



RATING OFFICERS COMMITTEE

Meeting

held from 14:30 – 17:00
on Sunday, 2nd November 2025 in Dun Laoghaire

MINUTES

Present on site: Zoran Grubiša (CRO) - Chairman, Andrus Aarna (EST), Gennaro Aveta (ITA), Per Boeymo (NOR), Willem Ellemeet (NED), Rafael Bonilla (ESP), Bruno Frank (SUI), Philippos Georgakis (CYP), Robert Jacobsen (GER), Yannis Kalatzis (GRE), Romain Lanos (FRA), Alberto Pindozi (ITA), Michael Quist (DEN), Rudolfs Romans (LAT), Luke Scott (RSA), Vyngantas Stankus (LTU), Laszlo Szeremley (HUN), Johan Tuvstedt (SWE), Chris Zonca (AUS), Matteo Zuppini (ITA)

Present online: Panayotis Papapostolou (GRE) – Vice-chairman, Chris Tutmark (USA),

1. Approval of Minutes of 2024 meeting

Minutes of 2024 were unanimously approved.

2. Submissions

a) ESP 1 - Flotation date limitation

Further to discussion at the Measurement Committee, it was proposed that flotation date limitation should be applied in case of change of ownership possibly in combination with specific number of years. Just as in Measurement Committee, the principle of submission is supported but further analysis are needed for its application.

b) ESP 2 - Mast jack on board

SWE 1 - Adjusting the base of the mast while racing

The committee agrees and supports the decisions of the Measurement committee on these submissions.

c) EST 2 - Hull construction

The 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 same production model using same offset files can have different hull construction (like solid and cored). Therefore it is recommended to update "Offset info" in the ORC Manager bay adding Hull construction to the table of parameters shown.

d) EST 3 - ORC Manager software access

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.



e) GER 4 - Sail numbers

It was noted that Sail numbers are covered by the RRS and the issue here is more about administering certificates from one country in the rating office different from the original country of the boat. It was noted that ORC certificate shall be issued by the National Rating Offices for the boats normally stationed or racing in their jurisdiction. Any situation when a boat from one country asks for certificate in other country 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.

f) GER 5 - In-House certification

IMS rule allows sails measurements to be taken from the WS In-House certification as ORC is co-author of the UMS Sail Measurements stickers guideline. However, ORC has no jurisdiction over the national In-House certification programmes. But on the other hand, it may be noted that by the rules measurers are appointed by the National Sailing Federations and any MNA using national In-House certification program can appoint measurers through this program. Any misunderstanding between GER and SWE rating offices on this issued will be clarified with the WS and with the help of Dimitris Dimou.

g) NOR 1 - ORC Rule 306

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 asking removal of the ORC Rules 306. Amended submission is supported unanimously.

h) USA 4 - Storm sails maximum areas

The submission is supported by adding word "Max." in front of "Storm sail areas".

i) USA 3 - Measurement inventory accounting

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 a boats has 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.

j) USA 8 - Cruiser/Racer requirements

The committee agrees and supports the decisions of the ITC on this submission.

k) MANCOM 1 - ORC Light certificate

Alberto Pindozi 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 from 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 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.

3. Any other business

Zoran Grubiša reported ITC plans on development of the new aero model that is planned or implementation in 2027. The plan is to have in the new aero model VPP calculated with each individual spinnaker recorded in the sails inventory. This will require rating officers to keep accurate sails inventories with all spinnakers recorded. Some rating offices are still keeping only the largest spinnakers as they are currently affecting rating. Nevertheless, 2026 year can be used as a transition period to update all boat files and to have them ready for application of new aero model in 2027.

On question from Luke Scott it was confirmed that use of “Estimated RM” for club certificate is not a “magic wand” and in some cases it may give more favourable rating than for the same boat with measured stability. The “Estimated RM” can be used as a first step, but rating officers should check resulting RM and compare it with those on measured boats of the same or similar type. Based on that information, rating officer may decide the best way to input RM for club boats to be sure that the same boat with measured stability will get more favourable rating.

Alberto Pindozi reminded rating officers on importance of getting 3d scans documented with pictures of the freeboard points as these were missing on some of the latest scans received. It is very important to get clear definition and documentation of the freeboard points so the information can be transferred to the measurers before the flotation measurements.