RATING OFFICERS COMMITTEE

Meeting
held from 14:30 – 17:00
on Monday, 2nd November 2026 in Las Palmas

MINUTES

Present on site: Zoran Grubiša (CRO) - Chairman, Andrus Aarna (EST), Gennaro Aveta (ITA), Per Boeymo (NOR), Willem Ellemeet (NED), Rafael Bonilla (ESP), Philippos Georgakis (CYP), Robert Jacobsen (GER), Romain Lanos (FRA), Vygantas Stankus (LTU), Laszlo Szeremley (HUN), Pat Tanner (IRL), Johan Tuvstedt (SWE), Chris Tutmark (USA), Matteo Zuppini (ITA)

Present online: Panayotis Papapostolou (GRE) – Vice-chairman, Luke Scott (RSA), Chris Zonca (AUS)

1. **Approval of Minutes of 2025 meeting**

   Minutes of 2025 were unanimously approved.

2. **Submissions**

   a) ESP 1 - Freeboard points photos

   The committee agrees with decisions of the Measurement Committee.

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

   The committee agrees with decisions of the Measurement Committee.

   c) GER 1 - Owner's responsibility

   The committee agrees with decisions of the Measurement Committee.

   d) GRE 2 - Storm sails in IMS Editor

   The committee agrees with decisions of the Measurement Committee.

   e) ITA 4 - Station spacing

   The committee agrees with decisions of the Measurement Committee.

   f) ITA 6 – In-House certification

   The committee agrees with decisions of the Measurement Committee.

   g) MANCOM 3 – ORC offset file services

   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.

   All other fees are accepted as presented in the submissions.

h) MANCOM 4 - ORC Standard penalties

The submission arose from events that used Sailing Instructions to change penalties for ORC Rule infringements, contravening RRS 87. The discussion addressed the need for ORC rules to define penalties clearly for different infringements and proceeded in two directions. For infringements of rules based on the owner's declaration, such as crew weight and use of the asymmetric spinnaker on the centerline, the current penalty is disqualification.

A working party will review penalties for rule infringements and present a complete proposal at the next AGM. The general view was that disqualification is appropriate for high-level events, but that the penalty may be relaxed for lower-level events or to allow younger sailors to join the crew without a change to the declared crew weight. Discretionary or standard penalties may be set for other rule infringements.

i) NED 2 - Adjustable forestay

The submission is supported by setting default for the Forestay Adjustment to “Turnbuckle” in the DXT file.

j) TUR 2 - Certificate renewal electronic form

ORC will not impose a single certificate-renewal form because rating offices use widely differing processes, from large database systems to email and messaging. ORC staff demonstrated a prototype of the new platform, with the working name “ORC One”. The prototype includes separate accounts for sailors, clubs, measurers, superyachts and rating offices.

The new platform will partially address the request for a certificate-renewal electronic form. Further development could provide additional features and tools for measurers and rating offices.

k) TUR 3 - Secondary certificate

Turkey requested secondary certificates, for example to cover inshore and offshore sail configurations. Australia and the USA reported similar requests from owners who hold secondary IRC certificates. However, identifying the correct certificate for a race presents problems.

The Chair recommended retaining one valid certificate per boat for now. Issuing multiple certificates under variants of the same DXT name is not correct practice. Multiple certificates make it difficult for organisers and scoring software to select the correct certificate and distort fleet statistics.

The submission is not permitted at this moment, but ORC will look for a solution through the new database and platform.

l) TUR 4 - Cruiser division

Turkey requested a cruiser division, particularly for charter boats. The current IMS rules define “Cruiser/Racer” and “Performance” divisions, and adding a new “Cruiser” division was not seen as desirable. As an alternative response to the cruising and charter boats underlying the submission, the ITC proposed a new “Three sails certificate” at the same level as DH and NS certificates, intended to provide an appropriate rating for these boats.

m) USA 3 - Waste water tanks

The submission is supported by adding a waste water tank in the drop-down menu. Cruiser/Racer requirements will be checked for fresh water tanks only.

n) USA 4 – Water ballast input

No changes to water-ballast input are recommended. Water ballast is entered in kg, rather than in liters and SG, and may consist of fresh or salt water; the difference between the two was considered negligible. Separately, the ORC Rules will amend RRS 48.1 to clarify that water ballast may be taken in or out after the preparatory signal.

o) USA 5 – Crew extensions (CEXT)

The committee agrees with decisions of the Measurement Committee.

3. Lite certificates

A report was presented on the Lite certificate project's test season in Italy, during which about 970 certificates were issued. Many were issued to boats in 57 clubs that had not previously raced under ORC Club. The project's aim is to provide an entry-level certificate for these boats and convert 20–30% of them to Club certificates.

The committee supported the Lite certificate concept with the additional requirement that Lite certificates be limited within each country. Based on the Italian experience, the Management Committee had presented a submission for future implementation of Lite certificates. Representatives of 5 national rating offices expressed interest in trying ORC Lite certificates.