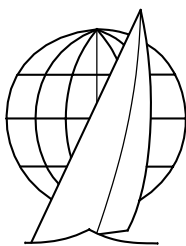


OFFSHORE RACING CONGRESS

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Annual General Meeting held on 9th November 2004

INDEX

Minute No.	Page N°
Attendance	2
1. Approval of Minutes -- EGM of 7th November, 2004	3
2. The Chairman's Report	3
3. Treasurer's Report and Audited Accounts	4
4. Appointment of Auditors	4
5. Appointment of Honorary Treasurer	4
6. Membership of Committees	4
7. International Technical Committee	5
8. Club Working Group	11
9. Measurement Committee	13
10. Special Regulations Committee	16
11. Offshore Classes & Events Committee	16
12. Race Management Committee	18
13. Promotion and Development Committee	19
14. Management Committee	21
15. Calendar for 2004 -- Meetings and Events	22
16. Other Business	22

MINUTES of the **Annual General Meeting** of the Offshore Racing Congress, Ltd. held at 1430 on 9th November 2004 at the Axelborg, Copenhagen, Denmark

Congress Members Present:

Bruno Finzi (Chairman)	Italy
Don Genitempo (Deputy Chairman)	U.S.A.
Wolfgang Schäfer (Deputy Chairman)	Germany/Austria
George Andreadis	ISAF & Greece
Peter de Ridder	Benelux Countries
Sten Edholm	Scandinavia
Bruno Frank	Switzerland
José Frers	S. America (not Brazil)
Zoran Grubisa	Croatia
David Kellett	ISAF
Pasquale Landolfi	Italy
Chris Little	U.K.
Patrick Lindqvist	Scandinavia
David Lyons	Australia
Ioannis Marackoudakis	Greece
J.B. Mothes Masse	France
Francoise Pascal	France
Abraham Rosemberg	Brazil
Dierk Thomsen	Germany/Austria
Minoru Tomita	Japan
Ecky von der Mosel	German
John S. Winder	U.S.A.
Hans Zuiderbaan	Benelux Countries

Alternates:

Gustavo Benavent for Marcelino Botin	Spain
Sergio Masserotti for Giovanni Iannucci	Italy
Miguel Rosa for Jaime L. Ensenat	Spain

Apologies for absence:

H.M. King Harald V of Norway	Honorary President
David Edwards	Councillor of Honour
Olin Stephens	Councillor of Honour
Larry Z. Bulman	U.S.A.
Estanislao Duran	Spain
Peter Taylor	New Zealand

Officers present:

Vivian Rodriguez	Secretary
Nicola Sironi	Chief Measurer
Ken Weller	ORC Club Consultant

Committee Chairmen:

Manolo Ruiz de Elvira	ITC Chairman
Emilio Feliu Serra	Promotion & Development Chairman
Alan Green	Special Regulations Chairman

Committee Members:

Gianfranco Alberini	Offshore Classes
Jean Louis Conti	Measurement & ORC Club
Boris Hepp	Measurement
Bengt-Olof Holmberg	Offshore Classes
Eva Holmsten	Race Management
Friedrich Judel	ITC
Gerd Kall	Measurement

Paolo Massarini	Offshore Classes
Dan Nowlan	Measurement
Timo Sarainmaa	Measurement & Race Management
Philip Tolhurst	Management & Treasurer
Theodossis Tsaltas	Measurement

Observers:

Neven Baran	Croatia
Fredrik Feldreich	Sweden
Yoshikazu Fukuda	Japan
Roula Galani	Greece
Janet Grosvenor	U.K./RORC
N. D. Holm	Denmark
John Kalatzis	Greece
Kjell Marthinsen	Sweden
Nils Nordenstrom	Norway
Edoardo Recchi	Italy
Peter Reicheldorfer	U.S.A.
Konstadina Sfakianaki	Greece
Peter Wykeham-Martin	U.K./RORC
Hanna Zuiderbaan	Netherlands

1. MINUTES OF THE EGM OF 7TH NOVEMBER, 2004

The Minutes of the Extraordinary General Meeting of November 7th, 2004 were approved.

2. THE CHAIRMAN'S REPORT

Chairman Bruno Finzi welcomed all to the meetings and introduced the new Congress Members, Françoise Pascal (France), Sten Edholm (Sweden), Peter de Ridder, (Netherlands), John Winder (U.S.A.). New Member Larry Bulman (U.S.A.) had been unable to be present, but had attended the Management Committee in June. There were also proposals for new committee members and other committee changes which would be taken up during the meeting.

It had been an eventful year. The ORC has now a cordial working relationship with ISAF. There had again been a successful programme of ORC World Championships and the first biennial Offshore Team Championship had taken place in Porto Cervo where a few lessons had been learned to be implemented in the next event.

The ORC's fleet projections in total were currently nearly at the high mark reached in 2003, with a few less IMS certificates and a few more Club certificates. The financial position was sound, as would be learned from the Treasurer's report.

The ITC had worked long and hard in the first months of the year to develop the VPP for rating canting keels, water ballast and special appendages. They were continuing to refine these formula to improve the ratings because experience had shown during the season that the performance of these "Appendix 10" yachts had been somewhat over-predicted. The ITC had also responded to certain type-forming trends, including very narrow hulls with box-like sections and refinements to heeled resistance. The ITC had made provisions for accommodating the popular T/P52 under IMS racing. The Management Committee continued to be dedicated to accommodating under its rules all popular trends in yacht design and had worked with the classes to try to achieve the best programme for them under the ORC. The ITC had also responded to the Management Committee's request to put more "space" between the definition and compliance of Racing Division yachts and Cruiser/Racer Division yachts to prevent the practice of "wolves in sheep's clothing."

Several national authorities have been developing alternative tools for measurement of hulls and the inclining test, working closely with our Chief Measurer, Nicola Sironi. The accounts had been converted to Sage accounting software. The new publication, Formulations of the IMS, a technical presentation of the Rule, was at the printer's would be available shortly after the meeting week. A pre-press edition of the IMS Guide had been distributed and used to fill publication orders. More improvements to the Guide were in progress.

There continued to be challenges to be met in the best way with work to be done for improvement and develop of the organization. The committee reports would cover progress in a number of areas, including scoring software solutions and development of the hull-file database for rating office access. This year the Yearbook would be ready for press very shortly after the meetings and the staff would remain together in Copenhagen to complete the AGM Minutes and the ORC page on IMS changes for Seahorse magazine.

The ORC is still short of staff for the growth in our activities and especially in the area of a publicist to improve our publicity efforts as recommended by the Promotion and Development Committee the past several years. There was a need to re-program the IMS VPP and the associated Rating Office software and arrangements to do this were being worked out. Efforts to agree the design and implementation of a new grand prix had been set back when US Sailing decided to leave the coalition of the RORC and ORC. The Management Committee had been looking at the alternatives in order to recommend a way forward in this area.

Finally, a few remaining matters with the ISAF were being addressed, including the application for designation as an International Handicapping system for ORC Club and the ORC's status in organizing the Offshore Team Championship.

3. THE TREASURER'S REPORT AND AUDITED ACCOUNTS

Philip Tolhurst reported on the audited accounts for the 2004 Financial Year. He reminded Congress Members that the certificate levy revenue received within the financial year was no longer shown as deferred income, but as current income, and that the internal accounts were being kept on the same accrual basis as the auditor's annual report. He recommended that beginning with the current financial year all financial reporting be in Euro, rather than Sterling. This and the Audited Accounts were duly approved by the Congress.

Due to the additional investment in R&D and Promotion forecast for next year, there was a need for additional revenues and the Treasurer asked for a motion to increase the ORC Club levy rate according to the following rate schedule: 30 Euro for 2005, 35 for 2006 and 40 for 2007. The increase was approved with the understanding that Congress might later agree otherwise regarding the scheduled increases for 2006 and 2007.

4. APPOINTMENT OF AUDITORS

A motion to re-appoint Hays McIntyre as auditors for the coming year was agreed. The Hon. Treasurer expressed his gratitude for their assistance and that of the staff with the conversion of the accounts to the new software.

5. APPOINTMENT OF HONORARY TREASURER

The Members approved the Chairman's proposal that Philip Tolhurst be re-appointed Honorary Treasurer.

6. MEMBERSHIP OF COMMITTEES

The following changes were agreed with effect from 12th November, 2004:

Management Committee -- Gustavo Benavent (Spain) was appointed to the open committee seat.

ITC -- Jim Schmicker and Jim Teeters would stand down from the Committee and Philippe Pallu de la Barriere (France) was appointed a new member.

Special Regulations Committee -- It was agreed that membership should follow the ISAF recommendations, which had not yet been confirmed, and that in addition, Minoru Tomita (Japan) and Sten Edholm (Sweden) would be co-opted. The ISAF recommended changes were: Gunter Ahlers (Germany), Will Apold (Canada), Ken Kershaw (U.K.) and Jean-Bertrand Mothes-Masse (France) to be added, replacing Tony Mooney, Jean Sans and Minoru Tomita.

Offshore Classes & Events Committee -- Four new members were appointed; Christian Hedlund (Denmark), representing the new Sportboat Class, Peter de Ridder (Netherlands), representing the IMS 600 Class and Miguel Rosa (Spain), the IMS 670 Class and John Winder (U.S.A.).

Race Management Committee -- Ab Pasman (Netherlands) was appointed to replace Tony Mooney, who wished to stand down.

Promotion & Development Committee -- It was noted that Sven Christensen had been appointed the previous year, but omitted from the Yearbook. Kjell Borking, Tony Mooney and John Osmond were retiring from the committee and Larry Bulman (U.S.A.), Sten Edholm (Sweden) and John Winder (U.S.A.) were appointed to replace them. Paolo Massarini (Italy) and Edoardo Recchi (Italy) were also co-opted.

Club Working Group -- Current member, Boris Hepp (Germany) was appointed chairman, replacing Ken Weller, who will remain a regular member.

Chairman Bruno Finzi expressed the deep gratitude of Congress for the many contributions of the retiring committee members and the example they had set for new members taking their places.

REPORTS & RECOMMENDATIONS OF COMMITTEES

7. INTERNATIONAL TECHNICAL COMMITTEE

ITC Chairman Manolo Ruiz de Elvira reported

7.1 Minutes of the Previous Meeting:

Minutes of the September meeting in Madrid had been approved as circulated.

7.2 Chief Measurer's Report:

The new questions to be addressed raised by the Chief Measurer in connection with queries received during the season are included in Par. 7.12 below, or referenced to in the context of other paragraphs and Submissions.

A complaint from an Owner had been received based on his experience in the latter part of the season regarding the treatment of centerboards, which is a known issue and has been on the ITC agenda for some years without having been addressed, but then abandoned, given the scarce appearance of centerboard boats in IMS high level racing. It not having been possible to address the question during this meeting, it had been deferred to next year's agenda.

7.3 Aerodynamic Modeling:

7.3.1 Upwind aerodynamics (KNWV 2): The approach used last year to address the problem of the stability effect on performance in light air had been modified in order to make its effect more significant, but now it was proposed to make it dependent on the true wind velocity (VTW) instead of the heel angle. Therefore, in the wind triangle solution of the VPP, a heel angle smaller than the actual sailing heel would be used (as in the 2004 VPP), but for 2005 if the VTW is less than 6 kts, heel angle of zero would be assumed.

This has the effect of widening the apparent wind angle and accounts for the ability of the trimmers to compensate for the effect of heel by rotating the sail plan. This correction disappears progressively and at 12 knots VTW there is no further influence. The effect of the change is to speed up the whole fleet in light air, favoring slightly boats with more stability.

More detailed analysis is suggested on this subject as well as a better evaluation of overlap effects. The ITC is planning to perform new tests and CFD studies in order to examine the matter further.

7.3.2 Downwind aerodynamics (RFEV 7): After a brief discussion the ITC concluded that changing the minimum default spinnaker size would have a negative effect in the fleet and thus no change was proposed.

7.4 Hydrodynamic Modeling:

7.4.1 Upright Residuary Resistance (Rr): After tests on residuary drag no improvements had been found over the current regression. However, with the inclusion of faster yachts in the fleet, the need for more accurate drag

predictions at higher speeds was recognized. With this in mind, the ITC adopted for the whole fleet, as stated in previous minutes, a modified upright Rr model with more accurate predictions for speeds above $F_n 0.325$, as already used with Appendix 10 yachts in the 2004 VPP. This has a very small impact in upwind and downwind cases for most of the fleet, but becomes relevant when reaching, especially for yachts capable of high speeds.

7.4.2 Resistance Due to Heel (RFEV4, DSV3, FIV2): Looking at the observed differences between the latest “box like” narrow, optimized designs versus more conventional ones, the ITC believed that the new heeled drag model implemented last year was not sufficient to address the differences. A limit in B related to BMAX for hydrodynamic calculations was considered, but the result had not been satisfactory.

Based on that, two different hull designs following the latest trend were developed and tested with different CFD tools in order to evaluate the differences in performance. A significant difference was found, related to the length increase with heel, but also a more important decrease of beam (and BTR) with heel. On that basis, several modifications to the heeled drag VPP model were evaluated, resulting in the adoption of a multiplier that reflects the differences in waterplane area and length with heel. The multiplier is defined as $2/((LSM1_{xx}/LSM0)+(WPA0/WPA_{xx})^{0.5})$, where “xx” refers to the heel angle at which the LSM1 and WPA values are calculated for each equilibrium point. This model is different than the one implemented in the 2005 VPP Beta, but the result is very similar.

For the future the ITC plans to tank-test models of lines closely replicating current narrow hull trend, these being the those which have been recently evaluated using CFD.

7.4.3 Appendage Viscous Drag: The ITC decided last September to propose for 2005 the modifications already included in the 2005 VPP Beta version consisting in reducing the estimated increase of drag for keels with a thickness to chord ratio over 10-12%. On review, the Committee decided to recommend the new treatment, but limited to the top four strips of the appendages in order to avoid an unwarranted reduction of estimated drag for thick bulbs as compared with the current treatment. In absence of bulbs, the differences as compared with the beta version are insignificant.

7.4.4 Movable Ballast yachts: Studying results where water-ballast and canting keel yachts (“Appendix 10 yachts”) have raced, there is a clear indication that the 2004 IMS treatment generally overstated the performance predictions for these yachts. It was agreed for 2005 to reverse two conservative actions which had been implemented in 2004 because their effects were stronger than anticipated and the result had been punitive. As recorded at the last meeting, the Committee now recommends removing any contribution of the canted keel from effective draft; the keel, when canted, will no longer be included in the effective draft calculation. Secondly, the lifting surfaces placed forward of the keel (bow rudders or daggerboards) will for 2005 have their wetted surface included in the viscous drag calculation. The result will be a more favorable treatment of canting keel yachts, in theory more favorable than reality, but there remains the need to account for some balancing effects which can only be properly modeled in the VPP in the future with the benefit of planned tank-testing.

Another 2005 change that will have a small, but positive, relative effect for Appendix 10 yachts is the extension of the high speed residuary drag formulation to the whole fleet.

7.5 Crew Righting Arm:

7.5.1 Crew righting arm (DSV2): The ITC decided to propose for 2005 the modifications already incorporated in the 2005 VPP Beta version consisting of.

- a. For the calculation of the crew righting arm the beam at deck is replaced by the maximum beam at each station.
- b. Eliminate the inboard offset of one foot for the movable crew weight in the VPP calculations. This would more accurately represent the way the crew actually sits on the rail as practiced in racing.

As a consequence, a more favorable tradeoff between crew and yacht stability can be expected in 2005.

7.5.2 Crew Extension Measurement (ORC Club): In order to accommodate and properly evaluate the use of trapezes or other hiking devices, especially in association with Sportboats, a new data field has been added in the DAT file. This measurement is taken into account by the VPP in representing the increased righting moment produced by the crew extending outboard of the rail by means of trapezes, hiking straps or similar devices. It is a linear measurement (in m), intended to represent the distance between the sheerline, where the crew weight is placed by the IMS, and the actual athwartships position where the crew is placed when racing.

The use of a trapeze will be assigned a CEXT value of 1.2m, and the use of hiking straps, 0.50m. Other devices will be evaluated on an individual basis. Any doubtful case shall be reported to the Chief Measurer. In case part of the crew is hiking with a trapeze, and part with hiking straps, a weighted average should be calculated.

7.6 Propeller Installation Drag (FIV1, DSV4):

The ITC reviewed the proposed changes from Madrid already implemented in the 2005 VPP Beta program and agreed to proceed with them as already defined:

- a. ST4 shall be measured at the aft end of the hub instead of at the point of maximum projected area, better representing the flow separation drag. All existing conventional units already have the maximum at that point and relatively few streamlined ones take advantage of a smaller section at the end of the hub, for those last ones the new ST4 measurement shall be taken and DAT files updated accordingly.
- b. An upper ST4 limit will be used for the PIPA. This limit depends on the L of the yacht. The maximum is defined by a curve of values just above those typical of most common production units, faired over an ample length range.

The proposed upper limit for ST4 is thus defined as the lesser of:

$$(4*10^{-5}*L^3-0.0011*L^2+0.0125*L+0.05) \text{ or } 0.2 \text{ (but never less than 0.1)}$$

7.7 TransPac 52 under IMS Rules:

Because the current T/P 52 designs have characteristics that are not strictly in compliance with the IMS rules, the ITC reviewed those characteristics not in compliance and prepared the following recommendations:

Remove restrictions on halyard locks for all boats (see minute 7.12.3). Acceptance of this proposed change would solve the problem of the T/P 52 rule allowing halyard locks.

The T/P 52 rule permits a single, permanent, adjustable topmast backstay used in conjunction with an adjustable forestay. The IMS rule allows only adjustable backstays in conjunction with a fixed forestay OR an adjustable forestay in conjunction with swept spreaders and fixed backstays. For racing under IMS, a T/P 52 must make either the backstay or the forestay fixed (e.g., by sealing for the event) to comply with IMS 305.

There are several minor variations of virtually no consequence in the T/P 52 rule with regard to IMS Regulations Part 3 for Racing Division yachts. It is recommended that a T/P 52 holding a valid class certificate simply be designated Racing Division on her IMS Certificate as issued by the Rating Office.

The T/P 52 rule permits a single, masthead, loose-luffed genoa for use in "offshore" races only. To compete under IMS using this sail, the values of IG, J and LP representing how this sail is set and sheeted must be reflected on the IMS certificate. An alternative would be to not carry this sail when racing under IMS. A "technically fair" certificates for W/L races (not using this sail) would be different than a certificate for offshore races (using this sail) for this type of yacht.

A T/P 52 must comply with the sail limitations of Section 205 of the IMS Regulations when racing under IMS.

7.8 Age Allowance (DSV8, RFEV1, SSF2):

ITC recommended changing the Age Allowance in IMS Appendix 8.2 as follows:

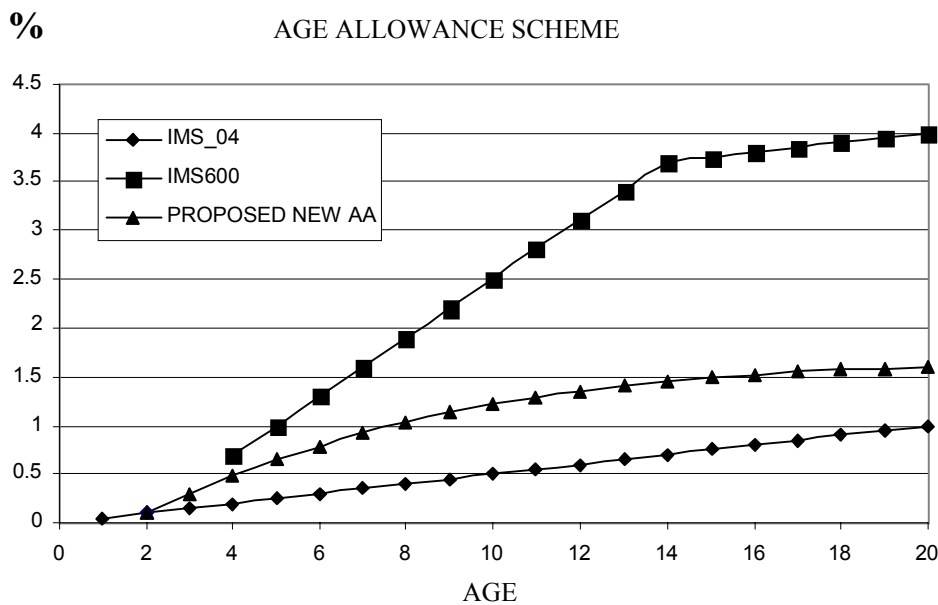
An Age Allowance of 0.05% increase in time allowance is applied to a one year old yacht. From the second year on up to a maximum of 20 years, the age allowance would be calculated as:

$$AA = 0.00017 * \text{Age}^3 - 0.011 * \text{Age}^2 + 0.25 * \text{Age} - 0.35.$$

The reference year is the current rule year. The age used for the Age Allowance would be the earlier of Age or Series Dates (IMS 108.1 & .2). The allowance is applied by default to the time allowances of both Racing and Cruiser/Racer Division yachts.

The ITC recommended deleting the additional age allowance in the IMS 600 Class Rules.

The diagram below illustrates the Age Allowance scheme.



7.9 Gyradius Adjustments under DA (RFEV5, RFEV6, FIV3, SWE5):

The Committee reviewed the several gyradius issues and the fact is that they are part for a more general discussion regarding added resistance in waves. However based on some of the submissions the ITC debated the current adjustments and decided to propose the following:

To maintain the current difference for racing yachts with carbon construction, seen not as a penalty, but as a consideration (still small) of the difference of the accommodation weights.

To reduce the Dynamic Allowance (DA) scheme, the minimum limit of the (C/R+FWD ACC) allowance from 0.0035 to 0, dependent on the sail area to displacement ratio with the consequence of a reduction of the allowance for the aggressive C/R yachts.

7.10 Cruiser/Racer Treatment (DSV5, KNWV1, RFEV2, RFEV3):

After a long discussion about C/R, the main conclusion was to acknowledge the difficulties in characterizing Cruiser/Racers, i.e., trying to identify the aggressive racers that just barely comply with the letter, if not the spirit, of the current requirements of IMS Regulations, Part 4. The strategy of increasing the requirements for Part 4 relative to Part 3 by changing the formula for Accommodation Length (AL) in Part 4 was recommended after considerable debate in committee. The change is based more explicitly on an area, rather than simply the lesser of LOA or 3.25 times maximum beam. The new recommendation for Part 4 is to replace in IMS Regs 404.1 the term “3.25*BMAX” by the term “1.8*(LOA*BMAX)^0.5.”

This change will require more Interior Volume for narrow yachts than the previous AL and will affect other requirements based on AL throughout Part 4. The new AL will apply for yachts with an Age Date or Series Date (whichever is earlier) of 1/Feb/05 or later.

Other submissions suggested various strategies, most of them related to internal ballast and keel composition, but the ITC felt that any regulations in that direction would be very difficult to specify and enforce, possibly leading to loopholes and continuing rulings to prevent unintended consequences.

With this in mind, the changes the ITC were proposing related to AL, to DA and C/R gyradius adjustments were felt to operate in the direction of significantly reducing the incentive to try to make an aggressive racing design (i.e., with deep keels and large sail areas compared to displacement) qualify for Cruiser/Racer handicap allowances.

7.11 Dynamic Allowance (SWE5):

Following Management Committee concerns and Submissions, ITC reviewed aspects of the DA formulation. To address the requirement of reducing the trend of aggressive C/R keel spans considerably in excess of dual-purpose yacht practices, it was recommended to change the allowance due to the term related to effective draft (D). This was confirmed also by a study performed by Delft University that related tacking performances to keel depth, with effects in terms of time lost for every tack of a half second or even more for the same boats with either shallow or deep keels. The modification went in the direction of lowering the border line (D/L limit, size-related to IMS L) where boats begin to get credit for reduced keel draft (designs will need for 2005 a slightly shallower keel to begin to get a D/L credit) and at the same time increase the overall value of the allowance due to low D/L ratios.

The effect is to speed up a little boats with quite deep keels (0.1/0.2 s/m for boats just below the border line) while shallow keel boats (low D/L) get a rating advantage of a maximum 3 s/m GPH.

7.12 Measurement and Permitted Materials:

7.12.1 MDL measurement: The ITC proposed to add the following wording to IMS 805.9:

“...and the smallest thwartships value found shall be substituted for MDL1, except that any bona fide luff groove will always be included. Any ...”.

It was noted that, in the VPP, any value of MDL1 in excess of 2*MDT1 is ignored for windage considerations and is automatically added to the mainsail girths.

7.12.2 Rotating Masts (ORC Club): As it was already proposed in the last meeting in Madrid the ITC proposed to eliminate the mast parasitic drag for rotating masts by reducing the measured mast diameter values to a nominal minimum of 0.1cm each and also to add the MDL measurement to the values of EC, HB and the mainsail girths.

Any Club certificates for yachts with rotating masts would require re-issue following this prescription.

7.12.3 Halyard locks (FIV4): Going further than the submission related to halyard locks the ITC considered that halyard locks are nowadays a reliable fitting, widely available and it is not necessary to limit their use. Thus the proposal was made to remove the restrictions to their use with the only condition that they should be able to be remotely operated from deck.

7.12.4 Winches with carbon drums: Since this was another feature that is starting to be commonly available and not offering a significant performance advantage, the ITC proposed to remove the current restriction to its use under the IMS Regulations.

7.12.5 Wing keel treatment (DSV6): The ITC acknowledged there may be a problem with the identification of some bulb keels as winged keels. Consideration would be given in the future to finding a better characterization of winged keels, but in the meantime the measurement committee should provide guidelines for a correct identification with a uniform criteria.

7.13 IMS Changes for 2005:

The recommendations of the ITC for 2005 as detailed above were agreed by the Congress at the conclusion of the ITC Chairman's report. A summary of VPP changes is given below:

- New PIPA calculation.
- Changes in the upwind aerodynamic model in light air.
- Modification in the drag due to heel.
- Extension of the upright residuary drag model modified for high F_n for all the yachts.
- Change of the keel viscous drag.
- Changes in the crew righting arm calculation.
- Modified age allowance scheme proposed.
- Change of the influence of keel draft in the DA
- Change of the C/R gyradius adjustment.
- New effective draft calculation for yachts with canting keel.
- Use of forward foils in viscous drag calculation for yachts with canting keel.

7.14 Recommendations on GPH Class Limits:

The proposed changes to the VPP result in a significant change in speeds compared to the 2004 version, especially upwind, providing a much closer prediction of speeds compared to reality. As a consequence, there is a shift in the GPH values for the whole fleet.

Since GPH is widely used to define classes, both by the ORC and the National Authorities, the ITC recommended that a change of the high speed limits should be adopted in order to minimize disruption in the fleet. Lower speed limits might be modified according to a different number, depending on the class.

Another caution relates to DA for any NA that uses this number as a reference for class divisions, since this number will change to some extent.

In Congress discussion it was agreed to finalize new limits relevant for IMS Regulation 205 (Sail Inventory) and for the respective ORC Class limits only after circulating a beta 2005 VPP to Rating Offices with a request for their feedback on limits recommendations, but not later than the end of November.

7.15 VPP Formulations Documentation:

The VPP documentation in the current Formulations of the IMS does not include recent changes. Pending the eventual approval of the proposals for 2005, the ITC would try to coordinate an update.

7.16 ORC Research Fund:

Once again the committee's work this year had relied primarily on previously available test results. In the future a number of projects will require a new approach, from new test models to the use of tools like CFD. It is necessary to update the current information in which most of our mathematical models are based with modern designs and updated results. The intention is trying to get some external funding to cover as much as possible the cost of some of these projects. However in order to schedule some significant research we anticipate an estimated cost of approximately 40,000 euros.

In addition to anticipated research, it was felt that the VPP had become difficult for ITC and others to work with, due primarily to the accumulation of revisions and obsolete, disabled code routines in the program and that funds should be set aside for a comprehensive rewrite of the software package in 2005, the estimated cost of which would be in the order of \$50,000. It was agreed to designate these funds for re-coding the software and the Management Committee would carefully study the preliminary proposal in hand.

7.17 ITC 2005 Agenda:

The ITC's principal projects for next year are:

Full rewrite of the IMS LPP/VPP.

Review upwind aero model including light air performance, mainsail girths, overlap effects and asymmetric sails in the "forbidden zone" between jib and spinnaker.

Revise residuary drag including an assessment of effective sailing length, including tail effects.

Develop and test new models for residuary resistance

Review the assessment of added resistance in waves

Monitor drag due to heel.

Review the treatment of winged keels

Review and address Centerboard treatment

Monitor cruiser/racer features and performance differences

7.18 Changes in ITC Membership:

After many years of providing a high degree of support, Jim Teeters and Jim Schmicker would be leaving the ITC. Their technical work and participation in discussions would be sorely missed. The ITC wished to express its gratitude to both of them for their many contributions to the work of the Committee over the last decade.

8. CLUB WORKING GROUP

Club Working Group Chairman Ken Weller reported.

8.1 Fleet Activity Review:

Although the Club Working Group's main functions are on the technical and administrative side rather than promotional, the Chairman asked for a brief review of Club activity and any notable issues in the members' countries.

Two members noted some evidence of owner perception of a VPP bias favoring heavier yachts. Although this was an ITC issue and would presumably not be specific to Club, it could be that it was more apparent in the Club fleet, which tends to be composed of a wider range of design types.

8.2 Certificate Print Issues:

Club certificate printing issues were itemized for program correction, including the following:

- The backstay graphic is still not displayed correctly for some configurations
- Asymmetric spinnaker dimensions do not print from the new DAT-file datafields
- The spinnaker foot dimension (SF) does not print
- The Club office comment line previously agreed is not printing
- Where freeboards have not been measured, the wrong LPS message appears

With regard to the submission involving PIPA, it was noted that it is not an acceptable practice to enter PIPA directly when processing Club certificates and that the propeller installation printed correctly when the propeller input was entered as intended.

The Chairman noted also that it had been his intention to have the mainsail girths (which do print correctly) moved to the leach of the mainsail, but that the programmer had encountered difficulties in making this revision. There was some indication that the print program should be first converted from Access 2 to Access 2000 and there had not yet been time to do this. This should be solved before 2005 Club certificates are printed.

The Working Group confirmed its intention that the Club certificate should remain simple, uncluttered and flexible with regard to national preferences for scoring options. This flexibility was felt to be strongly attractive in new fleets taking a decision to introduce Club handicapping as these fleets often have firm and long-standing

preferences for a particular type of scoring, be it time-on-time, time-on-distance or even an interest in trying the variable handicapping provided by the VPP.

In the case of spinnakers smaller than the minimum spinnaker size rated by the VPP, Jean-Louis Conti felt that the spinnaker dimensions displayed on the rig graphic should be those on which the yacht was rated, rather than the measured values. The Chairman felt that the graphic should be true to the actual measurements found on the sail. Discussion led to the conclusion that it would be beneficial to provide a backside (or second sheet) for Club certificates which provided additional information similar to that provided on the “unofficial” extended IMS certificate. The Chairman recommended designing a backside printout similar to the useful sheet Jean-Louis was currently using for French Club certificates. Among such information as the yacht’s sail inventory limits, this could include the minimum/maximum sail dimensions as they might apply. It was agreed to pursue a suitable format for a Club information sheet which could either be printed on the back of the certificate or as a second sheet.

8.3 Model Club Application Form:

The model Club Application Form had not undergone revision since its introduction at the time Club was introduced. In the meantime, several new measurement items had developed under Club and there was a need to provide for these on the Form. These items were discussed and the Chairman reported that he had already made arrangements with Scott Graham to update the graphics and missing information for a new Form. The Chairman observed that experience with the original form had shown other areas where improvements could be made to reduce errors in owner use of the form. It is noted that the model Club Application Form is not intended to be mandatory and the Rating Offices are welcome to tailor a design appropriate for their national administration of Club. The model Form is the default displayed on the website and in the Club Rule booklet. It does, however, get a fair amount of use in practice.

Items specifically to be added are, Mainsail Girths, the new Asymmetric Spinnaker inputs, Spinnaker Foot and the new Jib Luff length.

8.4 Offset Files for Club:

Various methods and tools for supplying Club offset files were discussed. Software tools to aid in producing near-fit offset files for Club yachts had been introduced at the outset of the Club programme but there existed a few program or installation bugs and other matters which required attention to improve the tools and make them somewhat more user-friendly and effective. Several schemes for alternatives for quick, simple hull measurement to a lower quality for Club use had been tested over the years, but each had its fatal flaws and no simple solution had yet been identified in this regard. The workload and confusion associated with requests for exchange of offset files between rating offices, Ken and Nicola had become a significant time-consumer and was prone to delay, confusion and errors. Several rating offices had employed their ingenuity to develop procedures to assist creation of IMS-format offset files in special cases. Obtaining designer lines or offset files had helped in some instances and the cooperation of designers in providing offset files for Club use had improved considerably as regards new designs, but older designs could not easily be dealt with by this method.

Except for the fleet database work covered in the next item below, the problems and remedies were so varied that no specific plan for developing new solutions emerged from the discussion, but two or three tools requiring improvement were already in the process of being followed up to make them more useful. It is likely that improved additions of these can be ready for presentation and distributed to rating officers at the planned spring Measurers Conference.

8.5 Fleet Database Processing:

Recent developments with regard to the fleet database of measurement files were explained. The fleet measurement database had been extensively processed using Access tools for screening and distilling the body of data into available production-class offset files suitable for Club and IMS use in 1998. However, the programming resources to maintain this system had become unavailable shortly thereafter and, although the periodic collection of files from rating offices had continued, the systematic distilling could not be.

Recently, Panayotis Papapostolou, experienced in database software development, had generously volunteered his time to re-establish and further develop the screening and organizing of the current database. Nicola and Ken had met with Panayotis in Ipswich to outline and begin the work of processing the files. Considerable progress had been made, best described as a first pass at distilling the entire database. Already, a large number of

available files have been identified and organized, but there are a number of refinements to be developed in the short term.

The system will be set up for secure access by rating offices in order that they can conveniently obtain the files they require on an as-needed basis and also submit their new measurement files on a more timely basis. There were conceptual plans for various other uses of the organized database which were beyond the scope of the Working Group's immediate attention, but could be pursued in the future.

In addition to rating office needs, a new, considerably expanded listing of available measured boats for Club (and IMS) certificates can be published on the web and should help the promotion of ORC programmes. It was considered likely that the full system would be available for presentation in time for the spring Measurers Conference.

8.6 Club Fees:

The subject of Club certificate charges, both to owners and National Authorities was discussed. Since levy increases are in most cases passed on to owners, either directly or indirectly, and had already been increased slightly last November, it was agreed that it would be undesirable to increase the Club levy at this time. It was felt that the current levy and pricing practices made conversion to Club an attraction to fleets and owners and that the fee structure should be viewed as an investment in the future of a building fleet.

It was also agreed that Ken would circulate a survey to rating offices in regard to their pricing schemes because little was known about actual costs of Club as presented to owners in various countries round the world.

8.7 Submissions:

DSV1 – Corrections to the Club Certificate Print Program – See item 8.2 above.

KNWV5 – Display Triple-Number System on Certificates - The Working Group agreed that flexibility for national preferences should be maintained in ORC Club, but that the certificate should remain clear and simple and that extensive redesign or significant programming changes were difficult, time consuming and not recommended. It is more practical to incorporate such a change on the Club Optional Scoring Sheet as a “mirror” of any changes agreed for the IMS certificate.

SWE4 – Introduce Guidelines for International Measurement Practices -- The Club Administration Manual is in the process of being revised with special attention to administrative recommendations and the subject would be incorporated as might be appropriate along with the other revisions.

8.8 Matters Arising:

Sten Edholm asked the Working Group to clarify its policy with regard to the level of competition for which Club was intended. The Working Group was unanimous in their recommendation that Club not be used for high level championships and that such championships are intended only for IMS.

9. MEASUREMENT COMMITTEE

Measurement Committee Chairman Nicola Sironi reported.

9.1 Measurement of Appendix 10 (Movable ballast) Yachts:

Dan Nowlan was thanked for the support provided in the development of the procedures to measure and incline movable ballast boats, as were Andrew Williams and Dick Horn who made themselves available to go several times through the complex process. Dan reported on the several measurements performed on canting keel and water ballast boats. The cant keels were easier to address, but some of the boats have a safety system to prevent capsize to windward and the keel is automatically released when a certain angle of heel is reached. This needs to be disabled to perform the test to measure the “list” angle. In one boat the keel movement levers and mechanisms were enclosed in inaccessible compartments, so it was impossible to physically measure the “cant” angle from the inside of the boat. The cant angle was measured underwater, taking a distance of the keel from a point on the hull, with the help of a diver. Repeated measurements showed, however, good consistency.

The case of the water ballast boats had been found to be more complex, as expected, and it was recommended to measure also directly the tank capacity in order to cross-check its measurement with the capacity and VCG automatically calculated by the LPP.

The Chief Measurer asked the members to please report any new experience acquired with movable ballast boats. In the context of “special” inclining tests, the Chief Measurer reported on a technique to enable the inclining large boats, which could not entirely follow the requirements detailed in IMS Rule 705. The steps involved in the procedure were outlined:

1. find a suitable weight, weigh it and load it on a tender.
2. lift it from the end of the boom with a suitable arrangement.
3. Swing the boom forward to the longitudinal position of SMB (Bmax station).
4. Record the angle of heel as in a normal inclining test.
5. Measure the distance (perpendicular to the center plane of the yacht) from the point of suspension of the weight to any fixed point on the boat.
6. Swing back the boom with the weight suspended, and place it on the opposite side of the boat. Measure the distance between the center of the weight on deck and the point on the boat to where the previous distance was measured to obtain WD.
7. Swing the boom back to its previous position, and start to measure the other inclining data (PD).

9.2 Electronic Inclinometers and Software:

The RM18 units in existence are still working well, show good consistency in measurements and good precision and consistency when properly maintained, especially as far as the batteries are concerned.

A corrected version of the RM98 program that is usable on XP machines without the need of any utility had been made available.

Good progress had been made in the course of the year with the “Hidalcom” inclinometer and its software, which was developed by the El Pardo institution in Spain last year and presented in Barcelona after initial experimentation in 2003. The two available prototypes have been tested in several places and El Pardo is expected to formulate a list price and delivery provisions soon. A report on its test experiments and the recommendations for changes in the software and hardware were available separately.

The Committee asked about the possibility of making available the Hidalcom software to the ORC on a shareware basis, to be possibly used with other equipment. Pablo Ferrer volunteered to contact El Pardo and find out.

9.3 Hull Measurement Machines Development:

The Chief Measurer reported on the experience acquired during the year with commercially available laser instruments for hull measurements. He measured in Spain a hull using simultaneously the “total station” and the ORC HMI. The total station, operated by a topographer and an assistant, took a good three hours less than the HMI and the results was more precise and congruent.

The method developed by Jaime Carro from La Coruna in Spain was considered a bit primitive by many experts and users of laser equipment, but is very cheap, simple, and robust. The price he charges for the work is eight Euro per station. The OFF file is created in less time than is possible with the HMI or the German Hull scanner, no post-processing is needed and large yachts currently beyond the string length of the HMI can be measured without dimensional limits.

In Germany two experiments were performed using 3D laser scanners, one with Leica equipment on a large boat and another with Callidus on a Bavaria 42, which was simultaneously measured by Gerd Kall with his HMI. The experience led to the same conclusion that had been reached last year with the experiments carried out with Callidus in Spain and Italy, in that the measurement is very quick and requires very little human intervention, but the post-processing to obtain a congruent OFF file is very complex and depends on specialists and expensive software.

Dan Nowlan reported about the progress with the SMX laser tracker, which had been used at the Olympics by Andrew Williams to check Yngling hull templates and has now a more robust technique to identify the edges of the hull surface and to simplify the creation of the final OFF file by transverse stations. More experiments with this equipment are expected soon.

9.4 Measurement Conference:

The Committee recommended holding a Measurers Conference (including rating officers) where the laser methods could be presented and various practices in handling ORC Club measurement and certification could be presented and discussed. The proposed date is 11-13 February, tentatively in Delft, Holland. Availability of the Delft University facilities would be verified with Lex Keuning.

9.5 Submissions:

DSV 6 - Wing Keel treatment -- The Committee agreed to incorporate changes to the identification of winglets under Rule 511 establishing a guideline to the effect that the effective draft correction would be applied only if the lower part of the keel were fitted with transverse extensions in the bottom part in the form of wings of any kind, but this would not affect bulbs of shapes extending horizontally more than vertically, but not having transverse or diagonal protrusions. Any doubtful case would be submitted to the Chief Measurer.

Rating Offices would need to be advised that this change requires updating of several OFF files. Relevant updates might be delivered as soon as possible when distilled from the world database. It was observed that the LPP would need a change to properly take into account the volume and wetted area of winglets with negative dihedral (sloping downwards), a case of which was reported by Dan Nowlan in September. The task of finalizing the wording of the new guideline is assigned to a working party comprised of the Chief Measurer, Ken Weller and Friedrich Judel.

KNWV 1 - Limit Internal Ballast in Cruiser/Racers -- The Committee discussed the matter but reached the same conclusion as the ITC about difficult enforceability of any restrictions that, although seemingly sensible and commonly understandable, become extremely difficult to apply in the context of a professional exploitative approach to the Rule which has become customary in high-profile offshore racing of the last few years.

KNWV 5 - Freeboard Marks -- The Chief Measurer reiterated that the location of standard freeboard marks is a practice that was discussed and recommended at meetings in the past and actually used for a few boats and molds. The freeboard positioning in a different place from that described in IMS Rule 508 and in Appendix 3 is provided by the IMS measurement data (IMS 506.2) and its values (FFPV and AFPV) are included in the OFF files and are printed on the IMS certificate in the Flotation data section. The Committee agreed that the inclusion of this in the Rulebook would be a good idea, possibly also with a sketch in Appendix 3.

RFEV 8 - Assessment of Jib Luff -- The Chief Measurer commended the quick understanding of the constituencies about the rating advantage associated with the JL inclusion in the jib area calculations. The vast majority of the owners filed their renewal applications this year including the measurement of JL. He, as other measurers, reported also about substantial shrinkage found on laminated sails in the luff measurement, which led to the RFEV Submission. However, given the mild impact of this measurement on ratings and the consideration that there is anyway a default minimum of JL, the Committee did not recommend any change for next year. It is, however, recommended to add to IMS Rule 815 the following wording, which was issued by the Chief Measurer in February:

" any devices or sail construction used to artificially shorten the luff for measurement such as, but not limited to, nylon braid lightly seized to the luff independent of the bolt rope are not permitted, and the measurers shall require their removal before proceeding with any measurement."

9.6 Matters arising :

Jib mid girth measurement: -- A question was raised regarding inconsistency between RRS 50.4 and the procedure for measuring jib mid-girths described in the IMS Rule. Flemming Nielsen informed that the same inconsistency is found with the ISAF ERS and that the matter is being discussed within ISAF.

MDL1 measurement: -- The Committee agreed with the ITC recommendation (see 7.12.1).

Rotating Masts for ORC Club: -- The Committee agreed with the ITC recommendation (see 7.12.2).

Propeller Struts Measurement: -- The ITC proposal to measure ST4 at the interface between the fixed part of the strut and the propeller was supported (see 7.6a).

Standard Strut Dimensions: -- Jean-Louis Conti presented a table of standard measurements of the strut drive units of all known manufacturers, which will be published and distributed soon.

10. SPECIAL REGULATIONS COMMITTEE

Special Regulations Committee Chairman Alan Green reported on various matters dealt with by the Special Regulations sub-Committee of ISAF.

A number of items were covered, including the new specifications for life rafts, new requirements for multihulls, and progress on new regulations coming into place regarding Automatic Identification Systems (AIS).

The training process is consistently developing worldwide and it was to be made compulsory (for a portion of the crew) also for SR Category 2 events and in addition to Cat.0 and 1. While acknowledging that training courses and certification processes are a burden, Alan reported that every attendee was pleased to have gone through the training course.

The publication of a new SR booklet is scheduled for the end of next year, but a new Appendix K regarding canting keel boats will be published prior to then which will include the work of an ISAF Working Party in conjunction with the Wolfson Unit, which research had been initiated by the ORC and led directly to the new stability provisions now included for Appendix 10 yachts in IMS 205.2 and 205.3. Alan thanked the ORC for contributing that work to the ISAF.

In the future publication of the Special Regulations the membership and the Terms of Reference of the Committee will be included, as had been the practice when the booklet's publication was under the ORC.

11. OFFSHORE CLASSES & EVENTS COMMITTEE

Offshore Classes & Events Committee Chairman Don Genitempo reported.

11.1 Championship Event Reports:

The Chairman reported on the Rolex IMS World Championship held in Capri in mid May . Sixty-six yachts from ten countries participated. It was the first event in which the ISAF classification code was applied to split the fleet for scoring purposes into 46 Corinthian-crewed yachts and 19 non-Corinthian yachts. The event was plagued with light and variable wind, making for difficult conditions for competitors, organizers, Race Committee and the Jury. In the end, the versatility of the IMS scoring system allowed the Race Committee to deliver a good event. In the future, thought would be given to additional races to perhaps allow a discard and additional days for the re-sailing of races. Thanks go to our supporters: Rolex, the Yacht Club Costa Smeralda and extensive support of the local authorities.

The IMS 600 World Championship was organized in Cres, Croatia by the Sailing Club of Rijeka and partner, the Sailing Club of Reful. Twenty-seven yachts from six countries entered the event, but after completion of registration, nineteen boats competed. Except for the first day, weather conditions were excellent, with breezes in the 12 to 20-kt range. Five races and both parts of the long race were scored. The extra day in the schedule was useful, allowing make-up races from the first day. It was an extremely well-planned and executed event both on the water and ashore.

The inaugural Sardinia Rolex Cup for the ISAF Team World Championship took place in Porto Cervo 19 through 26 June. The event, organized by the Yacht Club Costa Smeralda, attracted seven Teams from six countries. A team compliment included a Swan 45, a Farr 40 and an IMS yacht. As this was the first edition of the event there were some problems stemming primarily from the use of Appendix D Team Racing Rules and the provision for discards. While this is an ISAF event, with co-operation of the ORC, it is hoped the next editions will be under the supervision of the ORC in conjunction with the ISAF Offshore Committee.

More details of these events are available in the individual Reports of the ORC Representatives at the events.

In addition to the World Championship events, the IMS European Championship was held at Punta Ala, Italy in June. The IMS 600 European Championship at Kiel Week (Germany) in June and the Sportboat Class's first event, the European Championship in Brunnen, Switzerland in mid-August.

The Maxi Rolex Cup was in Porto Cervo, Sardinia in September.

11.2 Class Reports:

Gianfranco Alberini reported the Maxi Association's desire to improve the rating system for their diverse fleet which includes a variety of yachts of fixed keel, movable ballast, cruising yachts and yachts of traditional design. Their September series was scored both by ORC methods and IRC, neither being satisfactory to the owners. The ORC agreed to make a proposal to the Class towards a system that will address their needs.

The IMS 50-ft Class was briefly reported by Pasquale Landolfi. Their plans for a circuit of events had not yet been finalized, but would be available at a later date. As the T/P 52 is replacing some of the fleet, a brief discussion of that class resulted in agreement that the ORC should provide assistance or services if it were asked to do so. Paolo Massarini and John Winder agreed to liaise if asked.

There being no representative of the 600 Class on the Committee, the Chairman discussed the Class briefly and asked for recommendation of active class members who would serve on the Committee. Peter de Ridder, owner of "Checkmate", was present and agreed to represent the Class.

Miguel Rosa reported on a Spanish National Championship that had been held for the IMS 670 Class with 23 entries of 14 different designs.

Bruno Frank reported on the fast-growing Sportboat Class and its first event. Forty boats from six countries and 18 different designs had participated. The Class has elected J. Hartvig as Chairman, and C. Hedlund and J. Kasperetz as Vice Chairmen. Mr. Hedlund will replace Bruno Frank as Class representative on the Offshore Classes & Events Committee. A working party with Dr. Frank, Mr. Hedlund, Mr. Hepp; Mr. Sironi and Mr. Aydin had been appointed to work on the Class rules for inclusion in the Green Book.

11.3 Submissions:

DSV 7 - Modifications to the Green Book -- The Committee did not recommend approval of this submission, but acknowledged that modifications to the Green Book are advisable. D. Genitempo, P. Massarini and E. Feliu will coordinate these changes and report back to the Committee.

DSV 8 - Age allowance: --

a) The Committee recommended approval and awaits recommendations from the ITC for overall modifications of the IMS Age Allowance which will result in elimination of the extra allowance provided for in the IMS 600 Rules. See also 7.8.

b) The Committee recommended approval and will complete a general review and revision of the Green Book.

DSV 9 - IMS 600 W.C. 2005 -- The Committee recommended approval in awarding this World Championship to Norddeutscher Regattaverein. This was agreed.

FIV 5 - Changes Sportboat Rule Par: 3 -- The Committee could not support approval of this submission at this time but had formed a working party to study and revise the Sportboat Class rules.

FIV 6 - ORC Sportboat Championship -- The Committee did not support approval of the submission. ORC is awaiting confirmation of World Championship eligibility for the Class and recommendations of the Sportboat Working Party.

FIV 7 - Entry requirements for World Championship events -- The Committee did not support the submission. After extensive debate, the Committee felt it could have too much negative impact with sponsors, competitors and organizers if the requirements were so stringent that there was doubt of world championship status until the last moment.

FIV 8 - Addition of Two New Level Classes -- The Committee did not support this submission in light of the Grand Prix Rule development. See 14.2.

FIV 9 - IMS 50' World Title to T/P52 Class -- The Management Committee had referred this submission to the Offshore Classes & Events Committee. The Committee could not recommend approval of the submission as the ORC has no official relationship with the T/P52 Class at this time. See 14.3.

RFEV 9 - Increase Number of Constructed Units for IMS 670 -- At this time, the Committee did not recommend approval of this submission. After full discussion, it was felt that there is an absence of pressure on the Class at this time. Increasing the required number from 10 to 20 could actually have a negative impact on the Class. The Committee will review the matter again next year.

RFEV 10 - Carbon Sails for 670 Class -- The Committee recommended approval of the submission, which was agreed.

RFEV 11 - Apply ISAF Classification to IMS 670 class -- The Committee recommended approval of the submission and noted the printing error which omitted par. 5 which dealt with this matter (same as 600 Class Rule par. 5).

RFEV 12 - IMS 670 World Championship to Alicante (Spain) -- The Committee recommended approval of the submission, subject to agreement of an alternative date.

RFEV 13 - Modification of the Green Book, Schedule for World Championship events -- The Committee did not recommend support of the submission. The schedule is already too compressed. Since these are offshore championships, the distance race should remain an important and integral part of the event.

SWE 1 - Adjust Band for IMS 600/700 -- The Committee did not recommend approval of this submission. The intent of the classes is to race in narrow bands with boats of similar speeds, the 670 Class is already a wide band.

SWE 2 - Review Age Allowance -- This submission is also covered by DSV 8. See 7.8.

SWS 2 - Sportboat Rules -- The Committee did not support this specific submission, but has referred the matter to the Sportboat Working Party. See FIV 5.

SWS 3 - Modifications to the Green Book -- While the Committee did not recommend supporting this specific submission, it acknowledged the need for a general revision, which a working party is addressing. See DSV 7

12. RACE MANAGEMENT COMMITTEE

Race Management Committee Chairman Ecky von der Mosel reported.

12.1 Submissions:

KNWV 3 – Handicap for GPH - Triple number handicaps for GPH and W/L to be added to RMS files.

It was agreed to include in the RMS file the additional six time allowances requested by the KNWV their “triple number” scoring scheme.

KNWV 4 – ORC Club and IMS certificates - Triple Number Display on Certificates

Following the good experience acquired in the Netherlands with the use of the triple number scoring in IMS races and similar desires expressed by other constituencies the Committee recommended in principle the inclusion of the triple number handicaps on IMS and ORC Club certificates for next year. The Committee proposed displaying the triple-number handicaps in the “Time Allowances for Selected Courses” section of the IMS-certificate in place of the lines currently used for W/L and Circular Random handicaps.

In the context of the discussion of the layout of the IMS-certificate, it was suggested to rearrange it in a two-page format, (one with measurement data and one with the handicaps) that would be more user-friendly and understandable. This will certainly take considerable time and until a new design becomes available it was recommended to update and distribute the certificate-explanation sheet published in 2000.

It was agreed to follow the Committee recommendation for the IMS certificate, but to add the triple-number handicaps for ORC Club on a second page under development following the scheme implemented in France.

SWE 3 – Update and Co-ordinate ORC Race Guide with ALTURA Manual -- The IMS Guide was now available in an updated form. Another new version (better English and more drawings and pictures) is being prepared by Ken Weller and will be presented to the committee in near future. The Guide, however, is intended to be independent of any particular scoring software being used. The software manuals should relate to the procedures in the Guide and it was recommended to their programmers to coordinate with the Guide.

SWE 6 - Official Recognition of Commercial Scoring Software -- Nicola Sironi explained that there is no official approval procedure in place by the ORC and he did not consider it necessary. The specifications of IMS scoring are included in an existing document which should, after completion of all details and updating for the latest options (performance line and triple number), be published as an attachment to the IMS rule. This could then be used as a reference in case of dispute about scoring.

12.2 Scoring Presentation:

The new VelumNG scoring software was presented to the committee by Markus Wegmann and Dr. Harald Schnitzler. VelumNG is the result of the mutual work of two specialists having programmed scoring software since 1991. The audience was very impressed to see a smooth-working, user-friendly, windows-based program that can score all kinds of offshore regattas under different rating systems. Arrangements for making VelumNG available at a reasonable charge on the ORC website were being investigated.

12.3 IMS Presentation Package:

Sten Edholm had shown a presentation package intended to explain and illustrate the IMS system and its implementation to yacht clubs and sailors. His PowerPoint presentation, consisting of 55 slides, is available in Swedish and English.

13. PROMOTION AND DEVELOPMENT COMMITTEE

P& D Chairman Emilio Feliu Serra reported.

13.1 Review of 2004 Activity:

The Chairman reported on the year's activity. During the two first months of the year, the new staff member of the ORC, Mr. Jeremy Tolhurst, was in close relationship with the members of the P&D Committee, producing two newsletters, which were published and circulated in January and February, and were used as input for the web page, updated in collaboration with Nicola Sironi. Correspondence and publications referring to IMS and general handicapping systems were collected and replied to when necessary. Several items, as the cover pages of the annual ORC publications were circulated, reviewed and selected.

In March, the task of Mr. Tolhurst relating to the P&D Committee finished, leaving the newsletter publication interrupted and the rest of coordination activity became the responsibility of the other staff members who individually took initiatives regarding publications, the ORC page in Seahorse magazine, web-page updating and, in general, spreading information about IMS and ORC Club to the offshore community.

Several local and national Rating Authorities collaborated with these initiatives, reporting racing and teaching activity. The Argentine rating officer reported on IMS/Club activity in South America (Argentina, Chile, Peru, Ecuador and Uruguay), providing information on the number of certificates and racing activity.

In Europe, the IMS and ORC Club situation in terms of certificates, Championships and technical issues has improved and this information has been released, as well as that from other parts of the world, through the Events web page, including links with other sources. Publications and current technical matters had been circulated to the main magazines, not only world wide, but also to local press and Club newspapers. Various examples of that kind of material were distributed to members of the Committee and guests.

The Chairman wished to express appreciation for the big assistance given by members of the ORC staff and other Committees, Mr. Weller and Mr. Sironi, for their contributions to the P&D Committee's task.

13.2 Assessment of P&D Needs:

Considering the absolute lack of financial support in terms of travel facilities, educational or promotional material and professional assistance, the Chairman considered the task of the year only just sufficiently accomplished, but with a strong need of new resources to fulfill major expectations. The discussion related to the need of introducing some kind of professional support, in terms of promotion, publicity and resources needed, was fruitful and in general underlined various aspects of the task:

- a) Make the access to the handicap system and the relevant information easy for anybody interested.
- b) Focus the effort towards the users and/or the National or Rating Authorities.
- c) Produce an available source of information, receiving questions and releasing answers in short term, as well as updating links to any data related to the ORC activity and offshore sailing sport in general. That should be the main task of the web page.
- d) Strategic action should be taken, focused towards Rating Offices in countries where scarce facilities for measurement and scoring are available, offering technical and personal support, even coordinating cooperation between countries.

After many valuable contributions from Miss Sfakianaki, Mr. Frers, Mr. Zuiderbaan, Mr. Grubisa, Mr. Edholm, Mr. Winder, Mr. Tomita, Mr. Hepp, Mr. Holmberg and Mr. Rosa, it was clear that the general opinion was that professional support to manage the web page and the publicity/promotion aspect of the Committee should be left in professional hands. The Committee would also benefit from the recommendations of a professional with regard to future areas of activity.

Two observers and future proposed members of the P&D Committee, Mr. Sten Edholm and Mr. Sven Christensen demonstrated that they each had insights and skills in promotional matters, both well adapted to the business of the Committee.

A proposition to the Congress was presented to allocate funds sufficient to obtain an appropriate professional to coordinate and implement some of the promotional responsibilities, especially advising and working with the P&D Committee in the future in order to accomplish the needed tasks. These were seen as surveying, investigating and producing effective tools for publicizing the ORC handicapping systems, event rules and services to the international offshore racing community.

It was agreed to designate 35000 Euro in the 2005 budget for this purpose. Concrete proposals to perform the work required would be evaluated and approved by the Management Committee.

14. MANAGEMENT COMMITTEE

Chairman Bruno Finzi reported.

14.1 Administration:

A re-arrangement to spread the workload more evenly had been outlined with accounts payable activity going to the Porto Cervo office where Vivian has already been handling the travel reimbursements, etc. The invoicing to National Authorities would remain with Ken in the Ipswich office. Bookkeeping would be through the Hon. Treasurer's office. As much as possible, fixed payments would be made through direct debit or standing order.

14.2 Grand Prix & Class Development:

The Chairman asked that Congress renew the mandate agreed at the 2003 AGM that the Management Committee proceed with planning and establishing new (Grand Prix) Level Classes. This mandate was agreed.

14.3 Submissions:

FIV 3 - Cruiser/Racer Gyradius Allowance -- see 7.9

FIV 4 - Halyard Locks -- see 7.12.3

FIV 7 - Entry Requirements for World Championship -- The Management Committee did not support the submission. See 11.3

FIV 8 - Level Classes -- The Management Committee did not support the submission. See 11.3

FIV 9 - IMS 50/TP 52 -- The Management Committee would consider the submission only if requested by the T/P 52 Class.

KNWV 3 - Handicap for GPH -- see 12.1.

KNWV 4 - ORC Club and IMS Certificates -- see 12.1.

RFEV 1 - Increase Age Allowance -- see 7.8.

RFEV 2 - Apply C/R Division Benefits Only to Bona Fide C/R Oriented Yachts -- see 7.10.

RFEV 3 - Tighten The Requirements to Comply with IMS Regulation Part. 4 -- see 7.10.

15. CALENDAR FOR 2005 - MEETINGS AND EVENTS

15.1 Meetings -- 2005:

For the 2005 AGM it was agreed to follow the traditional arrangement of having the ORC meetings in same time and place as ISAF. Their schedule foresees Singapore as next venue between the 4th and the 13th of November 2005.

The ITC had tentatively agreed to hold its next meet in Annapolis, Maryland, at the time of the Chesapeake Sailing Yacht Symposium in early March. The ITC Chairman noted that observers are welcome at ITC meetings.

15.2 Calendar of 2005 Events (as agreed):

15 – 22 January	Circuito Atlantico Sur Rolex Cup Buenos Aires -- Punta del Este	Buenos Aires, Argentina
5 February	XXI Regata Oceanica Rolex Buenos Aires -- Rio de Janeiro	Buenos Aires, Argentina
28 May – 4 June	IMS Mediterranean Championship	Punta Ala
18 – 26 June	Kieler Woche	Kiel, Germany
28 June – 6 July	IMS European Championship	Sandhamn, Sweden
1st Week of July	Trofeo de la Reina	Valencia, Spain
11 – 17 July	Rolex IMS Offshore World Championship	Mahon, Spain
30 July – 6 August	Copa del Rey	Palma de Mallorca, Spain
20 – 27 August	IMS 600 World Championship	Neustadt, Germany (Rolex Baltic Week)
1 – 4 September	IMS 600 Baltic Championship	Bornholm, Denmark
3 – 10 September	IMS 670 European Championship	Cres, Croatia
4 – 10 September	Maxi Yacht Rolex Cup	Porto Cervo
12 – 17 September	Sportboat Class Championship	Trieste, Italy
17 – 24 September	IMS 600 European Championship	Aghios Nikolaos, Crete
<i>Date to be determined</i>	IMS 670 World Championship	Alicante, Spain
<i>Date to be determined</i>	IMS 50' Circuit	<i>Venue to be determined</i>

16. OTHER BUSINESS

There being no further business, the meeting closed at 19:30.