MEASUREMENT COMMITTEE

Meeting
held from 09:00 – 13:00
on Sunday, 1st November 2026 in Las Palmas

MINUTES

Present on site: Zoran Grubiša (CRO) - Chairman, Gennaro Aveta (ITA), Per Boeymo (NOR), Pablo Ferrer (ESP), Robert Jacobsen (GER), Yannis Kalatzis (GRE), Romain Lanos (FRA), Tacha Montaner (ESP), Alberto Pindozzi (ITA), Johan Tuvstedt (SWE) Chris Tutmark (USA), Matteo Zuppini (ITA)

Present online: Nicola Sironi vice-chairman (ITA), Dimitris Dimou (GRE), Michael Quist (DEN), Chris Zonca (AUS)

1. Approval of Minutes of 2025 meeting

Robert Jacobsen noted that the 2025 minutes were correct, but that no action had been taken on submission GER 3 from last year. Zoran Grubiša explained that the database update to allow photos of measurement conditions to be uploaded had been delayed because ORC Sailor Service is due to undergo a major redesign. A separate measurers section is planned, in which this functionality will be available. Nevertheless, the IMS Rule will be updated for the 2027 version.

2. Submissions

a) ESP 1 – Freeboard points photos

The proposal requires photos of the freeboard measurement points, available with the offset file and when a certificate is viewed in the database. Many offset files have no photos, which makes points hard to find, especially where the sheer line is unclear or the point sits on a chine.

It was agreed that freeboard point photos shall become mandatory. ORC staff will not release or process a cloud until the photos are received. For existing offset files, however, photos are strongly recommended rather than mandatory and should be gathered by agreement between measurers and rating offices. ORC staff will prepare guidance with an example of a good freeboard photo, and an updated hull-scanning measurement guide.

b) ESP 2 – Measurement protest

The submission asked whether the certificate shall be updated when the rating difference is within the tolerance of 0.1% of APH. The committee acknowledged that the 0.1% of APH limit works well for determining rating tolerance for differences in freeboards and stability. However, members felt that the same limit allows larger differences in sail measurements.

It was therefore agreed to conduct a study evaluating how sensitive rating changes are to differences in sail measurements. The results will inform a subsequent decision on whether ORC Rule 305.2(a) needs different percentage limits when sail measurements differ from those recorded in the certificate.

c) ESP 4 - TL Measurement

Some carbon masts taper very gradually from about half of P. As written, the rule then requires TL to be measured from that low point, which does not match how the VPP models taper. Measurers also apply the rule inconsistently, often without checking diameters along the whole tube.

The committee agreed that the current wording needs correcting. The Chair will draft clarified wording so that TL, MDL1 and MDL2 describe the mast's real profile as intended by the VPP. An example of a possible clarification is to ignore small diameter changes below a set percentage.

d) ESP 5 - Number of sections in offset file
ITA 4 - Station spacing

ESP 5 and ITA 4 were discussed together because both concern making total-station offsets more consistent with 3D-scan offsets. It was decided to conduct a study before changing the rule. The current rule requires a minimum of 20 and a maximum of 180 stations, at 5% LOA spacing, with finer spacing at the ends. The study will compare sections at total-station density with full 3D-scan sections on the same boat, and its results will determine any rule change. Meanwhile, total-station users will be briefed on good practice.

e) ESP 6 - Freeboard point on centerline
ITA 2 - Aft freeboard point

ESP 6 and ITA 2 were discussed together because both concern freeboard point placement. Interceptors added or modified at the transom can remove or move centreline freeboard points. A number of offset files still have centreline freeboard points, and there is no intention to outlaw them. Instead, the measurement guidelines will be updated to require that, whenever a freeboard point is set at the centreline, 4 additional side points shall be recorded in the scan. ORC staff will then decide the best option for the freeboard point when processing the offset file.

f) FIN 1 - Sail age, material and weight in ORC Club

The submission was not supported, having already been discussed by the ITC and Management Committee. The reasons were that rules on this issue cannot differ between ORC Club and ORC International, sail shape and quality cannot be rated, and recording every sail would introduce substantial additional complexity.

Members supported the aim of keeping low-budget owners with old sails competitive. The route forward combines the proposed three-sail rating (main, jib, spinnaker), organisers' existing ability to limit sails for a race, and the Dacron allowance. The committee agreed with the ITC recommendation and noted the work on the three-sail rating.

g) FIN 4 - Liferaft in measurement conditions

The committee agrees with the ITC and does not support the submission. Boats are measured empty, without safety equipment, regardless of race category. This is the third consecutive year the submission has been brought forward, and the ITC has rejected it again.

h) GER 1 - Owner’s responsibility

The submission is supported with a friendly amendment to the wording (“to the measurer and/or the rating office").

i) GRE 1 – LCFD for poles inclining

The submission is supported. LCFD can be recorded during measurement. The LPP calculations should make the appropriate adjustment for the recorded LCFD.

j) GRE 2 - Storm sails in IMS Editor

The submission is supported and new fields will be added to the IMS Editor and ORC Manager with storm sails area calculated as defined in OSR.

k) ITA 1 - Hull scanning

The submission is covered by submission ESP 1.

l) ITA 6 - In-House certification

The WS guidelines for In-House certification answer the question that prompted the submission. 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.

m) MANCOM 3 – ORC offset file services

The committee agrees that expedited processing of a cloud of points to create an offset file should be charged. 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 for a final decision.

n) MANCOM 4 - ORC standard penalties

The submission is referred to the Rating Officers Committee.

o) NED 2 - Adjustable forestay

The submission is referred to the Rating Officers Committee.

p) USA 3 - Waste water tank

The submission is referred to the Rating Officers Committee.

q) USA 4 - Water ballast input

The submission is referred to the Rating Officers Committee.

r) USA 5 - Crew Extension (CEXT)

The submission is supported by separating “No Lifelines” and “Loose lifelines” in the drop-down menu for the CEXT input.

3. Any other business

Pablo Ferrer presented a new inclinometer produced in Spain. It connects by Bluetooth or USB-C cable, has a battery life of about 6 hours, and can charge while measuring. Like the current approved system, JM Sensor, it records one-minute samples; it can also pause and resume a reading and export to DXT. It costs about €800 plus VAT, and an Android tablet app is being developed. In an initial side-by-side test, its reading differed from that of the approved device by 0.02°. For ORC approval, the supplier must first provide technical data covering the sensor, sample rate and method used to derive the final value. The device must then pass parallel tests against an approved device. These comprise bench tests on a flat surface across the 1–4° range and a full inclining test on a boat, with both devices operating at the same time.