12.1	-12.3	-13.8	-19.4
52	19.5	7.3	0.4	0.2	2.5	4.7	5.7	6.4	5.0
60	12.2	5.3	1.9	4.6	7.0	8.2	9.1	10.0	8.9
75	7.1	4.6	4.5	8.8	10.8	12.7	14.2	16.1	16.2
90	52.6	25.8	13.6	20.0	19.8	15.7	17.9	19.7	19.4
110	-1.2	1.3	4.5	10.3	14.4	20.1	25.8	28.0	25.5
120	2.4	3.4	5.8	11.5	15.9	18.8	19.0	25.3	28.8
135	-1.0	2.8	6.2	11.3	15.4	18.9	20.8	17.1	12.8
150	3.5	3.4	3.8	6.0	11.6	15.5	19.4	24.2	23.8
Run VMG	4.4	4.0	4.4	6.9	11.7	14.6	18.7	27.9	27.4

Red shows where X-41 is rated faster, while green is where XR-41 is rated faster. The XR-41 is rated faster in almost all points of sail, while she is rated slower in VMG upwind over 10 kts of wind. Competitors inevitably asked the question why the XR-41 is predicted to sail slower upwind while she is faster in all other conditions. Only the VMG upwind and downwind ratings affect the handicaps for the windward/leeward races.

In summary the new XR 41 is about one foot longer, has some 12 square meters more of upwind sail area, and has a 20 to 25 percent higher righting moment at a 20 degrees heel. But despite these numbers, the XR 41 is allowed to sail slower than the X-41 upwind from 10 knots TWS in the ORC rating.

The deltas in the table above reflect the more powerful characteristics of the XR41 everywhere **except** for the upwind VMG, which is **half** the windward leeward time allowance.

Whilst no formal submission was made, the Chief Measurer and some ORC Congress members asked the ITC to evaluate this discrepancy between the upwind VMG and other points of sail. The ORC Residuary resistance model uses a set of ANNs (Artificial Neural Networks) as part of its calculations.

The ANNs were trained using CFD (Computational Fluid Dynamics) data points with a range of various input parameters. Analysing these input parameters it was noted:

- That there is a lack of CFD data for heavy boats going fast, i.e. low LVR (short L or high volume) at higher Froude Numbers (non-dimensional speed/length ratio). This was a deliberate choice when setting up the test program to avoid running data points that were not likely to happen. Now at the highest speeds, some boats are falling outside the available data and the ANNs with a resulting drop in residuary resistance prediction accuracy.
- Looking along the row of plots of CWPA vs other parameters (e.g. Froude number, LVR, BTR, etc.) the XR-41 parameters lie well above the cloud of test data points on which the model is trained. The same is true for the Class 40 but to a lesser extent. Again this means the predictive accuracy of the ANNs is reduced.
- For all the other parameters, the XR-41 data lies comfortably inside the CFD data.
- Overall, this means that the ANNs used to calculate the residuary resistance have no data to work out the interactions between CWPA and the other parameters. This makes the ANN unreliable, and as found by the designers, the Rr is unrealistically high.

To correct mitigate this uncertainty in the calculation of the residuary resistance for boats whose parameters lie outside the reliable range, the ITC has proposed the following solution:

- Introducing hard limits on the input parameters to the Rr force model that prevent the use of values that lie outside the appropriate range.
- In the few instances where the LVR and Fn approaches or lies outside the test data the Rr prediction will be smoothly blended to match the 2013 model (without use of the ANNs).

Wind Velocity	4 kt	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt	24 kt
Beat Angles	0.1	0.1	0.4	0.0	-0.6	-0.5	-0.6	-1.5	-2.0
Beat VMG	49.9	31.0	18.7	6.1	1.8	1.1	0.4	-0.9	-5.9
52	31.4	18.0	11.0	9.2	9.2	10.4	10.8	11.0	9.7
60	25.4	15.9	11.3	11.8	12.1	12.5	13.2	13.7	14.1
75	21.7	15.0	12.5	14.1	15.1	16.1	16.8	17.8	17.9
90	64.2	34.5	20.5	24.4	23.0	18.5	19.7	21.6	22.3
110	9.1	8.5	9.8	13.7	16.3	21.6	27.9	33.2	34.5
120	12.1	10.3	10.9	14.5	17.7	20.5	21.6	35.0	41.5
135	7.7	10.7	12.9	14.7	17.3	20.0	23.8	28.2	23.2
150	13.9	11.7	11.1	11.7	14.8	17.4	20.2	34.4	34.8
Run VMG	16.2	13.6	12.8	13.5	16.1	17.3	19.8	39.8	40.2

With these changes to the VPP the X-41 ratings are unchanged, and those for the XR-41 are unchanged except that the XR-41 is no longer rated slower on VMG upwind.

The ITC commend this new VPP to Congress, it corrects the oversight of not imposing parameter limits, it corrects the anomalous behaviour of the XR-41 VMG values. The change in handicaps in no way makes the XR-41 uncompetitive, rescoring the ORC Worlds 2025 with the proposed 2026 VPP still has Formula X winning the regatta, discarding a 3rd place.

Proposed amendments to the VPP regarding the XR-41 issue were approved by the congress adding a possibility to X-Yachts design team to present technical data that may lead to an update of the proposed solution before the end of the year. This was unanimously approved and voted separately from the rest of the ITC recommendations.

Additionally the hydro model has been evaluated for the long keel boats with study on boat “Albacore”. Whilst this study was valuable to understanding the physics of the situation, there is not enough data to make a change to the VPP. The research of hydrodynamic performance of long keel yachts will continue

in 2026 with a view to making a revision for the 2027 VPP, it is likely this will speed up this style of boat. The aerodynamic effects of the Albacore style rig are not well handled by the current aerodynamic model, but these will be part of the updated aerodynamic model scheduled for the 2028 VPP.

Aero

Robert Ranzenbach reported the continued studies about spinnaker depowering. This is of importance as the ORC VPP's move towards creating scoring polar curves based on the boats actual sail inventory, where we will need to predict the performance with a single spinnaker. This contrasts with the current ORCi approach of depowering the largest spinnaker allowing the REEF parameter to reduce to 0.5 or less.

With a single spinnaker the wind tunnel test data suggests that the minimum achievable REEF for a spinnaker is 0.92. With this REEF limit the spinnaker can no longer be depowered at small enough TWA's to blend smoothly into the headsail only polars.

The 'saw tooth' discontinuity between the headsail and spinnaker polars makes it hard to build a smooth scoring polar. This issue can be partly resolved by adopting a VMC (Velocity Made along the Course) using a combination of the headsail and spinnaker polar curves to predict the maximum speed possible using each sail for a portion of the leg. This largely removes the gaps between headsail and spinnaker but still results a discontinuity in the performance curve that will require an update to the ORC VPP to handle in an appropriate manner. This concept will be refined as part of the ORC research projects for 2026 for introduction at a later date.

During 2026 and 2027 the ITC will work on a revised aerodynamic force model. This model will capture the effects of sheeting base, and rig envelope which are absent from the current model. The methodology will be like that used in the residuary resistance model, i.e. an AAN derived from CFD tests. The same engineers will execute the work.

VPP updates for 2026

The ITC will recommend following changes to the VPP for 2026

- Rr update as described in XR-41 issue
- Non-VPP performance features for different rigs and sails adjustments with or without non-manual power

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

Recommendations from the International Technical Committee (other than those already voted such as submission USA-13 and XR-41 issue) were unanimously approved by Congress.

7.2 MEASUREMENT COMMITTEE

Zoran Grubiša reported.

This committee discussed 13 submissions.

Submissions ESP 1 is supported in principle. However, its application will be defined after reviewing the database of all ORC International certificates with respective flotation dates in order not to force boats to be re-measured with the change of the rule. If the proper solution is found, a requirement of flotation date earlier than 5 years to enter ORC championships can be removed. Being also discussed within other committees as well, this submission was voted separately and the congress unanimously agreed with the measurement committee recommendation on this submission.

Submissions ESP 2 and SWE 1 were discussed together. These submissions were also discussed within the ITC together with others dealing with different rig and sails adjustments with or without non-manual power. ITC has proposed a new model for rating assessment of different rig and sails adjustments together with use of the non-manual power. These include adjusting the base of the mast. Accepting the new model is answering both submissions.

Submission ESP 5 has been discussed in the Offshore Classes and Events Committee as well and the Measurement Committee agrees with its decision.

Submissions EST 3 is not supported in a part requesting measurers to get access to the ORC Manager software. ORC Manager software is available to the Rating Officers only having signed Confidentially Declaration with the ORC, while Measurers can use IMS Editor software that has some functionality except the access to the offset files and ORC database.

Submission FIN 3 could not be supported as formula for the storm sails area is defined in the OSR. However, requirement to have storm sails measured according to the OSR will be added to the IMS Rule G8.

Submissions FIN 5 and USA 6 are deferred until the effect of the outriggers is defined by the ITC.

Submissions FIN 6 is not supported. It may only be confirmed that boats are supposed to be measured in the light ship measurement conditions without any safety equipment including the liferaft. The same conclusion is made by the ITC.

Submission GER 3 has already been discussed and supported two years ago. Unfortunately, it is not implemented in the ORC software due to overload of programmer with more urgent items. However, it was agreed that it may be added to the rule that measurement conditions shall be documented with photos or videos and once the software is updated the data will be available in the database. The photo or video documentation will primarily serve as a record of measurement conditions, but compliance with the certificates still needs to be checked by actual measurement.

Submission GER 5 is not supported as it was agreed that is not necessary. National IHC programmes can be administered be the MNAs who are appointing certification measurers.

Submissions SWE 2 is supported. Final wording can be fine-tuned after reviewing spreaders and jumpers effect in the VPP.

Submission USA 5 is supported. IMS rule F8.1 will be reviewed to better clarify the conditions for the mast measurement.

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 12 submissions.

Submissions ESP 1, ESP 2, SWE 1, GER 5 are already covered in the Measurement Committee report.

In response to submission EST 2, Rating Officers Committee recommends Rating Officers to double check all declared data before issuing certificates. The idea to have hull construction associated with the offset file was discussed but it was noted that the same production model using the same offset files can have

different hull construction (like solid and cored). Therefore it is recommended to update “Offset info” in the ORC Manager by adding Hull construction to the table of parameters shown.

Discussing the submission EST 3, certificate processing times were exchanged among the present rating officers and it was concluded that normal processing time should be within 2-3 day. If a rating office needs 14 days to process the certificate, the issue should be resolved with that rating office and there is no other solution.

Submission GER 4 was more about administering certificate than sail numbers itself. It was noted that ORC certificate shall be issued by the National Rating Offices for the boats normally stationed or racing in its jurisdiction. Any situation when a boat from one country asks for a certificate in another country’s rating office shall be communicated between the rating offices involved. This was already discussed last years and an e-mail will be sent to all rating offices to streamline the procedure.

ORC Rule 306 was introduced when other rules of part 3 were re-organized and during the discussion it was found that in fact it can be completely deleted. NOR made friendly amendment to the submission NOR 1 asking removal of the ORC Rules 306. Amended submission is supported.

Submission USA 4 is supported by adding word “Max.” in front of “Storm sail areas”.

Submission USA 5 is supported. For boats measured before 01/01/2013 displacement in measurement trim is calculated by deducting 1% of DSPM + 50kg or any weight recorded in the measurement inventory for the items that were part of the measurement trim before 01/01/2013. The numbers of such boats have been reduced by new measurement last years, but there are still some boats particularly in USA with these old measurements where measurement inventories are not accurately recorded. Therefore it was decided to apply displacement deduction in form of the largest of 1% of DSPM + 50 kg or any weight of deductible items recorded in the measurement inventory.

Alberto Pindozzi made a presentation of new pilot program of ORC Light certificate for Italian Sailing Federation named “Rating FIV powered by ORC”. New Light certificate will be generated using the data available in the ORC database where organizing clubs will have option to select type of the boat, use of symmetric, asymmetric on no spinnaker and type of propeller. With minimum input data a certificate is generated and uploaded to the ORC database. The rating includes APH ToT and ToD and it is calculated with the least favourable numbers form measured data of specific boat type.

The system is generally supported by the committee, and it was recommended that its application should be defined locally giving the MNAs opportunity to adjust it to the needs of its local fleet. The development of the project in Italy will be monitored with presentation expected at the next AGM to evaluate it and make recommendations for the future.

The recommendations of the Rating Officers Committee were unanimously approved by the Congress

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

7.4 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.

7.5 OFFSHORE CLASSES & EVENTS COMMITTEE

Bruno Finzi reported.

After a long debate about the arguments for and against the submission ESP 5, the current method of the post-race measurement checks in ORC championships, it was agreed that the principle to check as many as possible boats should remain and ESP agreed to make a friendly amendment to the submission by replacing wording from “change” to “review”. Therefore, the actual post-race measurement method will be reviewed, and possible updates will be suggested and adopted in the future. With this friendly amendment the submission is supported.

Submission EST 1 is not supported. Even though there is a general understanding of the problem, it cannot be easily defined apriori what effectively will be the final race of the championship. It may happen that due to the lack of wind there is no racing on the last scheduled day and then the last race would be the one sailed on the previous race. However, sailors need to know if the race is discardable or not before the start of the race.

The Management Committee has already made a working group that will prepare a standard contract between the Organizing Authority and the ORC. Such a contract will define the requirements asked by the submission FIN 1.

The submission FIN 2 was already discussed last year and supported in principle. This year can be supported by adding to the Green Book a requirement for events to achieve at least Clean Regattas bronze level certification by Sailors of the sea with guidelines explaining the procedure added as an Appendix to the Green Book.

The submission USA 11 is supported in principle, but at this moment it is hard to recommend use of digital starting line tools until the costs for the Organizing Authority are clear and products with more affordable costs can become available soon. In the meantime, the Committee recommends encouraging the monitoring of different systems with presentation of a report next year. David Bartol pointed out that a thorough check of ORC rules should be performed to verify which modifications should incur to allow these systems to be used in the future.

Reports were received from the organizers and ORC representatives at the 2025 ORC Championships

- 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

Reports were received also from some Continental ORC Championships such as Mediterranean in Sorrento and North American in Block Island. All events were evaluated as successful with some suggestions received on what can be improved in the future.

Report on the status of preparations for already assigned events for 2026 were received from:

- ORC International Worlds in Sorrento (ITA), 5 – 14 May 2026
- ORC International Europeans in Klaipeda (LTU) , 7 – 15 August 2026
- ORC DH Worlds in Scheveningen (NED), 18 – 25 May 2026
- ORC DH Europeans in Altea (ESP), 1 – 7 March 2026
- ORC Sportboat Europeans in Cartagena (ESP), 15 – 21 June 2026
- ORC North Americans in San Francisco (USA), 16 – 20 September 2026

Bids to host 2027 events were presented as follows:

- ORC Worlds in Skovshoved (DEN), 6 – 14 August 2027

- ORC Europeans in Malaga (ESP), 5 – 12 Jun 2027
- ORC DH Europeans in Sandhamn (SWE), 28 Jun – 5 July 2027
- ORC North Americans in Fort Lauderdale (USA), 14 – 20 November 2027

The committee propose to the Congress to confirm the venues as listed above.

Bids are still open for ORC DH Worlds 2027 and ORC Sportboat Europeans 2027 and the Committee will ask Congress permission to approve these events at online meeting as soon as new bids are received. MNAs are encouraged to place their bids with those for the 2027 DH Worlds in the Mediterranean area.

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**.**

7.6 RACE MANAGEMENT COMMITTEE

Ecky von der Mosel reported. The Race management committee meeting started with a moment of silence was held in memory of our committee chair and friend Akis Tsalikis, who passed away in early October 2025. Ecky von der Mosel as then acting as a chairman for this meeting.

This committee discussed 5 submissions.

Submissions ESP 4 is not supported FIN 1 is supported. The committee confirmed that PCS scoring should continue to use the same scoring wind for all boats in a fleet, with the Race Committee having discretion to adjust if the scoring wind does not fairly represent race conditions.

Submission GER 6 is supported following also recommendation of the ITC.

Submission USA 11 is supported with a friendly amendment to “encourage and study” use of new digital starting devices.

Submission USA 12 is supported. The committee supported that the ORC Rule needed to clearly state that the rating was the table of numbers on the first page and that scoring options including WRS were simply that - scoring options available to the race organizer, not the rating itself.

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**.**

7.7 PROMOTION AND DEVELOPMENT COMMITTEE

Thomas Nilsson reported.

The committee discussed 3 submissions.

Submission FIN 4 is supported. The Committee approved proceeding with submission. The proposal aims to expand the ORC Sailor Services platform with flexible, multi-criteria search and analysis tools to unlock significant potential for sailors, designers, and organizers. A facelift aligning the platform with the main website has already been developed and is ready for implementation on the live server. Additional funding will be required to complete deployment and ensure full return on investment.

Submissions SWE 4 and MANCOM 1 were also supported and promotional activities for ORCmh and ORC Light certificates will be planned for the next year.

The Committee reviewed progress made in 2025 on the development of the Weather Routing Scoring (WRS) system and associated digital tools, recognizing its potential as a major step forward in offshore race management and fairness.

During 2025, RaceFlow has been tested as a web-based platform connecting the ORC database through an API to the PredictWind weather forecast and routing engine. This integration enables organizers to set fleets and courses and automatically generate Time Correction Factors (TCFs) - including Time on Distance (ToD) and Time on Time (ToT) — for any defined start time.

While RaceFlow cannot yet produce scratch sheets or HTML track outputs, this functionality remains available through ORC Scorer, which also performs the final scoring calculations. To support future scaling, the Sailor Services (SaS) system will be adapted to include a credit-based access model for WRS and RaceFlow use. This will allow flexible payment for individual races and annual subscriptions, creating a sustainable framework for service expansion.

Based on testing results from over 68 scored and 51 shadow-scored races, WRS has demonstrated improved fairness by producing more balanced elapsed-time distributions across fleets and conditions. PredictWind's data reliability and support have been key to this success.

2026 Implementation Plan

- Decentralization: Expand RaceFlow access to trained race organizers for direct scoring or shadow scoring of events, reducing the load on the central ORC technical team.
- Integration: Combine RaceFlow, ORC Scorer, and the SaS credit system into one cohesive digital ecosystem with shared user management and analytics tools.
- Validation: Continue pre and post-race testing with statistical review of WRS performance, supported by the integrated analysis scripts.
- Documentation: Update the ORC Race Management Guide with new sections on WRS and APH-based scoring, reflecting the GER7 proposal.
- Education: Develop online training modules and documentation for Race Officers and National Authorities to standardize WRS use.
- Communication: Promote WRS success stories through ORC channels to encourage adoption among race organizers globally.

7.8 MANAGEMENT COMMITTEE

Bruno Finzi reported.

Besides other items that are already reported in the Chairman's report, the Management Committee discussed 13 submissions that were also allocated to other committees. The Committee supports the view of other Committees on submissions confirming their decisions (except submission USA-13 that is reported in the ITC report under 7.1 above)

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**.**

8. CALENDAR FOR 2025 - ORC MEETINGS AND EVENTS

ORC Championship Events

ORC World Championship	Sorrento	Italy	5- 14 May
ORC European Championship	Klaipeda	Lithuania	7 – 15 August
ORC North American Championship	San Francisco	USA	16 – 20 September
ORC DH World Championship	Scheveningen	Netherlands	18 – 25 May
ORC DH European Championship	Altes	Spain	1 – 7 March
ORC Sportboat Europeans	Cartagena	Spain	21 – 27 September

Meetings

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