CONGRESS

Annual General Meeting
held on 4th November 2026 in Las Palmas

MINUTES

Congress Members present on site

Bruno Finzi (Chairman)	Italy
- Proxy Maurizio Pavesi	Italy
Matthew Gallagher (Deputy Chair)	USA
Ecky von der Mosel (Deputy Chair)	Germany
Tue Steen Andersen	Denmark
Gennaro Aveta	Italy
Joaquin Barenys	Spain
Thomas Blixt	Sweden
Per Boeymo	Norway
Rafael Bonilla	Spain
Federico Breuer Moreno	Argentina
Willem Ellemeet	Netherlands
Philippos Georgakis	Cyprus
Zoran Grubiša	Croatia
Robert Jacobsen	Germany
Yannis Kalatzis	Greece
- Proxy for Kalogeropoulos	Greece
Ken Keefe	USA
- Proxy for Steve Benjamin	USA
- Proxy for Ed Cesare	USA
Romain Lanos	France
Patrick Lindqvist	Finland
Jose Martinez David	Spain
Thomas Nilsson	Norway
Dan McGreer	Canada
Stig Gard Paulsen	Norway
Daniel Pillons	France
Raymond Roesink	Netherlands
Vygantas Stankus	Lithuania
Laszlo Szeremley	Hungary
Pat Tanner	Ireland
Noora Westerlund	Finland

Congress Members online

Madis Ausman	Estonia
David Bartol	Slovenia
Ed Cesare	USA
Kristine Kanska	Latvia
Konstantinos Kalogeropoulos	Greece
June Lee	Korea
Takagaki Masakazu	Japan
Andrew McIrvine	RORC
Maurizio Pavesi	Italy
Sukru Sanus	Turkey
Luke Scott	South Africa
Easy Swissa	Israel
Chris Zonca	Australia
Godwin Zammit	Malta

Apologies for absence

Steve Benjamin	USA
Gert Schmidleitner	Austria
Bayard Umbezeiro Neto	Brazil
Roberto Peschiera	Peru
Valentin Oeru	Romania
Ernst Rohner	Switzerland

Committee members attending

Andy Claughton	UK
Alberto Pindozzi	Italy
Fabrizio Pirina	Italy
Piret Salmistu	Estonia
Chris Tutmark	USA
Johan Tuvstedt	Sweden
Matteo Zuppini	Italy

ORC Secretary

Pascale Queriot	France

1. MINUTES OF THE 2025 ANNUAL GENERAL MEETING

Minutes of the 2025 Annual General Meeting were unanimously approved by the Congress.

2. CHAIRMAN'S REPORT

The chairman Bruno Finzi reports that 2026 was a very successful year with growth in number of issued certificates throughout the world with a projection to have issued another record number of certificates by the end of 2026.
The total number of ORC Certificates issued in 2026 until 31 October is **15,630** for **9677** boats.
This includes:

- **3258** ORC International certificates
- **7320** ORC Club certificates
- **472** ORCi DH certificates
- **1711** ORC Club DH certificates
- **78** ORC International Non-Spinnaker certificates
- **1569** ORC Club Non-spinnaker certificates
- **200** Multihull certificates
- **184** Superyacht certificates
- **5** J Class certificates
- **890** ORC Light certificates.

Compared to the same period of the previous year, the total number of boats issued certificates has increased by 1% and certificates also increased by 10% (see Paragraph 3).

The advent last year of ORC Light certificates has helped race organizers get ORC ratings based on a smaller subset of measurement data. The intent of this certificate type is to be used by clubs to attract new entries to only their casual events, such as weekday evening races or distance race rallies.
A beta test for this project was Italy where 890 ORC Light certificates were issued without affecting the number of ORC Club certificates.

Increases in ORC certificates as of 30 October 2026 compared to 30 October 2025 are observed in 23 nations with significant increases in AUS, BUL, FIN, GBR, GRE, HKG, IRL, ITA, LAT, POL, TUR and modest increases in BRA, CAN, CHN, CRO, CYP, FRA, GER, ISR, MLT, ROU, SUI, and SWE.

ORC has continued administering, developing and refining the **ORC Superyacht Rule** (ORCsy), with an increase in both boats and certificates from 2025. A total of 184 ORCsy certificates have been issued as of 30 October 2026, a 9% increase from 2025.

After six years of development, established measurement protocols, and a functional VPP, the **ORC Multihull Rule** (ORCmh) this year was used by several events to score multihull fleets both in EUR and the USA. ORC issued 200 ORCmh certificates as of 30 October 2026, a 54% increase from 2025 due in part to the adopted use of the ORCmh VPP by the MOCRA rating system. The list of races using ORCmh has grown steadily around the world, and in 2026 included events held in ANT, CAN, ESP, GBR, GRE, ITA, MLT, UAE and 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.

ORC World and Continental championships held in 2026 include the following:

- The **2026 ORC Double Handed European Championship** was held in Altea, ESP over 1-7 March and was organized by Club Nautico de Altea. The event featured two races of 37 and 200 miles in length and attracted 50 entries from 7 nations competing in three classes.
- The first-ever **ORC North American Sportboat Championship** was held as part of Charleston Race Week in Charleston, SC, USA over 16-19 April. The event featured 18 entries from the USA and CAN competing in two classes.
- The **2026 ORC World Championship** was held in Sorrento, ITA as part of the 71st Regata die Tre Golfi and featured racing among an impressive turnout of 104 teams from 20 nations competing in 4 classes. Organized by the CRV Italia, both new and old designs with top-level professional and amateur teams finished in podium positions.
- The **2026 ORC Double Handed World Championship** was held in Scheveningen, NED, and was organized by the Jachtclub Scheveningen. The event included 40 and 217-mile races and attracted 29 entries from 9 nations competing in three classes.
- The **2026 ORC European Championship** was this year was held in Klaipeda, LTU over 7-15 August and organized by Lithuanian Sailing Federation. This event attracted 35 entries from 7 nations from throughout the Baltic region racing in two classes.
- The **2026 ORC North American Championship** was held over 16-20 September as part of the Rolex Big Boat Series in San Francisco, USA and organized by the St Francis YC with 30 entries from the USA and AUS who raced in 4 classes.

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, and numerous major offshore races such as the Aegean 600 and an increasing number of short coastal and offshore races around the world. The WRS system is now available as a web app RACE FLOW, and 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 we 50 races scored thus far in 2026, and to date there has been a total of 235 events scored using WRS.

Therefore, 2026 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 2026 with comparison to 31 October 2025 as follows:

	Boat Count			31.10.2026						31.10.2025						Comparison					
	31.10.2026	31.10.2025	Comparison	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi	Club	Intl	DHc	DHi	NSc	NSi
ARG	117	121	-4	62	65	9				59	70	14				3	-5	-5	0	0	0
AUS	425	423	2	358	146	56	19	104	24	322	150	45	28	107	16	36	-4	11	-9	-3	8
AUT	59	60	-1	52	18	5		4		52	16	7	6	5		0	2	-2	-6	-1	0
BRA	60	65	-5	72	38					74	25					-2	13	0	0	0	0
BUL	68	60	8	62	8	23		3		59	11			3		3	-3	23	0	0	0
CAN	93	85	8	82	12					82	6					0	6	0	0	0	0
CHN	6	8	-2	12						9						3	0	0	0	0	0
CRO	183	183	0	141	21	20	9	16	1	159	20	8	9	37		-18	1	12	0	-21	1
CYP	25	23	2	26				5		18	1			4		8	-1	0	0	1	0
DEN	15	24	-9	6	13	1	2			9	19	1				-3	-6	0	2	0	0
ECU	18	24	-6	1	26					6	46					-5	-20	0	0	0	0
ESP	1328	1366	-38	841	820	107	226	87	5	859	837	115	249	78	2	-18	-17	-8	-23	9	3
EST	107	127	-20	87	38	8	2	11	7	89	79	11	7	13	5	-2	-41	-3	-5	-2	2
FIN	292	288	4	274	31	54	1	33		258	52	7	23	2	2	16	-21	47	-22	31	-2
FRA	387	350	37	370	18	3	3	2		362	18	3	2			8	0	0	1	2	0
GBR	65	50	15	48	16	1		4		42	8	1		2		6	8	0	0	2	0
GER	474	485	-11	362	147	159	30	13	2	368	149	132	35	15	2	-6	-2	27	-5	-2	0
GRE	743	736	7	548	167	69	31	159		533	155	52	26	157		15	12	17	5	2	0
HKG	32	18	14	59	1					20						39	1	0	0	0	0
HUN	35	40	-5	35	1		1	3		44	1	1	1			-9	0	-1	0	3	0
IRL	166	80	86	121	9	2		64		84	16	1		18	2	37	-7	1	0	46	-2
ISR	46	45	1	45	1	1		7		43		2		4		2	1	-1	0	3	0
ITA	1447	1462	-15	736	544	12	11	30	2	683	538	16	27	25		53	6	-4	-16	5	2
JC_	5		5		5											0	5	0	0	0	0
JPN	43	38	5	45	2	43	2			38	3	36	3			7	-1	7	-1	0	0
KOR	51	68	-17	50				2		73		1		1		-23	0	-1	0	1	0
LAT	48	36	12	42	20	16	8	3	4	21	16	9	4	6		21	4	7	4	-3	4
LTU	39	41	-2	23	15		3			31	10					-8	5	0	3	0	0
MLT	26	20	6	21	9	3	2			14	7	4	3		1	7	2	-1	-1	0	-1
MNE	3	2	1	2	1					3		1				-1	1	-1	0	0	0
MU_	134	39	95	187	13					47	23					140	-10	0	0	0	0
NED	371	418	-47	316	75	20	9	5		389	66	18	2	4		-73	9	2	7	1	0
NOR	733	785	-52	742	9	762	4	725	2	790	5	816	3	789	3	-48	4	-54	1	-64	-1
PER	18	17	1	9	20					4	28					5	-8	0	0	0	0
POL	82	66	16	37	60	22	41	18	22	23	52	16	33	9	17	14	8	6	8	9	5
POR	75	74	1	58	27	5	5	9	3	59	35	16	6	14	3	-1	-8	-11	-1	-5	0
ROU	45	43	2	23	42					25	33					-2	9	0	0	0	0
RSA	191	185	6	211		209		208		224		209		207		-13	0	0	0	1	0
SLO	24	31	-7	14	11	3	2			16	15	4	7	1		-2	-4	-1	-5	-1	0
SUI	128	141	-13	122	4	18	1	1		135	3		1	1		-13	1	18	0	0	0
SWE	42	42	0	1	54	3	24			3	38	4	29	1		-2	16	-1	-5	-1	0
SY_	96	83	13	87	97					65	102					22	-5	0	0	0	0
TUR	330	319	11	249	229		1	13		312	95			5		-63	134	0	1	8	0
USA	1002	1028	-26	681	425	77	35	40	6	724	421	97	40	58	22	-43	4	-20	-5	-18	-16
Total	**9677**	**9599**	**78**	**7320**	**3258**	**1711**	**472**	**1569**	**78**	**7230**	**3169**	**1647**	**544**	**1566**	**75**	**90**	**89**	**64**	**-72**	**3**	**3**

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:

Argentina	Federico Breuer Moreno
Denmark	Tue Steen Andersen
Germany	Robert Jacobsen
Spain	Joaquin Barenys
Switzerland	Ernst Rohner

5. MEMBERSHIPS OF COMMITTEES

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

Offshore Classes and Events Committee: Christian Frers is stepping down. Federico Breuer Moreno will join the committee. Manuel Fraga is stepping down.

Promotion and Development Committee: Fabrizio Pirina is stepping down as vice chair but will remain as committee member. Willem Ellemeet will assume the position of Vice Chair of the Committee. Qu Chun is stepping down. Federico Breuer Moreno will be joining the Committee.

Measurement Committee: Nicola Sironi is stepping down as vice chair but will remain as committee member. Chris Tutmark will assume the position of Vice Chair of the Committee.

6. FINANCIAL REPORT AND APPROVAL OF 2025 ORC FINANCIAL ACCOUNTS

The Honorary Treasurer reported that the financial reports for 2026 are looking good and within the budget planned. The budget for 2027 is close to the one presented for 2026. With steady income and good fleet statistics, no changes in levies for 2027 were proposed, keeping the levies as follow:

- **ORC International** **85 EUR**
- **ORC Club** **50 EUR**
- **ORCmh Club** **50 EUR**
- **ORC Light** **25 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 2025 ORC Financial Accounts and the 2027 ORC budget together with 2027 ORC levies were approved unanimously by the Congress.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES

7.1 INTERNATIONAL TECHNICAL COMMITTEE

Andrew Claughton reported.

Submissions

- Answering to submission ESP 3, VPP will be updated with additional run for large headsails set flying tacked between the forestay and the mast
- In response to submissions TUR 4 and TUR 6 a new type of certificate called “Three sails certificate” will be generated using VPP adjustment for such a configuration where boat has only one mainsail, one headsail and one spinnaker as mostly used configuration for typical cruising or charter fleets.
- Submission NED 7 is not supported as VPP currently cannot model asymmetric spinnakers set to windward (wing).
- Submissions USA 8 is not supported but will be taken with new are model planned for 2028 that will capture variable sheeting bases and outriggers.
- Submission USA 6 is supported and interceptors will be added to the VPP calculation with appropriate rating assessment. However, it must be noted that only fixed interceptors can be rated. Adjustable interceptors are still not allowed.

- Submission USA 1 is supported by shifting the age allowance start date downstream by five years. However, submission USA 2 is not supported and principle of not changing Age Date with the change of appendages shall be maintained.

Weather Routing Scoring

The committee discussed several submissions related to the Weather Routing Scoring and made report that was presented in the minutes of the ITC meeting. Following discussions and development of the Weather Routing Scoring, the committee proposed an alternative method with Weather Prediction Scoring (WPS) as working name where TCFs are determined for course construction where percentages of TWA and TWS are calculated by blending TWA and TWS matrices for each boat's original weather routing. The option is added to the RaceFlow App and can be used as a fall back of WRS calculation or an alternative scoring method. This option was further discussed at the Race Management Committee with its recommendation notified in 7.6 below. Additionally it was recommended and ToT factors in WRS or WPS calculation should be calculated as 600/ToD as it was originally when WRS was introduced for the first time.

VPP and Hydro model updates for 2027

The 2026 interim fix for full-bowed boats (high water-plane coefficient) has been replaced by a new residual-resistance model. The CFD dataset roughly doubled, parameters were improved and edge cases studied. The old method of 2013 residuary resistance surfaces calculations is now completely abandoned. The research budget for this year and next was fully spent on this work.

The effect of new residuary resistance model is that most boats are speed up by about 1% on APH. Conventional designs (for example Beneteau First 36.7) barely change, while full-bowed designs such as the XR41 and Class 40 are faster downwind above 10 knots, by about 9–10% at 20 knots, matching on-the-water reports. ITC does not intend to revisit this model in 2027.

Other changes includes review of long-keels effect, interceptor treatment, centerboard treatment aligned with the one for the superyachts and smoother scoring polars for boats rated on their actual sail inventory (currently in multihulls only but planned for review and introduction for monohulls in the future).

Final VPP recommendations for 2027 are:

- New residuary resistance model with replacement of 2013 baseline surfaces and deployment of 5 cross-validated ANNs.
- Review of scoring polars in strong winds. The extension of the wind range to 24 knots has made it clear that the VPP overestimates performance in strong winds, this affects not only PCS, but also WRS. The ITC will find a plausible algorithm to mitigate this problem by implementing Velocity Made Good on Course (VMC) calculations to smooth polar curve step-changes.
- Long keel residuary resistance update.
- Centerboard force model updated to match ORCsy
- Rating assessment of interceptors.
- Rating assessment of inner headsails set flying
- Age allowance adjustments as per submissions USA 1.

Recommendations from the International Technical Committee were approved by the Congress with 31 votes in favour and 1 abstained.

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

7.2 MEASUREMENT COMMITTEE

Zoran Grubiša reported.

Submissions ESP 1 and ITA 1 will be answered by new ORC portal with measurers section where measurers will be able to upload and retrieve information about freeboard points. Photos of freeboard points will be required for all new scans, while for existing offset files photos will be uploaded retroactively, when possible.

Submission ESP 2 is asking review of measurement protest tolerances. The existing steps (0 - 0.1% of APH no change; 0.1 - 0.25% certificate amended without penalty; above 0.25% penalty work well for hull and stability. For sail differences, a study of A, B and C class boats will check whether the steps are appropriate. The rule will be updated based on the results of the study with option to keep same steps or have them slightly adjusted only of sails incompliance.

Submissions ESP 5 and ITA 4 are asking increase of number of station when the hull is measured with Total station current rule is 20 to 180 stations at 5% LOA spacing. A study comparing total-station and 3D-scan results on the same boat will decide any change. Only three or four boats a year are measured by total station.

Submissions ESP 6 and ITA 2 are dealing with freeboard points set at the centerline. It was noted that such freeboard points can be problematic when for example interceptor or bowsprit is added. To avoid this problem, new scans will require additional four off-centreline freeboard points to be recorded as a backup.

The WS guidelines for In-House certification answer the question that prompted by submission ITA 6. The committee nevertheless noted a separate need to update IMS Rule A7 to exclude vested interest for measurers involved in any form of In-House certification.

The committee agrees that expedited processing of a cloud of points to create an offset file should be charged as requested by submission MANCOM 3. However, the main discussion concerned whether charges for offset production within the standard production time should differ between standard production boats and one-offs. As this issue is more closely related to rating office work, the submission is referred to the Rating Officers Committee and therefore voted under Rating Officers Committee report in 7.3.

Recommendations from the Measurement Committee (expect MANCOM 3 that was referred to the Rating Officers Committee) were approved by the Congress with 31 votes in favour and 1 abstained.

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

8.3 RATING OFFICERS COMMITTEE

Zoran Grubiša reported.

In response to submission MANCOM 3 the Rating Officers Committee agreed that expedited creation of an offset file from a 3D scan should be charged. This agreement followed continued discussion of the matter raised in the Measurement Committee.

Following further discussion, the committee agreed that standard processing should be free for standard production boats and for all one-off boats built before 01/01/2027. **A standard processing fee of 300 EUR will be introduced for one-off boats built after 01/01/2027**. It was clarified that by "built after 01/01/2027" is meant first time launched after 01/01/2027.

Approval of recommendation on this submission was voted separately and approved the Congress with 30 votes in favour and 2 abstained.

Submission MANCOM 4 arose from events that used Sailing Instructions to change penalties for ORC Rule infringements, contravening RRS 87. A working party will review penalties for rule infringements and present a complete proposal at the next AGM.

Submission TUR 2 will be partially answered with new ORC portal, but ORC will not impose a single certificate-renewal form because rating offices use widely differing processes, from large database systems to email and messaging.

Submission TUR 3 is not supported, but ORC will look for a solution through the new database and platform.

Cruiser division as requested by submission TUR 4 is not desirable at this moment, but new three-sail certificate meets the submission's aim for charter-type boats.

The committee supported the Light certificate concept with the additional requirement that Light certificates be limited within each country. Based on the Italian experience, the Management Committee had presented a submission for future implementation of Light certificates. Representatives of 5 national rating offices expressed interest in trying ORC Light certificates ORC Light: the concept is supported as an entry-level product for boats that do not race, not a competitor to ORC Club. Each country applies and is reviewed case by case. Final recommendation on Light certificates is referred to the report of the Management Committee in 7.8 below.

Recommendations from the Rating Officers Committee (all but MANCOM 3 that was approved earlier) were approved by the Congress with 31 votes in favour and 1 abstained.

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 has been scheduled after the ORC Congress meeting.

Please refer to WS Special Regulations Sub-Committee Minutes.

7.5 OFFSHORE CLASSES & EVENTS COMMITTEE

Bruno Finzi reported.

The committee agrees with the ITC and Race Management Committee recommendation on submissions related to the Weather Routing Scoring.

In response to submission ITA 5, the Committee agreed to modify the Green Book to provide that the chairman of the Technical Committee at ORC Championships shall be agreed between the Organizing Authority and the ORC. If the chairman is not the ORC Chief Measurer, the ORC Chief Measurer or a person appointed by him shall be a member of the Technical Committee.

The Committee acknowledged that class definitions at DH championships may differ from those at fully crewed championships because of the different nature of offshore races and the application of WRS as

noted in submission SWE 1. For 2027 DH events, the Notice of Race will specify only the fastest and slowest APH limits for the fleet. Final class composition shall be agreed between the Organizing Authority and the ORC one month before the start of the championship. Classes should comprise boats of similar sizes and performance potential.

Report on the status of preparations for already assigned events for 2027 were received from:

- 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

Bids to host two more 2027 events were presented as follows:

- ORC DH Worlds in Portorož (SLO)
- ORC Sportboat Europeans in Preveza (GRE)

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

Bids to host ORC Worlds 2028 were presented by

- Valencia (ESP)
- Limassol (CYP)

The committee decided to recommend Valencia to the Congress as the venue for the ORC Worlds 2028, with Real Club Nautico de Valencia as organizing authority. This decision followed the review of two very well-prepared presentations.

Next bids were presented for the following events:

- ORC Europeans in Marstrand (SWE), 4 – 12 August 2028
- ORC DH Worlds in Hanko (FIN), 10 – 16 July 2028

The committee proposed to the Congress to confirm the venues of Marstrand (SWE) and Hanko (FIN) as listed above.

The committee supports Annapolis Yacht Club's bid to host the ORC North American Championship 2028, subject to finalizing details in discussion between the Management Committee and the organizing authority. The bid was presented by Annapolis Yacht Club.

Yacht Club Italiano presented a bid to host the ORC DH Worlds in Genoa in 2029. Since there are no bids for the 2028 ORC DH Europeans, the chairman proposed Yacht Club Italiano that it modify its bid from the 2029 DH Worlds to the 2028 DH Europeans: YCI accepted.

Recommendations from the Offshore Classes and Events Committee were approved by the Congress with 31 votes in favour and 1 abstained.

The minutes of the Offshore Classes and Events Committee meeting provide more details on discussions and decisions of this Committee.

7.6 RACE MANAGEMENT COMMITTEE

Noora Westerlund reported.

Willem Elemmett made presentation of Weather Prediction Scoring as previously explained by the ITC chairman. Submission NED 3 originally asked about blending APH and WRS, but it was confirmed by the ITC that this is not a way to go. Instead the idea is developed in blending TWS and TWA matrix of each boat form its originally WRS routing. This method is kind of hybrid of pure WRS with ratings calculated from the PETs of each single boat and single number defining the conditions for all the fleet. The Race

Management Committee supports the development of this method, to address situations where Weather Routing Scoring (WRS) may produce extreme or unrepresentative correction factors.

The Committee recommends that these methods be evaluated and subject to technical validation and approval by the relevant ORC bodies, included as initial or fallback scoring options in the 2027 ORC Race Management Guide.

The selection and application of scoring methods shall be governed by clearly defined procedures in the applicable race documents and rules.

Approval of recommendation on this submission was voted separately and approved the Congress with 29 votes in favour , 2 abstained and 1 against.

The committee agrees with ITC and other committees recommendations on other submissions related to the Weather Routing Scoring.

In response to submission GER 2, Alberto Pindozzi demonstrated the functionality of RaceFlow 2.0, including the course planning and routing tools. The Committee noted that the new application addresses several aspects of the submission.

The Committee discussed the definition of the Offshore Special Regulations and the question of a storm jib used as a staysail when the OSR does not apply coming from submission NED 1. The principle that a sail should not be treated as both a storm jib and a headsail was discussed and appropriate wording of new rule 208.6 was presented.

Submission TUR 1 will be answered by the new ORC Scorer software where all new races will be stored at the cloud and races already scored with old ORC Scorer will be uploaded separately. It is only needed to design user interface that will allow list and search of all events scored with ORC Scorer software.

The Committee supported expansion of the ORC Light trial, with national implementation at each MNA's discretion and certificate validity restricted to the issuing country.

Recommendations from the Race Management Committee (all but NED 3 as voted separately above) were approved the Congress with 31 votes in favour and 1 abstained.

The minutes of the Race Management Committee meeting provides more details on discussions and decisions of the Committee.

7.7 PROMOTION AND DEVELOPMENT COMMITTEE

Thomas Nilsson reported.

The committee discussed submission NOR 1 looking for better naming of the Weather Routing Scoring. ORC Forecast TCF was found as inappropriate due to negative image of similar product in North America. Several alternative proposals were suggested, but no final decision is made. ORC communication team will work on this in the future.

New ORC Scorer software is answering submission TUR 1 as it will made available online results of all events scored by new ORC Scorer as well as those scored with older version.

New Three Sails certificate for boats using only one of mainsail, headsail and spinnaker is going in direction of the submission TUR 4 as it will cover most of cruising and charter boats.

Other items originally scheduled on the PDC agenda were moved to the networking session and open forum on Tuesday, 3rd November with presentations of:

- RaceFlow: practical use of WRS
- ORC Light: practical use of Light as a recruitment tool
- Modern tracking solutions with live scoring, TracTrac
- Sail Science: presentation of their tools for performance analysis and race analysis

Afternoon sessions covered topics such as:

- How should ORC be promoted
- Which developments are needed
- Serving our members and certificate holders

Since submissions allocated to the Promotion and Development Committee were already voted and approved by the Congress there was no need for vote on recommendations from this committee.

The minutes of the Promotion and Development Committee meeting provides more details on discussions and decisions of the Committee.

7.8 MANAGEMENT COMMITTEE

Bruno Finzi reported.

Besides other items that are already reported in the Chairman's report, the Management Committee discussed 10 submissions that were also allocated to other committees. The Committee supports the view of other Committees on submissions confirming their decisions without a need for vote on this.

Additionally, Management Committee presented submission MANCOM 5 summarizing ORC Light certificate project with recommendation of its expansion and application in 2027 with following principles agreed:

- An ORC National Rating Office may apply to ORC for authority to issue ORC Light certificates. The Management Committee will decide each application case by case, and ORC and the Rating Office will sign a written agreement.
- An ORC Light certificate may not be issued for a boat that held an ORCi or ORC Club certificate in the past three years, unless the ownership of the boat has changed substantially as defined by the ORC Light Regulations (established below).
- An ORC Light certificate shall only be valid in the nation in which it is issued.
- Boats with ORC Light certificates should not be scored in the same class as boats with ORC Club or ORCi certificates. These certificates may only be used in OSR Cat 4 or lower races or the equivalent. These conditions will not be modifiable by OA.
- The Rating Office decides who issues certificates: the Rating Office itself or Clubs that are members of the MNA associated with the Rating Office.
- The levy for an ORC Light certificate shall not exceed 50% of the levy for an ORC Club certificate.
- An ORC Light Regulations will be developed and posted to the ORC website. With the approval of ORC, a Rating Office may develop a National ORC Light Rule provided that it does not conflict with the ORC Light Regulations

Recommendations from the Management Committee regarding ORC Light certificates were approved by the Congress with 31 votes in favour and 1 abstained.

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

8. CALENDAR FOR 2027 - ORC MEETINGS AND EVENTS

ORC World Championship	Skovshoved	Denmark	6 – 14 August
ORC European Championship	Malaga	Spain	5 – 12 June
ORC North American Championship	Fort Lauderdale	USA	14 – 20 November
ORC DH World Championship	Portorož	Slovenia	TBC
ORC DH European Championship	Sandhamn	Sweden	30 June – 7 July
ORC Sportboat Europeans	Preveza	Greece	TBC

Meetings

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