



## OFFSHORE CLASSES AND EVENTS COMMITTEE

### Meeting

held from 09:30 – 14:30

on Sunday, 27<sup>th</sup> October in Southampton, Bermuda

### MINUTES

**Present:** Bruno Finzi (ITA), David Bartol (SLO), Thomas Blixt (SWE), Jose Frers (ARG), Zoran Grubiša (CRO), Patrik Lindqvist (FIN), Ecky von der Mosel (GER), Thomas Nilsson (NOR), Edoardo Recchi (ITA), Wolfgang Schaefer (GER), Dirk-Jan Zweers (NED).

Apologies were received from: Paolo Massarini (ITA), Vasily Alexeev (RUS), Steve Benjamin (USA), Eva Holmsten (SWE), Jose Martinez (ESP), Javier Senz (ESP).

**Observers:** Willem Ellemeet (NED), Roy Van Aller (NED), Per Boeymo (NOR), Michael Quist (DEN), Roni Raviv (ISR), Emilio Feliu (ESP), Johan Tuvstedt (SWE), Fabrizio Pirina (ITA), Dobbs Davis (USA), Alessandro Nazareth (ESP), Ander Kristensen (NOR), Panayotis Papapostolu (GRE); Lynn Lynch (USA), Patti Young (USA), Egon Elstein (EST), Jason Smithwick (GBR), Akis Tsalikis (GRE), Yannis Kalatzis (GRE), Agnes Lill (EST), Andrew McIrvine (GBR).

#### 1. Approval of Minutes of November 2018

Minutes of 2018 meeting as posted on the web were unanimously approved.

#### 2. Reports of 2019 Championships

##### ORC World Championship, Šibenik (Croatia)

It was a very successful championship with 119 boats from 17 countries: 13 boats from 7 countries in Class A, 46 boats from 9 countries in Class B and 50 boats from 11 countries in Class C. A total of 65 different designs were present ranging from pure Performance boats such as TP 52's and Melges 40's across the range of well-known One Designs like X-35's, Farr 30's, Farr 40's up to cruiser/racers of different models of Beneteau, Grand Soleil, Elan, Dufour or Dehler. New designs like the Italia 11.98 and Neo 350 and Neo 400 were competing together along with a One Tonner from 1987. Despite the variety of designs and models close racing with small differences in corrected time has proven again the quality of the ORC rating system in equalizing the equipment used and valuating the ability of the crews.

As per the new Green Boat format, 8 races were scheduled with 6 windward/leewards and, differently from the previous championships, two offshore races – one long overnight race and one short coastal race with all races having a scoring coefficient 1.0 for both of the offshore races. Points from these races were non-discardable and were shown as being a good combination for the inshore and offshore parts of the whole event. Weather conditions during the week of racing included everything from light to moderate and strong winds, with the offshore races sailed among the islands in the Šibenik archipelago giving lot of options to the Race Committee to set up and control the courses. Inshore

races were sailed on two different racing areas with Class A and C racing on one area and Class B on another, and the two groups switching areas each day.

The Italian TP-52 "Xio" won Class A with 5 wins out of 6 races ahead of two other Italian boats, the Scuderia 50 "Altair 3" and TP-52 "Air is blue." The best Corinthian crew was on the Italian XP-44 "WB Seven" that finished 5<sup>th</sup> overall.

The Class B podium was also taken by 3 Italian boats: "Selene", "Digital Bravo" and "Mela," all three being Club Swan 42's sailed by professional crews that have lots of experience in one design racing. The winner in the Corinthian division was the Italian Farr 40 "MP 30-10" that placed 10<sup>th</sup> overall.

Class C had the closest racing with the Estonian IY 11.98 "Sugar 3" decided as a winner in the last race ahead of the Czech M37 "Hebe V" and the Spanish Grand Soleil 37BC "Tanit IV – Medilevel" taking 3<sup>rd</sup> place, also being the best Corinthian crew

#### ORC European Championship, Oxelosund (Sweden)

Dobbs Davis reported. It was another successful event held over 11-17 August in Oxelosund with 70 boats from 7 countries: 8 boats from 5 countries in Class A, 25 boats from 5 countries in Class B, and 37 boats from 7 countries in Class C. Boat types were mostly racer/cruisers, with 2 all-amateur Corinthian teams in Class A, 8 in Class B and 24 in Class C.

Six inshore races were held on two course areas set south of the harbor, with excellent weather conditions all week: winds were varied from a brisk 17-22 knots on the first day to light but raceable conditions for the offshore race.

The winner in Class A was Erik Berth's shoal draft Swan 45 Tarok VII from DEN, winning every race but one in this class, and the team also won the Corinthian prize. The Silver medallist was Samuli Leisti's older generation TP 52 ZerOemission from FIN, and Karalow Witold's Soto 40 Scamp from POL won Bronze.

Dominating Class B to win Gold was Axel Seehafer's X-41 Sportsfreund from GER, also winning every race but one, but with strong competition with four other teams from GER and EST fighting hard all week for the Silver and Bronze positions. Winning Silver was Jens Kuphal's Landmark 43 Intermezzo from GER, with Michael Berghorn's X-41 Halbtrocken 4.0 from GER able to discard a DSQ in Race 4 to earn Bronze.

As usual, the fight in Class C for the podium positions was the hardest in the regatta, with these positions filled by teams from EST. Winning Gold as Matilda 4, a modified J/112E skippered by Joachim Aschenbrenner, with a 3-point margin over Aivar Tuulberg's Arcona 340 Katariina II unable to defend their win from last year and settle for Silver. Only one point back for Bronze was a custom one-off design sailed by the Postimees Sailing Team led by Sven Nuutman.

#### ORC Sportboats European Championship, Portorož (Slovenia)

Zoran Grubiša reported. The entry list included 30 boats from 9 countries divided into 2 divisions according to the ORC Sportboat Class Rules: Division A with 18 Boats from 8 countries and Division B with 12 boats from 4 countries. Two divisions had different starts with separate results racing on the same course with Division A making 3 laps and Division B with 2 laps on the standard windward/leeward course. The entry list included well known One Design classes such as Melges 24, Fareast 28R and SB 20, as well as other popular Sportboat designs from the area. The Ultimate 30 "Bandalarga" was the only boat from Division C with trapezes and she was added to Division A as prescribed by the Notice of Race. Even though that boat was performing quite differently in real time performance, her close results in corrected time showed how good the ORC rating system is in equalizing corrected time performance even among such different designs.

Seven races were scheduled with one coastal race and six windward/leeward races, and all seven were completed in light to moderate wind conditions.

Only 2 points separated the top 3 boats in Division A, with the ITA Melges 24 “Arkanoe” taking the title ahead of the ITA Ultimate 30 “Bandalarga”, and a Czech Esse 850 “Bohemia Praha” in 3<sup>rd</sup> place. The winning boat was also the best Corinthian crew with lots of experience in Melges 24 One Design racing.

The podium in Division B was taken by 3 Italian boats with the Delta 84 “Chardonnay” taking the title with 6 wins out of 7 races ahead of the SB 20 “Eavle” that finished in 2<sup>nd</sup> place with the same points as the Ufo 20 “Cattivik” on 3<sup>rd</sup> place. “Eavle” was also the winner in the Corinthian division.

### **3. Submissions**

#### GRE 1 – Number of sails allowed on board

The submission is supported by increasing maximum number of spinnakers allowed on board while racing for boats with CDL < 9.801 from 3 to 4 with appropriate change of ORC Rule 206.1.

#### ITA 2 – Individual boat implied wind

The submission is not supported but the Italian Federation will be asked to present a technical explanation as to why they believe that using individual implied wind is a better method than the currently used implied wind of the winning boat.

#### SWE 1 – CDL limit for Class C in ORC Championship

The submission is not supported since the current Standard Notice of Race already covers this and allows the possibility to lower the CDL limit of Class C in agreement between the organizer and the ORC.

#### SWE 2 – CDL limit between Classes A and B

The intent of the submission is supported but will be given to the ITC to fine tune CDL limits between the Classes A and B once the final 2020 VPP become available checking if the new limit may help in increasing the participation in Class A.

#### SWE 3 – More offshore races in ORC Championships

The submission is supported by changing the format of the Continental championship to include 5 racing days with 2 days for 2 offshore races and 3 days for 6 inshore races. Scoring coefficient to be 1.0 for all races and offshore races not discardable just as in the World Championship.

#### USA 1 – Number of sails aboard while racing

The submission is supported with slight amendment of the proposed text to read:

- c) The number of sails carried on board may vary from day to day, but shall remain the same for each individual race day, including days with multiple races even in the case of damage to sails. The race day begins when the boat leaves for the race course from its dock or mooring.

### **4. Green Book: amendments status and future plans**

As agreed within Submission SWE 3 the only substantial change to the Green Book is a change of the format for the Continental championship. The Committee asks the ORC Staff to make the usual “housekeeping” of the Standard NoR and SI by incorporating changes and improvements found during the year. The updates will also include alignment with Appendices J and K of the Racing Rules of Sailing.

## **5. Report about Super Yachts 2019 season and future plans**

Six events were run during the year starting from NZ Millenium Cup, Antigua Superyacht, Bucket Regatta in St. Barth, Loro Piana Superyacht regatta, Palma Superyacht regatta and Candystore Regatta in Newport.

135 ORCSY certificates were issued to approximately 80 SuperYachts.

Several new features for 2020 SYVPP have been agreed with SYRA including 5 wind ranges and 1 single sea state.

The rule is well accepted and universally recognised as transparent and very effective.

## **6. Calendar of future Events**

### 2020 Championship reports on current status in preparations

Lynn Lynch presented the current status with the preparations for the ORC/IRC World Championship to be held in Newport, USA from 25 September – 3 October 2020. The Notice of Race has been published with the press release sent out. In 2 days after the opening of registration already 17 boats are entered representing 4 countries.

Bruno Finzi reported the status of the ORC European Championship that will be held in Naples and Capri from 15 – 23 May 2020 within the Rolex Capri Sailing Week that will also incorporate the 66<sup>th</sup> Regata dei Tre Golfi and Maxi Yacht Capri Trophy. Within the 66<sup>th</sup> Regata dei Tre Golfi there will be a Double-handed division for which the new ORC DH certificate will be given for free as a promotion.

Zoran Grubisa reported about the ORC Sportboat European Championship planned for 17 – 23 August 2020 in Istanbul (Turkey). The Notice of Race has been agreed with the organizer. Significant support from the local government is expected with a large and active local Sportboat fleet. Communication with the organizer will continue immediately after the AGM.

### 2020 proposals officially received:

Bids to host the 2021 ORC World Championship were presented by: Tallin (EST) and Sandefjord (NOR). After review of two well-presented bids, the Committee is proposing to the Congress to confirm the World Championship to be held in Tallin (EST) during the first week of August 2021. The representative of Sandefjord (EST) was invited to re-present this bid for the ORC Europeans 2022

Expressions of interest to host ORC European Championship were received from Tel Aviv (ISR), Cascais (POR), Valetta (MLT) and Athens (GRE) as well as for the ORC Sportboat European Championship from Torre del Greco (ITA). All the potential organizers will be invited to present official bids and the committee will ask the Congress to give permission to the committee to make a final decision by the end of the year by e-mail vote.

It was also agreed that after the Worlds 2020 will be held in Newport (USA) the usual schedule of having Worlds in the North and Europeans on the Mediterranean (and vice versa) each year should be continued from 2021.

## **7. Organization of the Committee**

No changes to the committee were proposed this year.

## **8. Any other business**

The Committee decided to double score some IMA races next year so that a proposal to use ORC rules could be made to their Mini Maxi classes.

The Committee shared the proposal from Bruno Finzi to add a new Double Handed class to our Continental events starting from 2021.

Emilio Felieu Serra from Real Club Nautico de Palma presented to the Committee a short sail racing video celebrating the long involvement of the Copa del Rey with the 50-year history of the ORC.