



# GUIDANCE FOR RACE COMMITTEES

2025



# PURPOSE OF THESE GUIDELINES

These guidelines are prepared by FCSA for the use by Member Organizations for general orientation of volunteer race committees. These guidelines provide only limited basic instruction, and it should be made clear that these guidelines are not intended to cover all the detailed aspects of race management and safety. These guidelines are in no way intended to modify or supplant any procedure established by a Member Organization for conduct of its sailboat races.

Member Organizations are encouraged to seek out and utilize the many resources and formal instruction as may be obtained from US Sailing and other organizations that provide formal instruction in this area.

- Provide basic orientation for race committees conducting inshore and offshore sailboat races among our member organizations
- Provide guidance on the preferred methods of planning and executing races among PHRF handicap boats in our area
- Cover special topics of interest to assist local race committees

# WELCOME

Most races are run by volunteers to whom sailors owe a debt of gratitude for their time and effort.

Regatta participants sometimes remind us when we need to improve and generally thank us when we have done a good job.

These guidelines will help you to organize your Race Committee, take advantage of FCSA resources, avoid common pitfalls, and plan your event for success.



# THE BASICS

## RACE PLANNING

- Setting a course of proper length
- Setting a realistic cut-off time
- Coaching and briefing RC personnel
- Equipment checklists

## RACE EXECUTION

- Following the Sailing Instructions
- Proper communication on the course
- How to set starting lines and manage the race as conditions change
- Recording and scoring of results



# RACE COMMITTEE SPECIAL TOPICS

Understanding the PHRF roster and FCSA resources

Course design cruisers and performance boats

Assigning a temporary PHRF rating

ToT versus ToD scoring

How the FCSA Scoring Matrix works

Race Committee reporting of results



2024  
April 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup> 2024

Lipton Cup Regatta will be held under the authority of the Smyrna Yacht Club Race Committee. It will be governed by the World Sailing Racing Rules of Sailing (RRS) and the prescriptions of US Sailing and the 2024 Lipton Cup Regatta Instructions.

Divisions  
The regatta will be split into two Divisions:

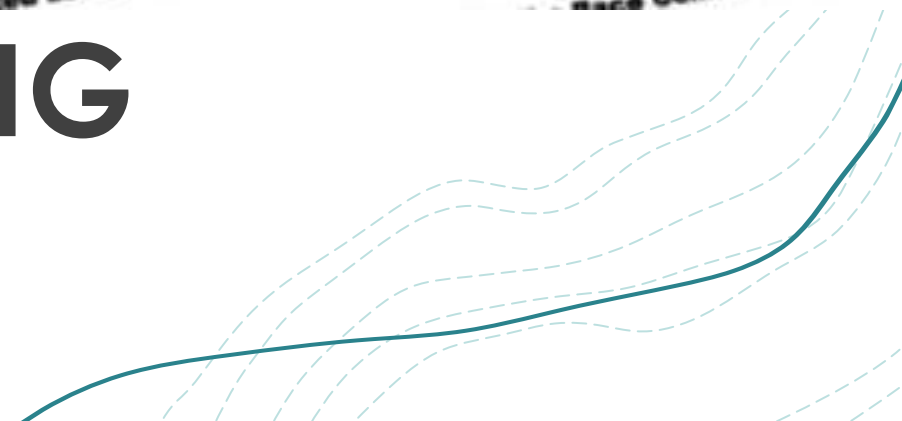
Division I	Performance Boats with or without spinnakers.
Division II	Cruising Boats with or without spinnakers.

Spinnaker poles are permitted in all Divisions. Cruising Boats in Division II may fly a spinnaker. Competitors must declare their intention to fly a spinnaker and will be handicapped accordingly. All participants will complete the entry form and the First Coast Sailing Association PHRF Rating Questionnaire. The Lipton Cup Race Committee will assist entrants with the completion of the Questionnaire if necessary. Participants with a FCSA rating only need submit their rating certificate.

Skippers Meeting  
There will be a skipper's meeting at the SYC Tiki Hut at 5:00 pm on Friday, April 19<sup>th</sup>. Significant items of the sailing instructions will be highlighted and questions will be answered. Attendance is recommended, but is optional. Skippers are responsible for understanding the sailing instructions prior to race time. Corrected times will be calculated using Time-on-Time.

Race Committee will be

# RACE PLANNING



# ELEMENTS OF SUCCESS

Have the Right Resources

*Race committee personnel*

*Proper equipment*

Assignment of Responsibilities

Know Wind/Weather Forecast

Select a Good Course

Have Backup Plans in Place



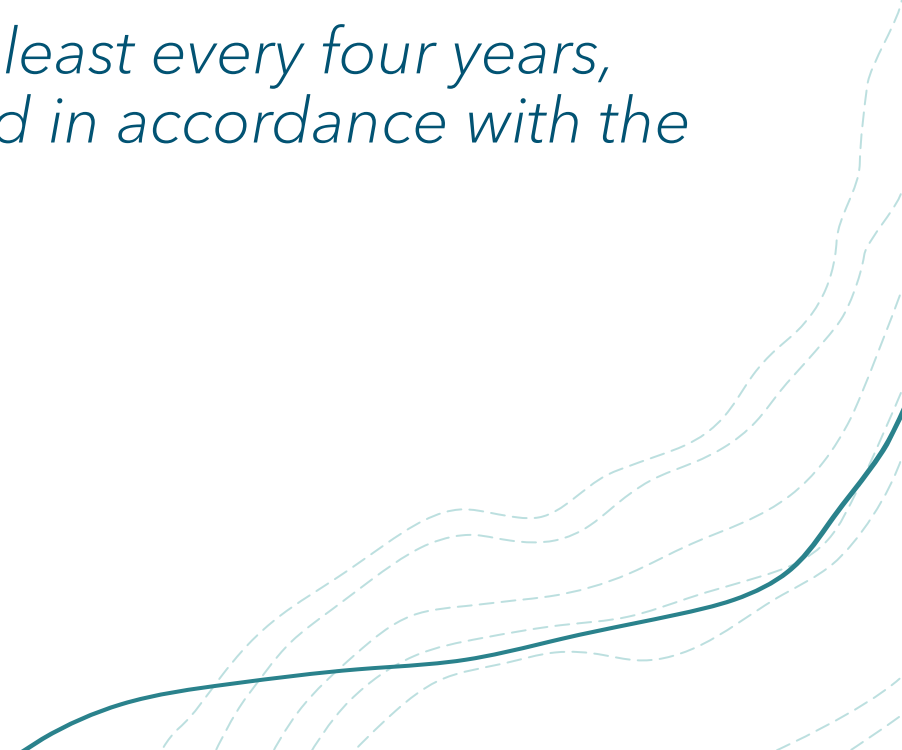
# APPENDIX J – NOR & SAILING INSTRUCTIONS

Racing Rules Appendix J gives you guidance for writing a notice of race and sailing instructions.

*Do not simply use the previous year's documents.*

*Club documents often have recognizable flaws which survive several seasons because no one remembers the problems.*

*Remember, also, that the racing rules change at least every four years, and last year's copy may not have been prepared in accordance with the current rules.*



# APPENDIX S – STANDARD SAILING INSTRUCTIONS

This appendix applies only if the notice of race so states.

*These Standard Sailing Instructions may be used at an event in place of printed sailing instructions made available to each boat. To use them, state in the notice of race that 'The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions that will be posted on the official notice board located at \_\_\_\_.'*

*The supplementary sailing instructions will include:*



# APPENDIX S – STANDARD SAILING INSTRUCTIONS

- 1. The location of the race office and of the flagpole on which signals made ashore will be displayed (see SI 4.1 below).*
- 2. A table showing the schedule of races, including the day and date of each scheduled day of racing, the number of races scheduled each day, the scheduled time of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing (SI 5).*
- 3. A list of the marks that will be used and a description of each one (SI 8). How new marks will differ from original marks (SI 10).*
- 4. The time limits, if any, that are listed in SI 12.*
- 5. Any changes or additions to the instructions in this appendix.*

A copy of the supplementary sailing instructions will be available to competitors on request.



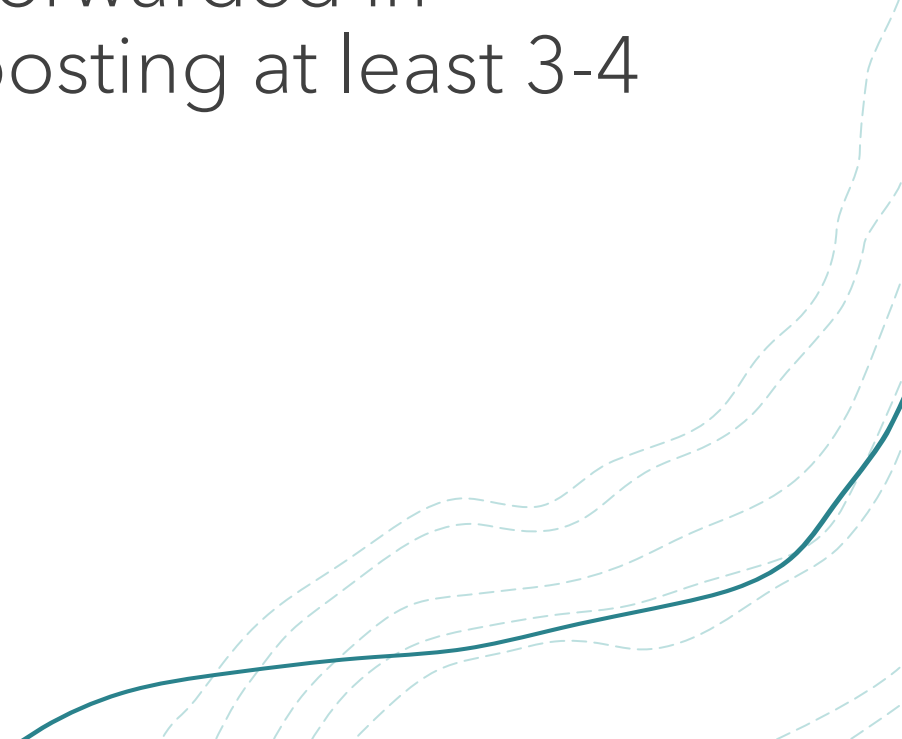
# SAILING INSTRUCTIONS

The sailing instructions are the directions that describe how the race(s) will be conducted.

*They must be in writing.*

*They must be made available to each boat before a race begins.*

NOR and Sailing Instructions should be forwarded in electronic form to FCSA webmaster for posting at least 3-4 weeks before the event.



# COMPETITORS' MEETING

The racing rules do not require a pre-race meeting of any kind.

*Sailing instructions cannot require competitors to attend an oral briefing.*

Most competitors appreciate an official welcome.

*Make last minute organizational announcements.*

*Point out the location of the official notice board.*

*Make any announcements concerning food, beverage and ice distribution, and social arrangements.*

*Address any pertinent rules of the host club.*

Do not discuss the contents of the sailing instructions, except to announce that an amendment has been posted, if that is the case.

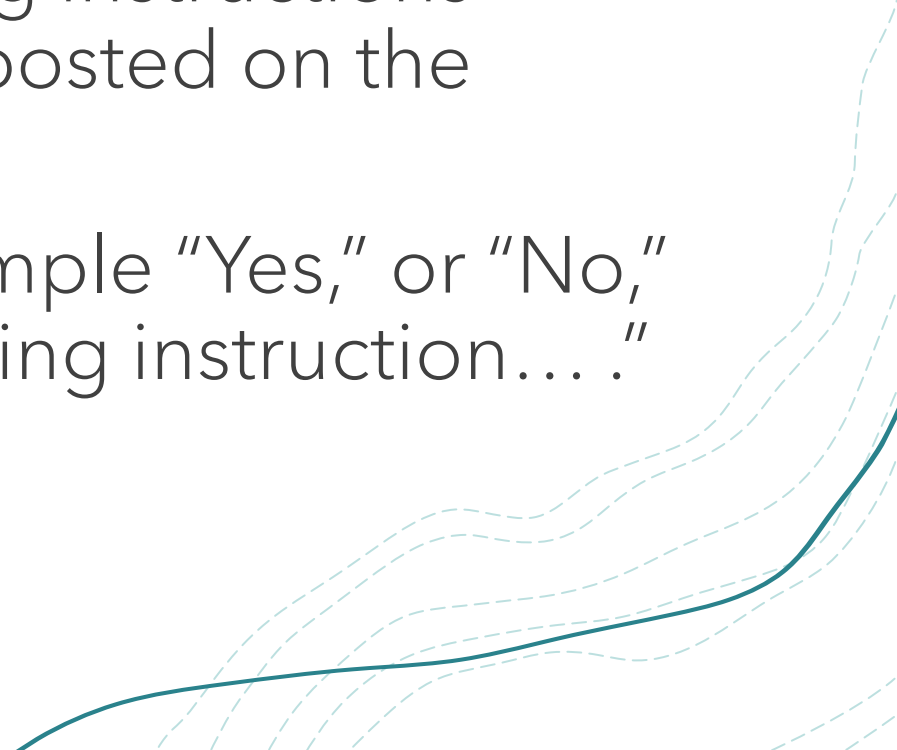
# COMPETITORS' MEETING

Do not attempt to "clarify" the sailing instructions, or any amendments.

*Changes to the sailing instructions must be communicated in writing, by posting on the official notice board.*

Ordinarily, questions regarding the sailing instructions should be answered only in writing and posted on the official notice board.

List the question, then answer it with a simple "Yes," or "No," "See racing [or class] rule...," or "See sailing instruction..."



# OFFICIAL NOTICE BOARD

The Official Notice Board is the customary location for posting official notices to competitors.


It can include the following:

*Notices to competitors*

*Protest notices and protest committee decisions*

*Race results*

Place the notice board in a location which is readily accessible to the competitors but place it away from unnecessary distractions.



# OFFICIAL NOTICE BOARD

Posting on the notice board(s) should be restricted to the race committee, protest committee, and a competent person from the organizing committee.

Notices **MUST** be consistent with the Sailing Instructions.

*Clearly identify by reference to the SIs which SIs are changed.*


*Notices should be signed and dated.*



## CHANGES TO THE SI'S

Ordinarily, changes must be in writing and posted within the required time on the official notice board.

The "required time" should be in the sailing instructions, usually just long enough prior to the first scheduled warning signal to allow competitors sufficient time to check the board before leaving for the racing area.



# ALTERNATIVE CHANGE NOTIFICATION

Another way competitors can be informed of changes to the sailing instructions is orally on the water, before the warning signal.

→ *This can be done only if the procedure is stated in the sailing instructions.*

Note that changes to the sailing instructions should never be made orally on shore, for example at a competitors' meeting.

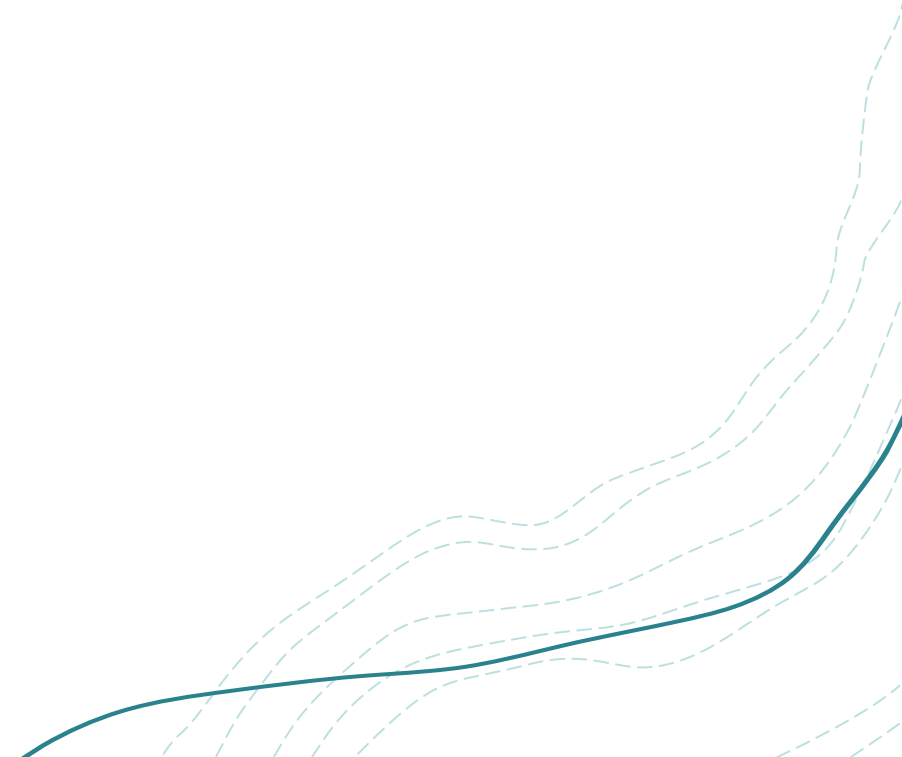
# COURSE LEG LENGTH

Course length should be based on the anticipated average VMG of the slowest boat.

Avg Wind Speed		6 Knots	12 Knots	20 Knots
AVERAGE OVERALL VMG (knots)	Rhodes 19	2.65	4.07	4.64
	J-24	2.86	4.58	5.32
	C&C 35	3.05	4.91	5.72
	J-35	3.42	5.47	6.43

# COURSE LEG LENGTH

Based on the expected wind conditions and average boat VMG, the course length can be determined from the following table.



### Course Length Determination Table

Minutes:	30	60	90	120	150	180	210	240
or Hours:	0.5	1	1.5	2	2.5	3	3.5	4
Estimated Average Boat Speed (knots)	Length of Course Needed (nm)							
2	1	2	3	4	5	6	7	8
2.5	1.3	2.5	3.8	5	6.3	7.5	8.8	10
3	1.5	3	4.5	6	7.5	9	10.5	12
3.5	1.8	3.5	5.3	7	8.8	10.5	12.3	14
4	2	4	6	8	10	12	14	16
4.5	2.3	4.5	6.8	9	11.3	13.5	15.8	18
5	2.5	5	7.5	10	12.5	15	17.5	20
5.5	2.8	5.5	8.3	11	13.8	16.5	19.3	22
6	3	6	9	12	15	18	21	24
6.5	3.3	6.5	9.8	13	16.3	19.5	22.8	26
7	3.5	7	10.5	14	17.5	21	24.5	28
7.5	3.8	7.5	11.3	15	18.8	22.5	26.3	30
8	4	8	12	16	20	24	28	32
8.5	4.3	8.5	12.8	17	21.3	25.5	29.8	34
9	4.5	9	13.5	18	22.5	27	31.5	36
9.5	4.8	9.5	14.3	19	23.8	28.5	33.3	38
10	5	10	15	20	25	30	35	40

### Course Length Determination Table

Minutes:	30	60	90	120	150	180	210	240
or Hours:	0.5	1	1.5	2	2.5	3	3.5	4
Estimated Average Boat Speed (knots)	Length of Course Needed (nm)							
	2	1	2	3	4	5	6	7
2.5	1.3	2.5	3.8	5	6.3	7.5	8.8	10
3	1.5	3	4.5	6	7.5	9	10.5	12
3.5	1.8	3.5	5.3	7	8.8	10.5	12.3	14
4	2	4	6	8	10	12	14	16
4.5	2.3	4.5	6.8	9	11.3	13.5	15.8	18
5	2.5	5	7.5	10	12.5	15	17.5	20
5.5	2.8	5.5	8.3	11	13.8	16.5	19.3	22
6	3	6	9	12	15	18	21	24
6.5	3.3	6.5	9.8	13	16.3	19.5	22.8	26
7	3.5	7	10.5	14	17.5	21	24.5	28
7.5	3.8	7.5	11.3	15	18.8	22.5	26.3	30
8	4	8	12	16	20	24	28	32
8.5	4.3	8.5	12.8	17	21.3	25.5	29.8	34
9	4.5	9	13.5	18	22.5	27	31.5	36
9.5	4.8	9.5	14.3	19	23.8	28.5	33.3	38
10	5	10	15	20	25	30	35	40

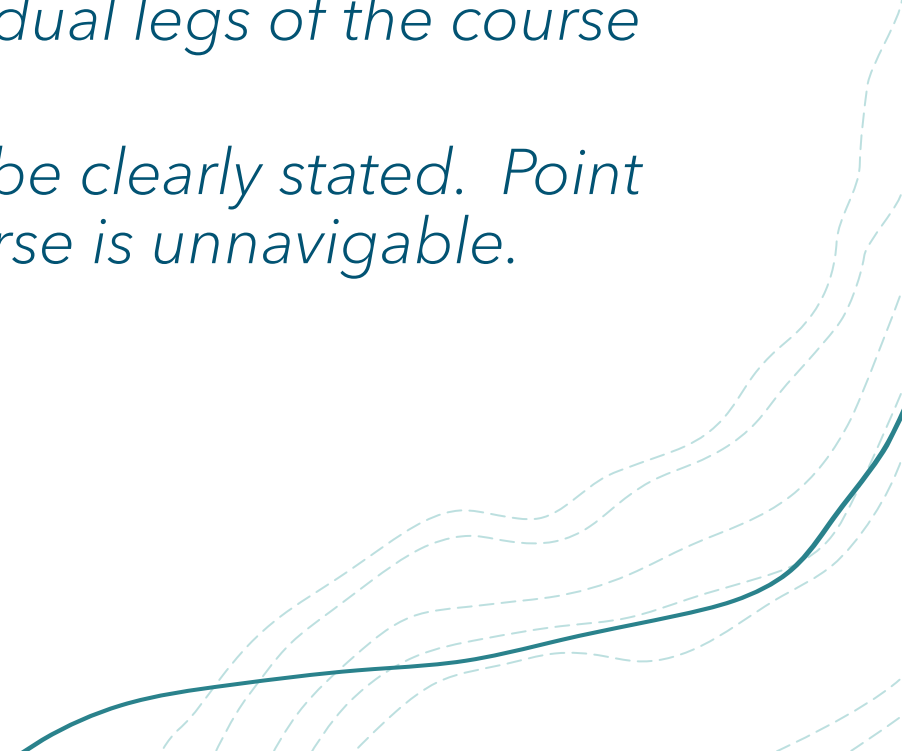
## COURSE LEG LENGTH

In light winds consider multiple short legs to facilitate shortening the course.

For ToD scored races, the course length must be stated clearly in the SIs or posted for all competitors to see.

*Race Committee should note distances of individual legs of the course in the event the race is shortened.*

*Overall course length for distance races should be clearly stated. Point to point distances may not be realistic if the course is unnavigable.*



# PACK YOUR BAG

Portable VHF radios, two minimum

Cellular telephone

GPS and spare batteries

Hand bearing compass

Binoculars

Wind direction stick (or equivalent)

Portable anemometer

Whistle on a lanyard

Knife on a lanyard

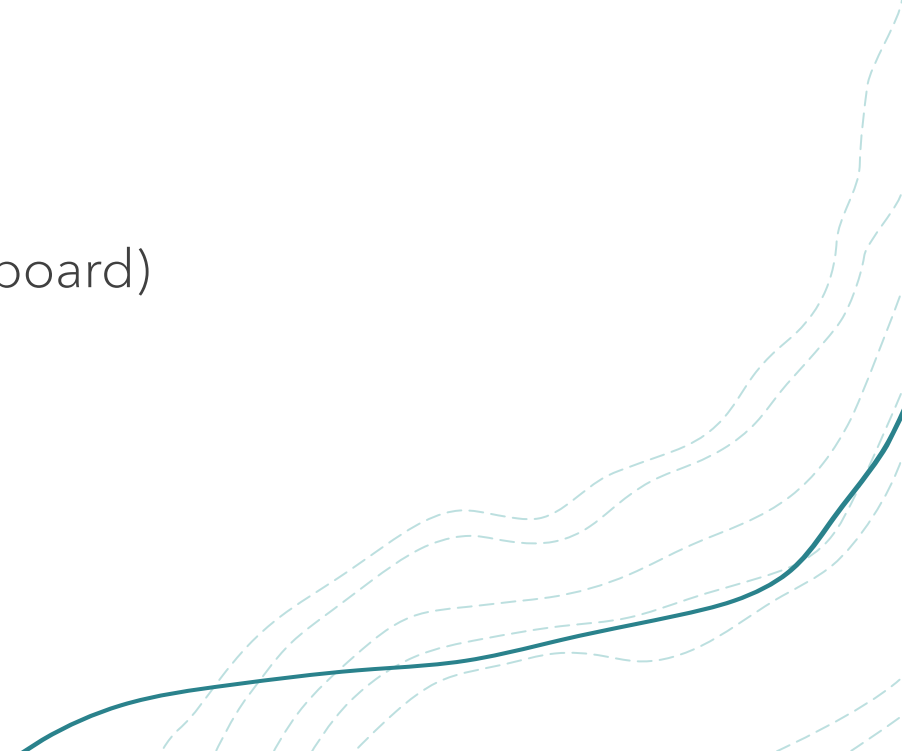
Watch suitable for timing starts (two stopwatches on board)

Clipboard, paper and pencils

Dry erase markers and whiteboard

Pencil sharpener (manual)

Electrical ties (zip-ties)



# PACK YOUR BAG

Duct tape

Zip-lock bags

The Racing Rules of Sailing

PFD

Hat and hat retainer

Sunscreen

Sunglasses and retainer

Glasses cleaner

Foul weather gear

Band-Aids

## *On shore:*

Laptop computer with scoring, word processing & spreadsheet programs

Disk(s) with scoring program and sample spreadsheets



# PAPERWORK

## Publications and Forms

### *Minimum:*

RRS

Protest forms

SI's & NOR

Scratch sheet

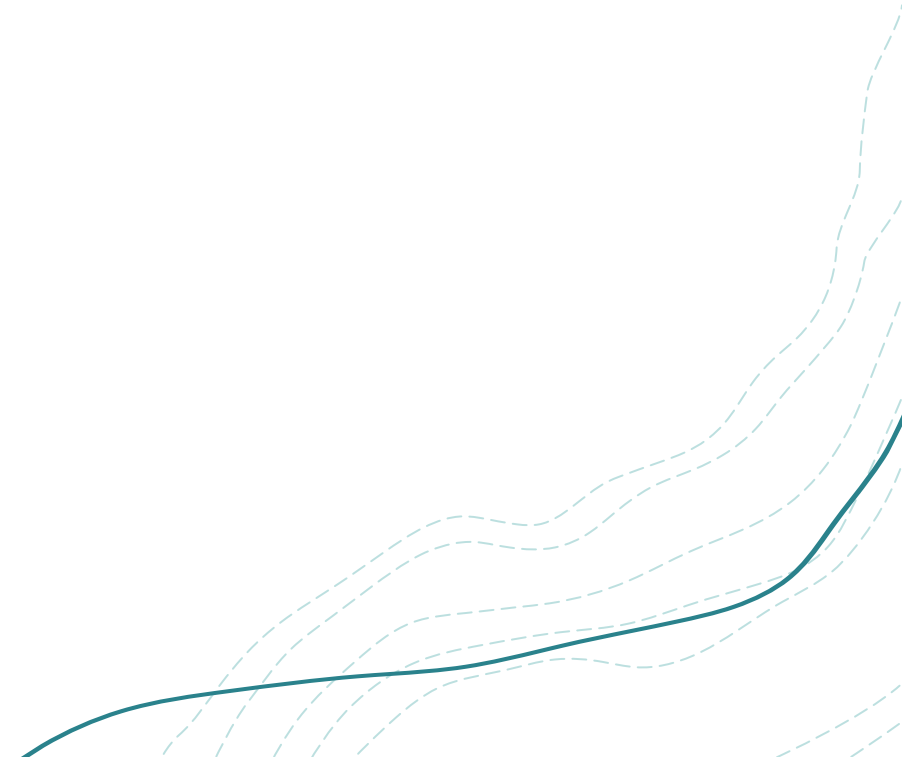
Current data printout and weather printout

Navigation charts, when necessary

List of current PHRF roster

PHRF base rating database

Notepad for recording RC actions



# ON THE RC BOAT

Air horns, extra canisters

Anchor, chain & line

Batteries, spare

Safety equipment required by the Coast Guard

Course designating equipment (flags or white-board)

Dry-erase board and markers, wide tip

Emergency contacts, phone and VHF

First aid kit

Flags & numeral pennants

Flag, blue

Flag(s), class

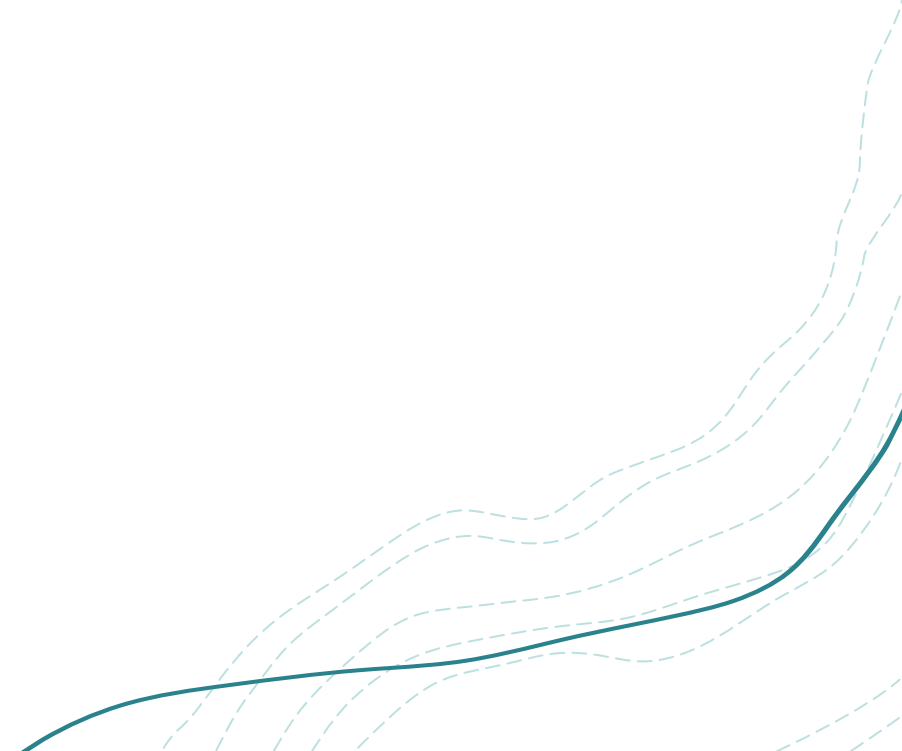
Flag, RC

Flag, starting line

Food, water & soft drinks

Fuel, engine oil

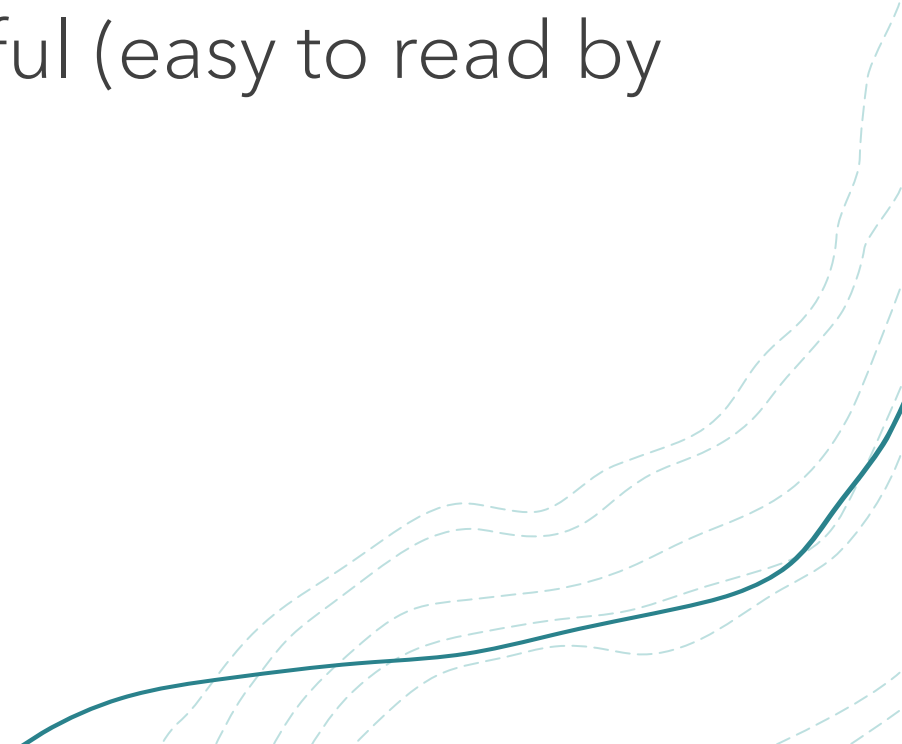
Basic hand tools



# TIMING DEVICES

Always have at least two synchronized timer stopwatches on board – use US Naval Observatory Master Clock.

Clocks with large digital display are helpful (easy to read by all on board the Signal Boat).

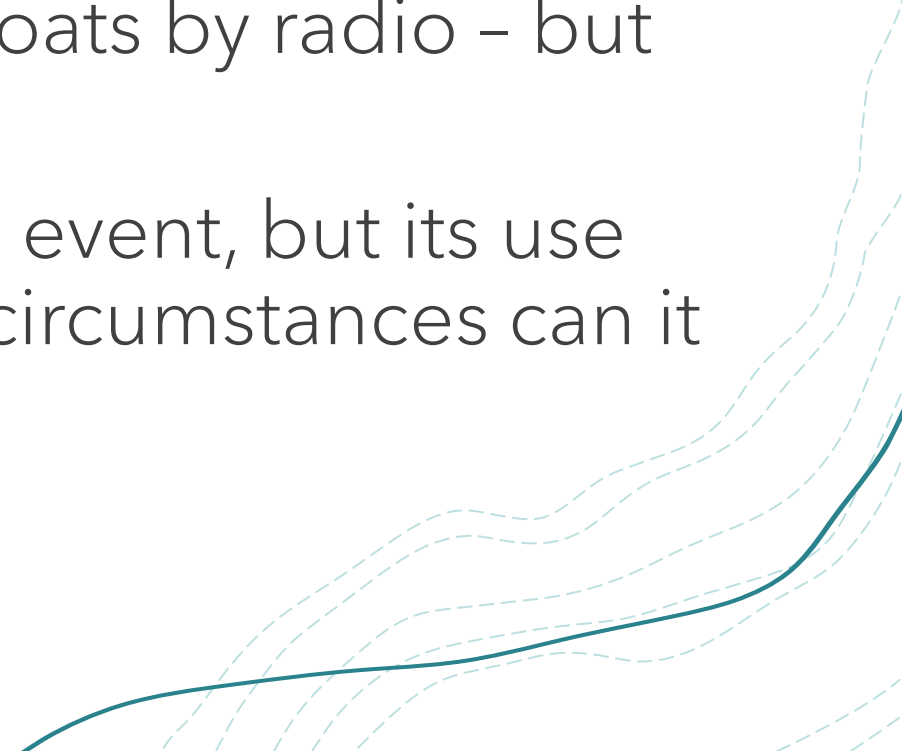


# VHF RADIOS

Essential for setting up the course and for safety - have at least two radios on board, at least one dual channel VHF channel 16 and the race monitored channel.

Especially helpful is the hailing of OCS boats by radio - but not obligatory.

VHF radio can enhance the quality of the event, but its use must be carefully defined and under no circumstances can it replace the visual signals.



## RECORDING AIDS

You will need forms for recording starters and the order of finishes. Clipboards and rubber bands to hold papers in place are useful.

Always make at least one copy of forms, in case one is blown overboard and lost.

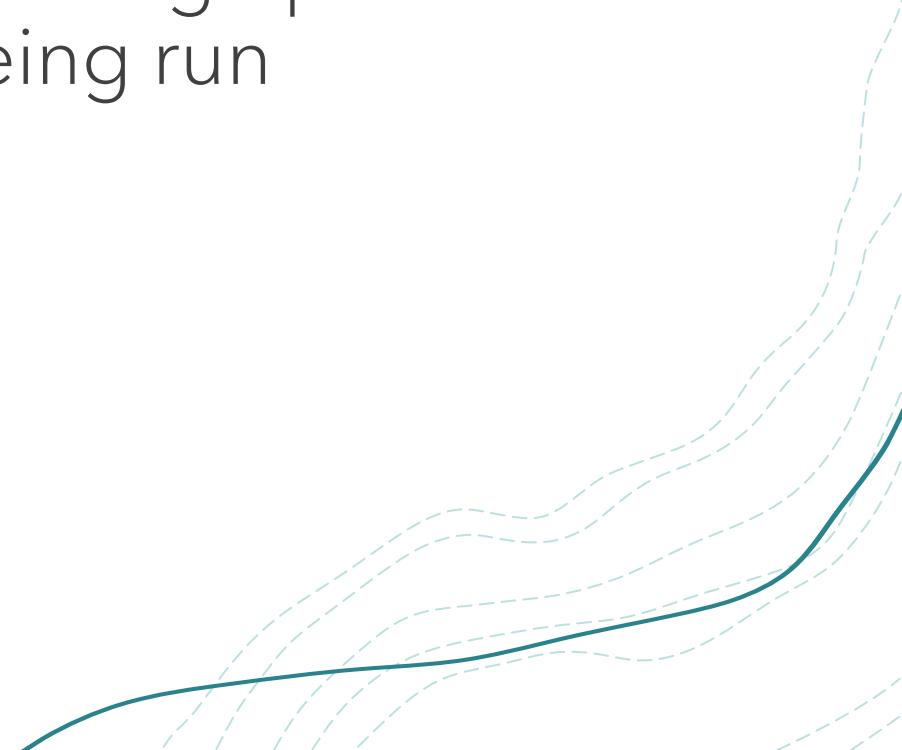
For all on the water work, pencils work better than pens.



# COMPUTERS

Computers are best left on shore.

Ideally the RC can call the data in while picking up marks and returning to shore with the results being run simultaneously on a computer.



# SIGNAL FLAGS YOU MUST HAVE



**Postpone**



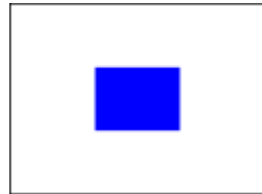
**Come within Hail**



**Abandonment**



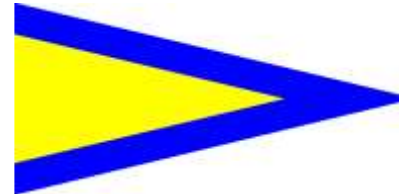
**Preparatory**



**Shorten Course**



**Individual Recall**



**General Recall**

**DON'T FORGET YOUR CLASS FLAGS! (Each class)**

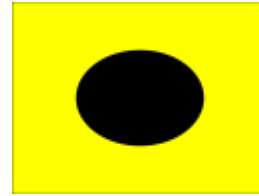
# SIGNAL FLAGS YOU SHOULD HAVE



**No more racing today**



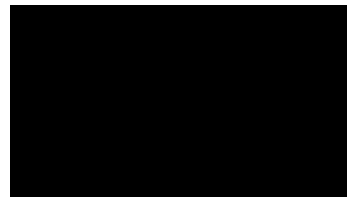
**Change course**



**One minute rule**



**Missing Mark**



**DSQ if over 1 min. before start**



**RC on station**



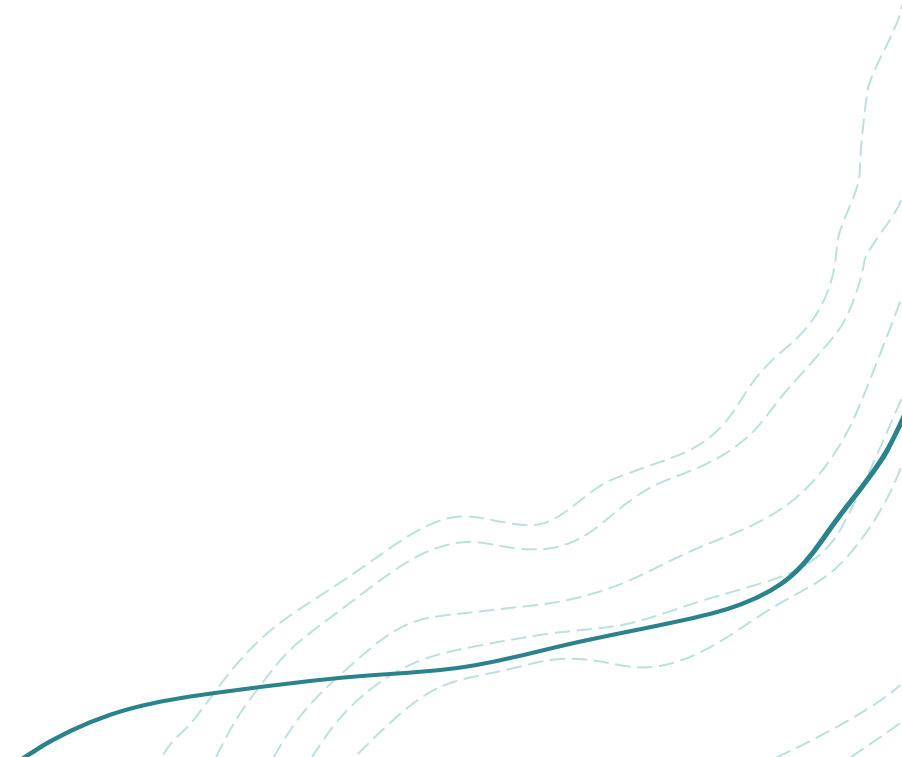
DON'T FORGET THESE!



**Starting Line**



**Race Committee**



## ADDITIONAL NOTES ABOUT SIGNALS

Flags are used for all visual signals with the exception of course signals, which may be displayed by pennants, placards, dry erase board ("whiteboard"), or even a chalkboard.

Flags are used for both the warning and preparatory signals.

*Be certain they are large enough.*

*Signal flags and pennants should be minimum size 2' x 2'.*

*Flags indicating starting signals for an offshore fleet should be 3' x 3'.*

# POSTING COURSE ON THE RC BOAT

Placards, at least 1 foot by 1 foot, are best to signal course information. (Do not use a fine tip marker with 2-inch-high scribble on a whiteboard.)

A large dry erase board ("whiteboard") or chalkboard may also be used for displaying course information.

*Make sure the letters and numbers are big and bold.*

*A plastic covering sheet is useful in inclement weather.*

It is best to use course diagrams and descriptions in the SIs with simple reference on the course board, such as course number or course abbreviation.

# WHICH CLASS TO START FIRST?

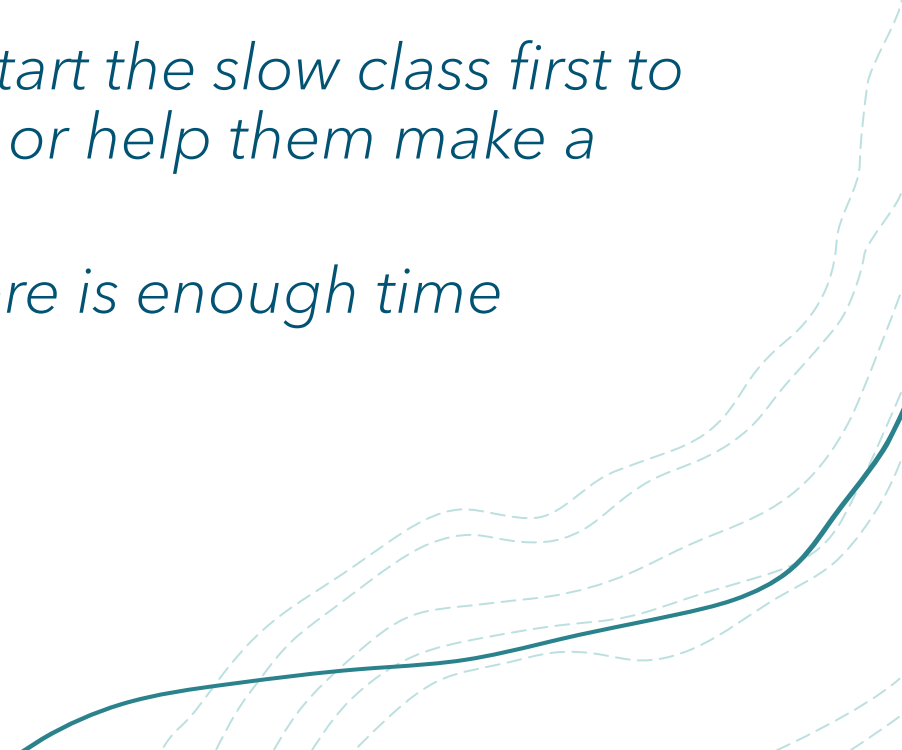
## Inshore:

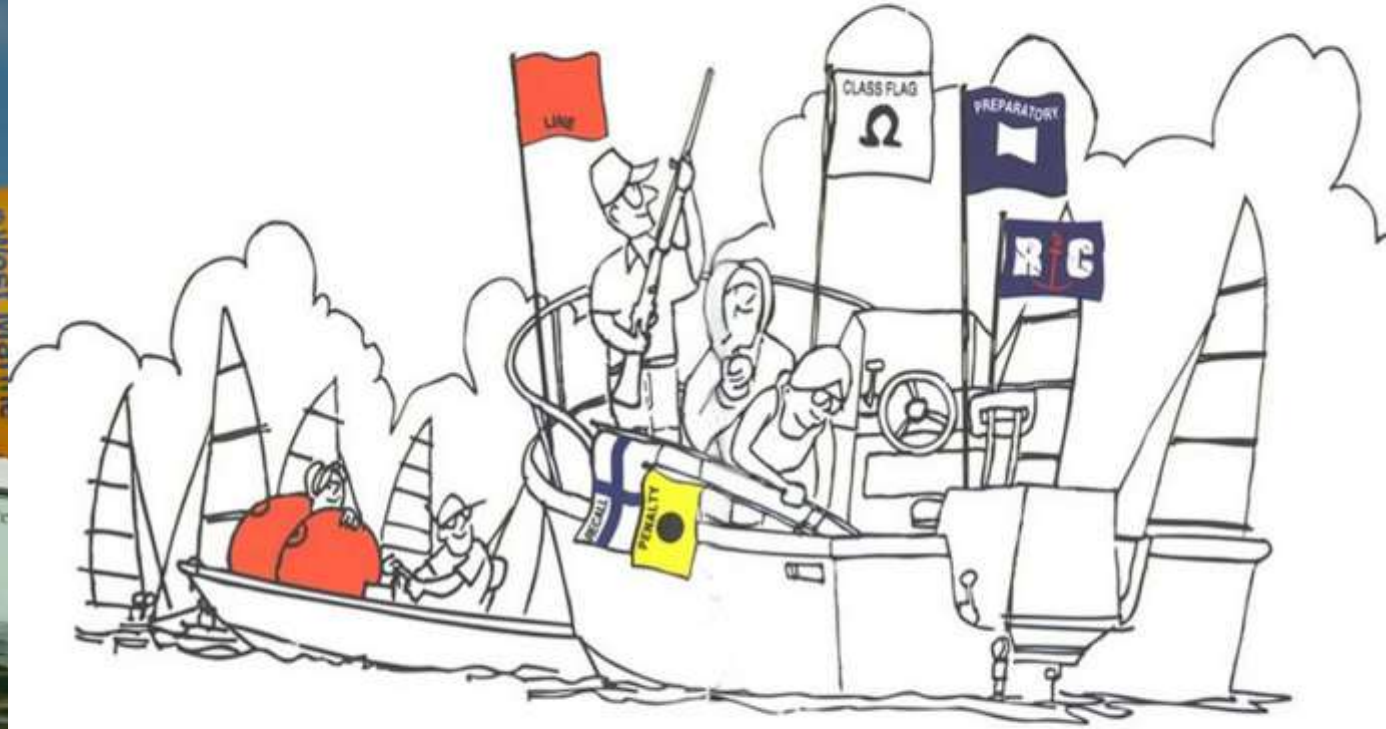
*Usually preferable to start the fastest class first to avoid classes sailing through one another. Course length used to compensate for boat speeds.*

## Offshore:

*Particularly with point-to-point distance racing start the slow class first to enable the fleet to finish at about the same time or help them make a time limit.*

*If you start the slower boats first, be sure that there is enough time between starts.*





# RACE EXECUTION

## COMMON MISTAKES

Conducting a race that violates the written NOR and SIs without posting the change(s)

Course legs too long in light air

Setting a course that crosses itself

Setting a mark in shallow water

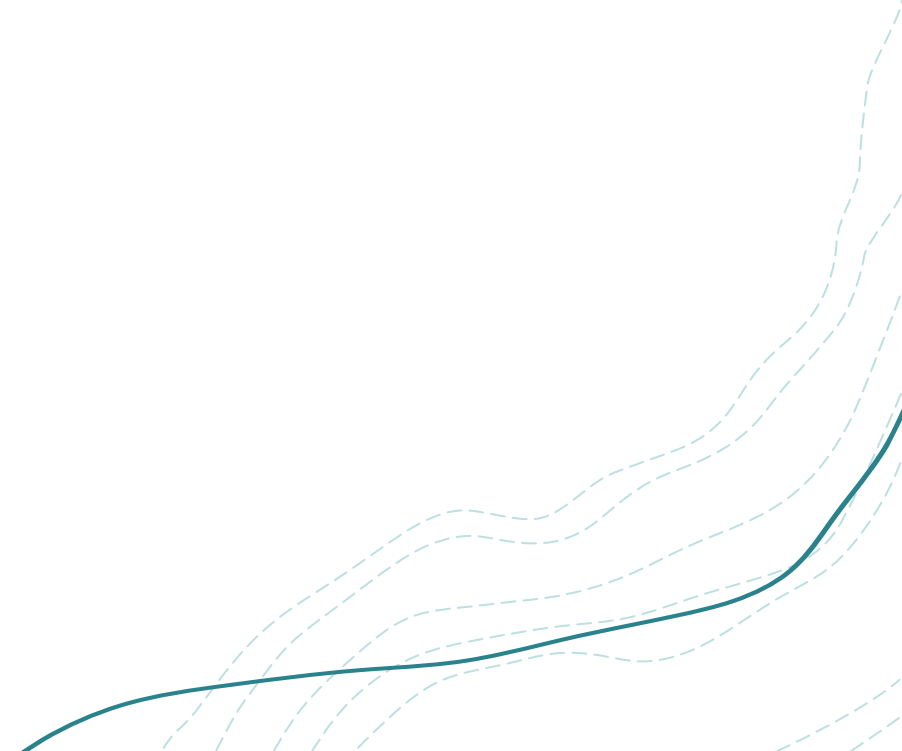
Too long of an anchor rode on a mark

Too short of an anchor rode on a mark

Making the start line too short

Favoring one end of the line excessively

Scoring errors in posted results



# RACE PREPARATIONS

Preparation starts several days before the race:

*Provisions*

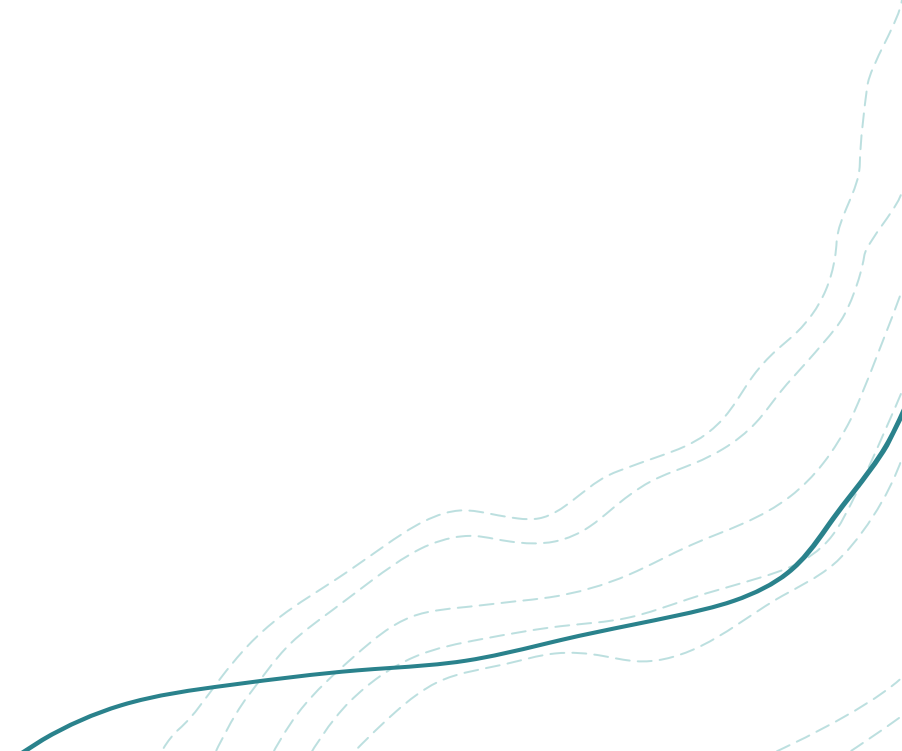
*Paperwork*

*Get the RC boat prepared*

*Make sure the RC members are committed*

*Study NOR and SI's*

*Post any required changes*



# ON RACE DAY

Check & download weather forecasts

Launch boats early and check your equipment

*Fluid levels*

*Turn everything on*

*Battery condition*

*Safety gear*

*Inventory supplies and race signals / equipment*

*Make certain that anchors and tackle are adequate for the wind conditions (applies to boats and marks)*

Check and complete paperwork

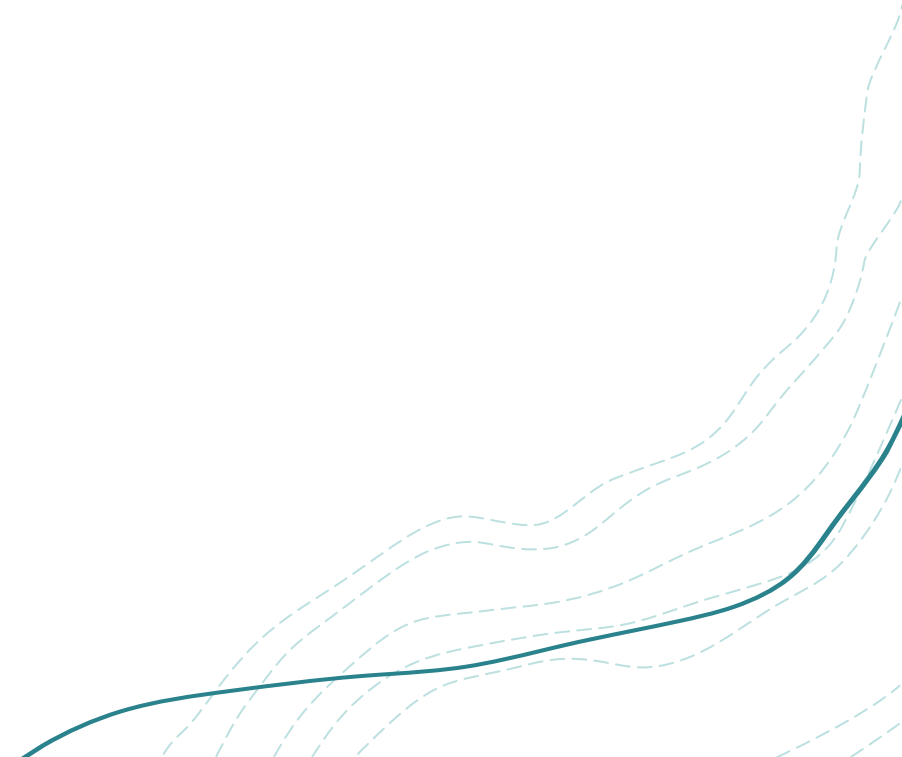
Assign job duties on RC boat – RC briefing

# NOTICES AND SIGNALS

Written changes to SI's

Notices to competitors

Signals made ashore



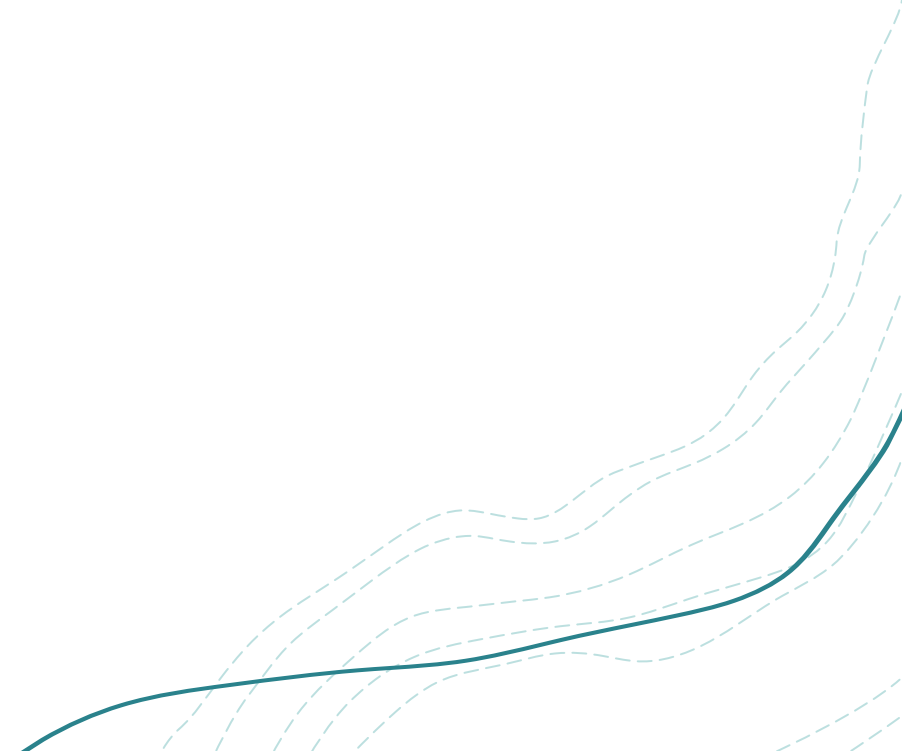
# RACE DAY SCHEDULE

Ideally the RC should be on station 45 minutes prior to the first warning signal.

*This allows time to set lines and marks*

*Allows RC to read the wind & current*

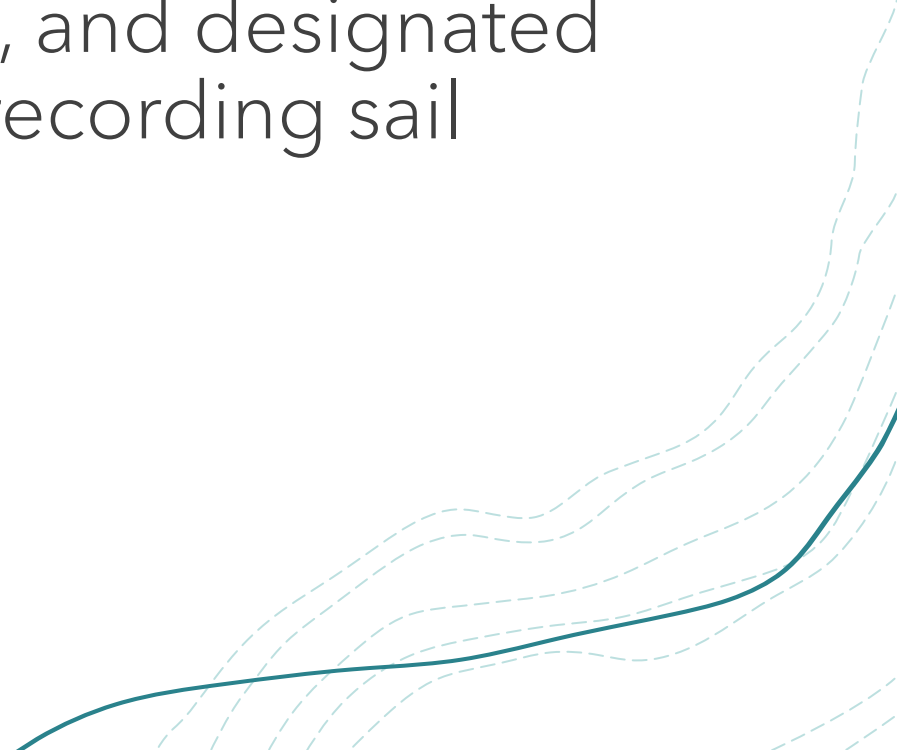
*Makes for less of a "fire drill" and RC mistakes*



## BOAT CHECK-IN

The requirement to check in, and the procedure for doing so, must be specified in the sailing instructions.

If you are checking in boats in the starting area, you should have flag "L" (come within hail) displayed, and designated spotter aboard the RC boat should start recording sail numbers by class.

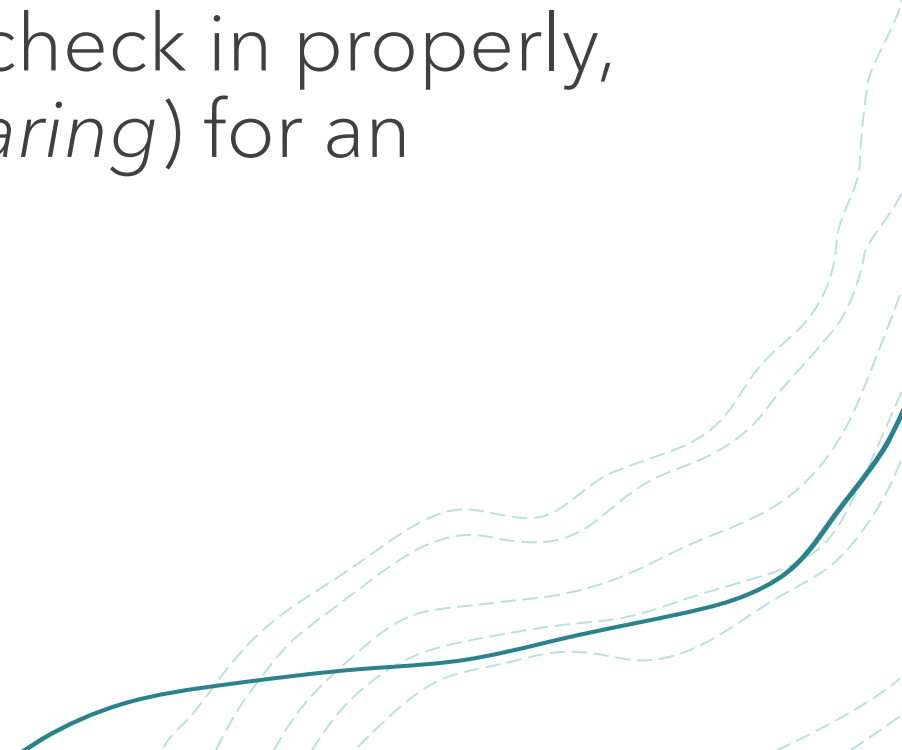


## A NOTE ABOUT CHECK-IN

Some SIs become quite specific:

*“Sail behind the committee boat on starboard tack before the warning signal, hail your sail number, and receive acknowledgment to be ranked as a starter.”*

One difficulty with such a precise requirement is that the SI's rank as rules, and if a competitor fails to check in properly, he or she may be disqualified (*after a hearing*) for an innocent, usually harmless rule breach.

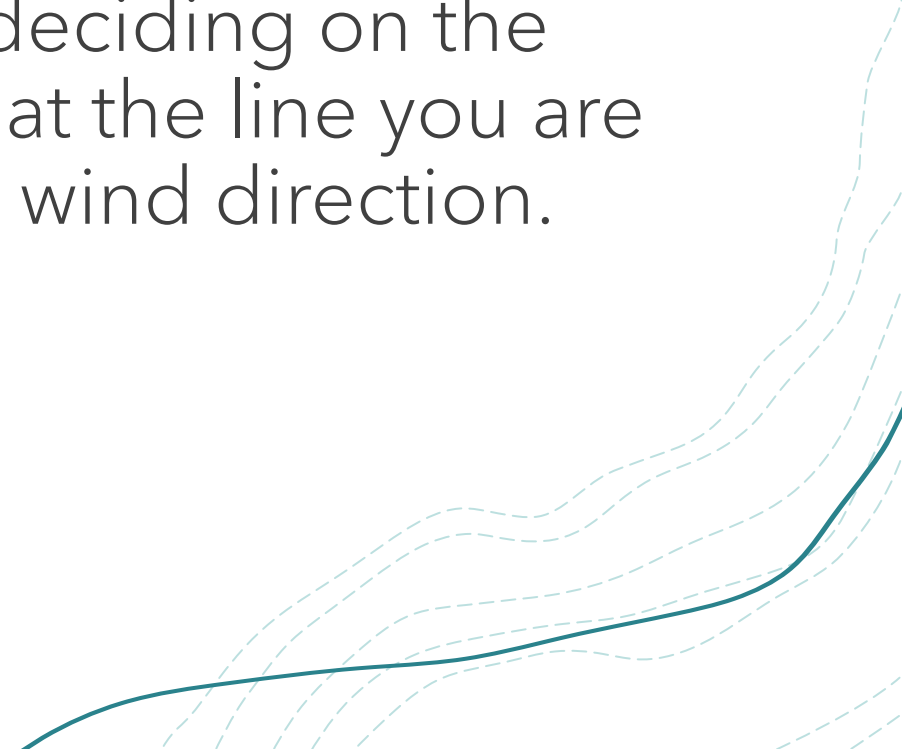


## CHECKING WIND AND CURRENT

Check your anchor line to make certain that you have plenty of scope and allow the boat to “settle” in place with wind and current.

Watch the current and how your boat is behaving in it.

Observe the wind for some time before deciding on the mean wind direction and make certain that the line you are about to set will be “square” to the mean wind direction.



# CHECK THAT THE COURSE IS CLEAR

Three of the worst race management mistakes are:

*Setting up a course that overlaps with another race.*

*Sending different classes around the same permanent mark from different directions.*

*Setting a course (particularly starting and finishing) that interferes with commercial traffic.*

Avoid areas with numerous lobster or crab trap buoys.

Verify no marks are missing.

*This includes government marks.*



# JUST BEFORE THE SEQUENCE

## Quiet on the race committee signal boat

*Maintain quiet on the boat and keep radio communications to a minimum.*

*Necessary conversations should be held in a low voice and pertain only to the situation at hand.*

*Cellular telephones should be silenced.*

*Experienced race committee members concentrate solely on their assigned tasks and avoid distracting other members with comments or questions not directly related to their jobs.*



# SPOTTERS

Spotters should check their list against actual starters when classes go over the line.

*It is important to check actual starters for purposes of scoring and safety, and to identify boats which do not finish due to retirements, breakdowns or other reasons.*

Spotters also write down any protest or acknowledgment flags, and rule breaches observed by the RC.



# THINGS YOU CAN DO DURING A RACE

After all the preparation and starting sequence, your tasks may grow beyond your initial plan. There are still several things you may have to do based on circumstances of that day:

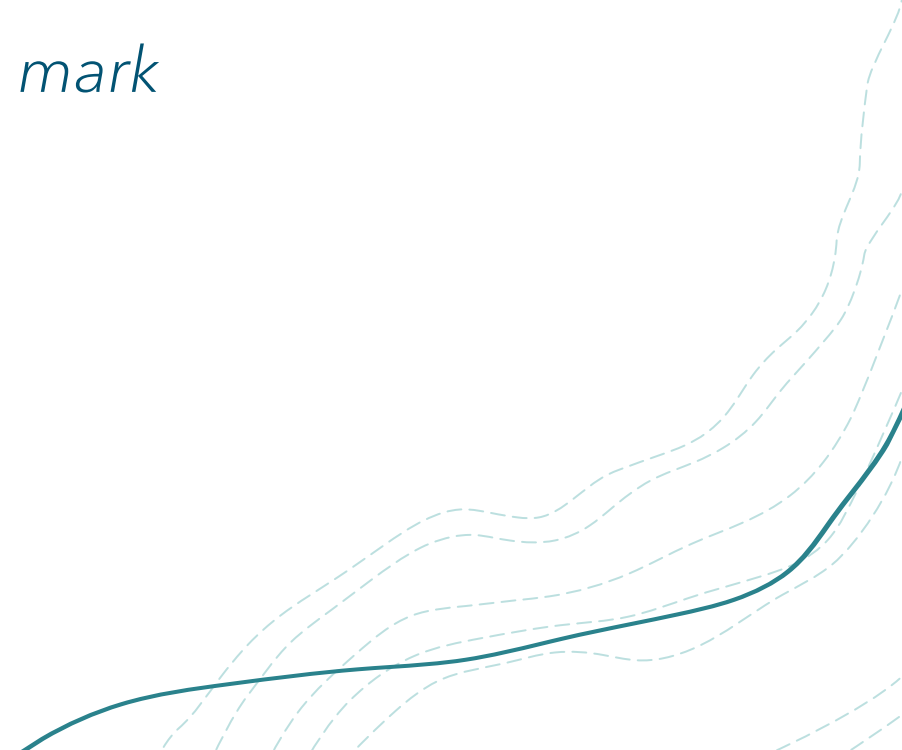
*Signal a general recall*

*Change the next leg of the course at a rounding mark*

*Abandon the race*

*Shorten the course*

*Replace a missing mark*



# FUNCTIONS PERFORMED BY RC

## Signaler

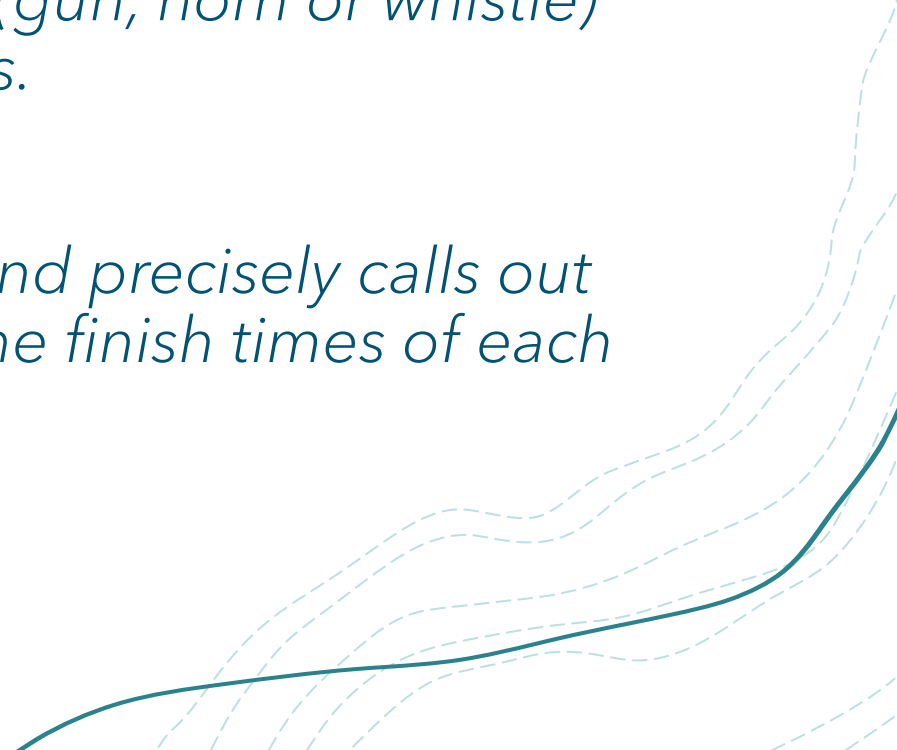
*The signaler is responsible for all visual signals given by the race committee.*

## Sounder

*The sounder is responsible for all sound signals (gun, horn or whistle) that draw attention to the signaler's visual signals.*

## Timer

*The timer keeps time before and after the start and precisely calls out the starting sequence. The timer also calls out the finish times of each boat finishing.*



# FUNCTIONS PERFORMED BY RC

## Spotter/recorder

*The recorder logs all boats starting and finishing, including competitors who do not complete the course. The recorder also records other information including wind readings, bearings to marks, apparent rules breaches by competitors, alternative penalties taken, protest flags observed, and the time of each.*

## Committee boat operator

*The boat operator drives the race committee signal boat and may handle radio communications as directed by the principal race officer.*



# FUNCTIONS PERFORMED BY RC

## Line sighter

*The line sighter watches the starting line to identify boats on the course side and boats returning to start. Also sights the finishing line to determine the order and time of finishers.*

## Scorer

*The scorer calculates corrected times for handicap racing using handicaps and finish times.*

## Wind reader

*The wind reader observes and records the wind velocity and direction before and after the start.*



# FUNCTIONS PERFORMED BY RC

## Mark setters

*Operating from a mark boat, the mark setter works with the race committee signal boat to position, set, and relocate the marks of the racecourse. He or she also reports changes in wind direction and velocity to the race committee signal boat.*

*Leeward mark set boat may also serve a valuable function by monitoring the start/finish line (from the other end), taking backup times, and shortening course at a gate, for example.*



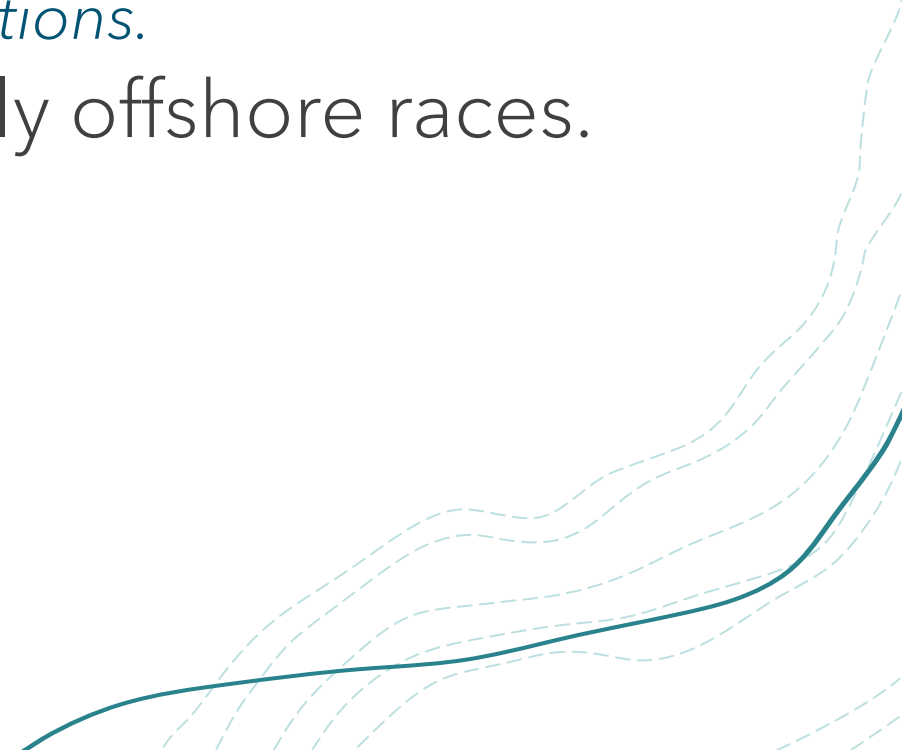
## RECRUITING RC PERSONNEL

Be certain that anyone who will operate a boat is capable of handling it in any kind of conditions that may occur.

For reasons of safety and practicality, a boat should always have at least one crew member in addition to the operator.

*Three or four should be adequate in most conditions.*

Avoid people who get seasick, particularly offshore races.



# GOOD STARTING LINE IS IMPORTANT

Poor starting lines cause breaches of the racing rules.

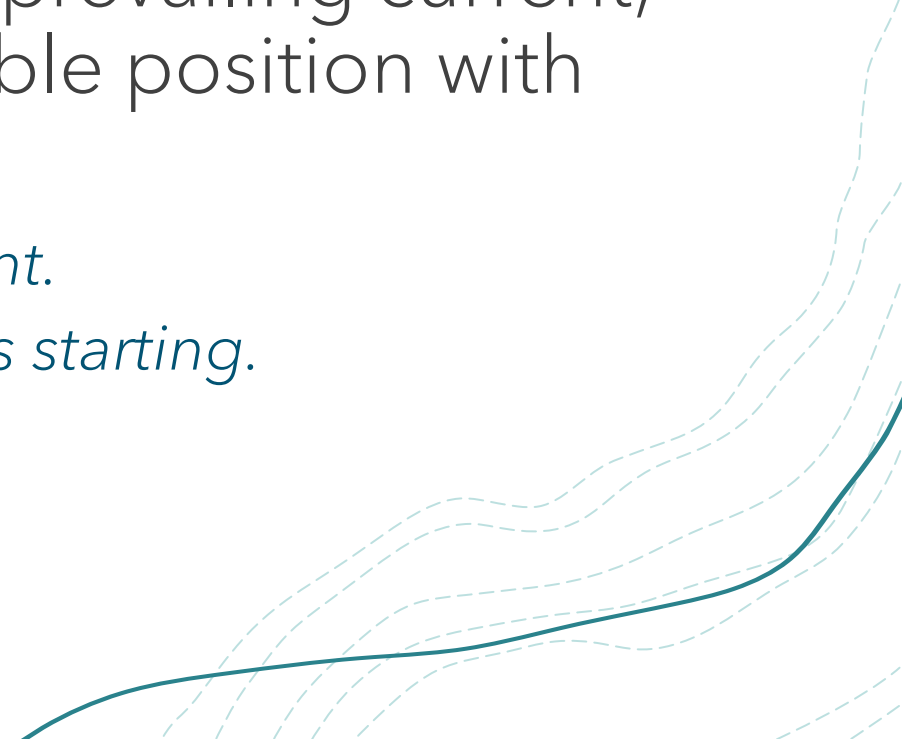
*They produce recalls.*

*This is the first thing that competitors will criticize.*

The perfect line is one which a boat can cross on either tack under the average wind condition in the prevailing current, if applicable, and be in an equally favorable position with every other boat along the line.

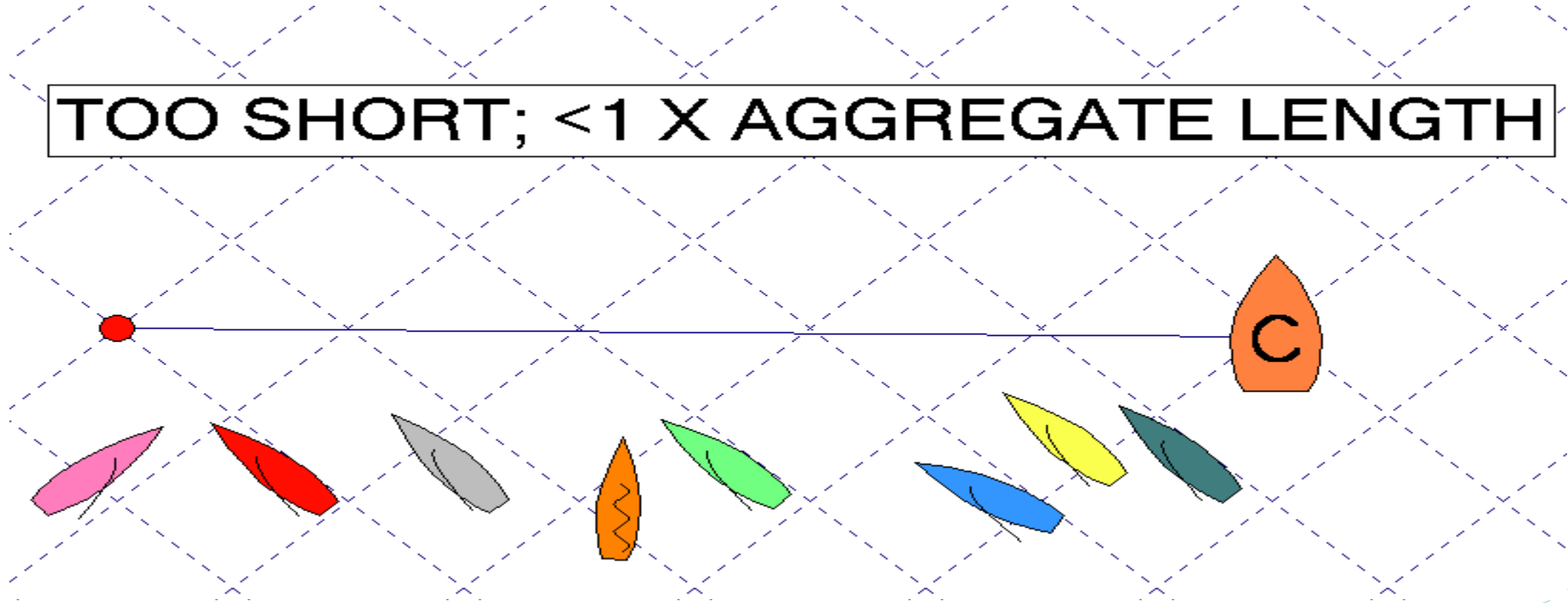
*Be aware of the need to adjust the line for current.*

*Make lines long enough for the number of boats starting.*



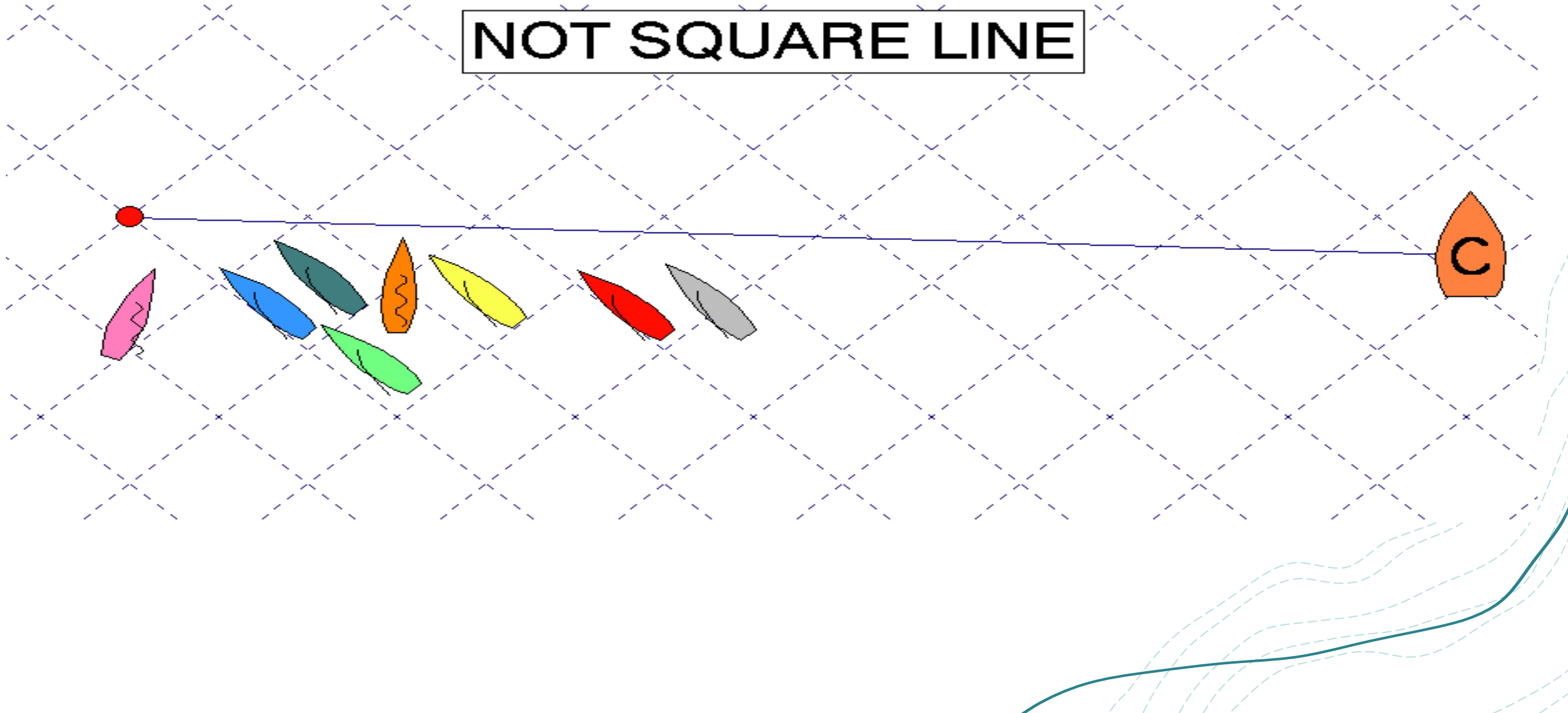
**WRONG:** LINE IS TOO SHORT!

TOO SHORT;  $< 1 \times$  AGGREGATE LENGTH



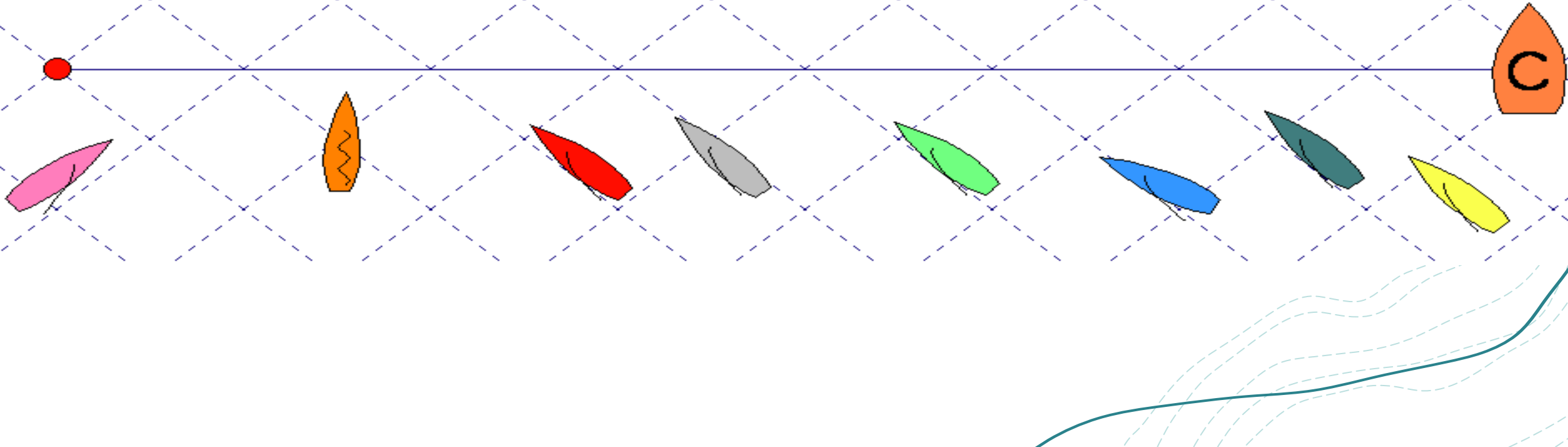
**WRONG:** LINE IS TOO BIASED!

**NOT SQUARE LINE**



**CORRECT:** LINE IS FAIR AND PROPER LENGTH

**SQUARE LINE; 1.5 X AGGREGATE LENGTH**



# HOW DO YOU SET A CORRECT STARTING LINE?

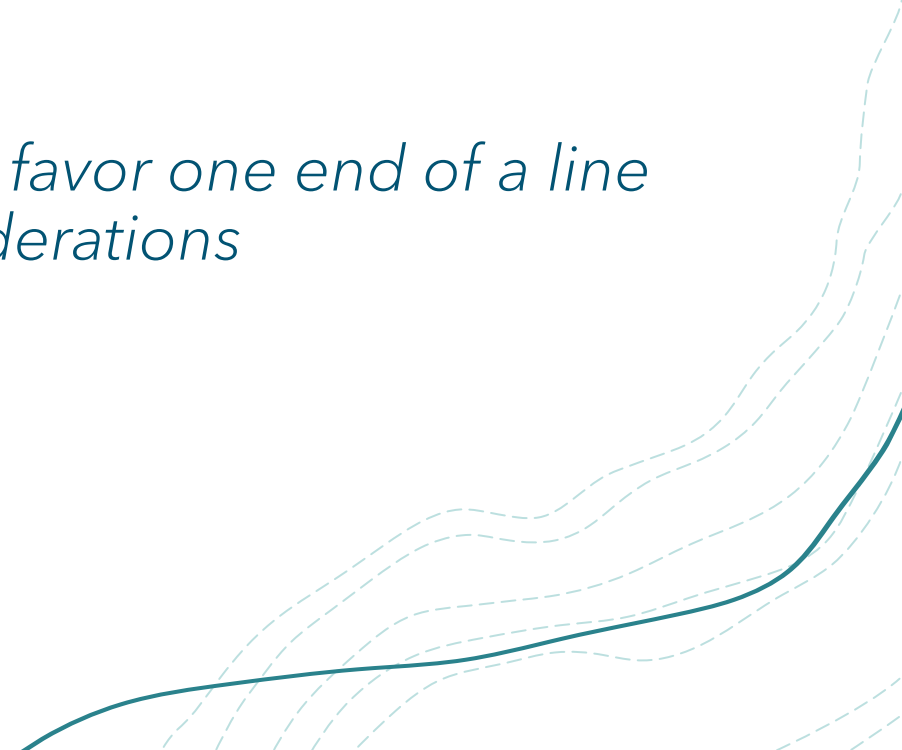
To set a good starting line it is necessary to know:

*Average direction of the wind*

*Length of line needed to accommodate the boats in existing wind and sea conditions*

*Velocity and direction of current, if any*

*Whether there will be a tendency for the fleet to favor one end of a line set 90 degrees to the wind due to tactical considerations*



# WIND DIRECTION

Wind either shifts (tends right or left), oscillates (back and forth) or does both.

Sometimes oscillations are large.

*It is, therefore, important to establish an average wind direction by taking and recording wind direction over time.*

This is why having a mark set boat in the starting area is added benefit.



# LENGTH OF THE LINE

The proper length of the starting line depends on several factors:

*Number and length of boats*

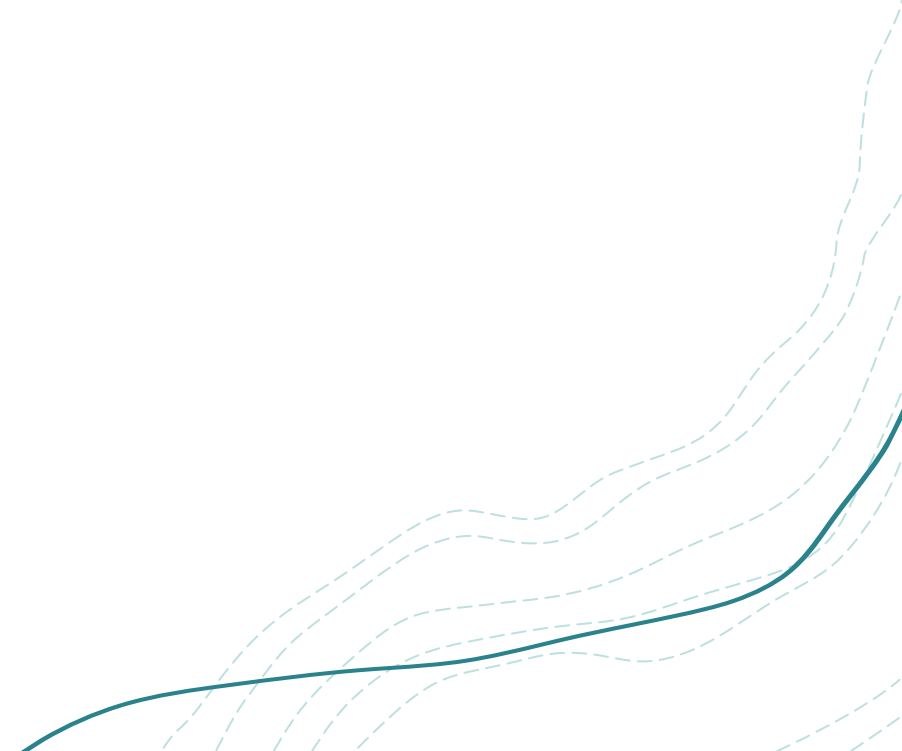
*Velocity of wind*

*Height of seas*

*Type of boats*

*Experience of the competitors*

*Current*



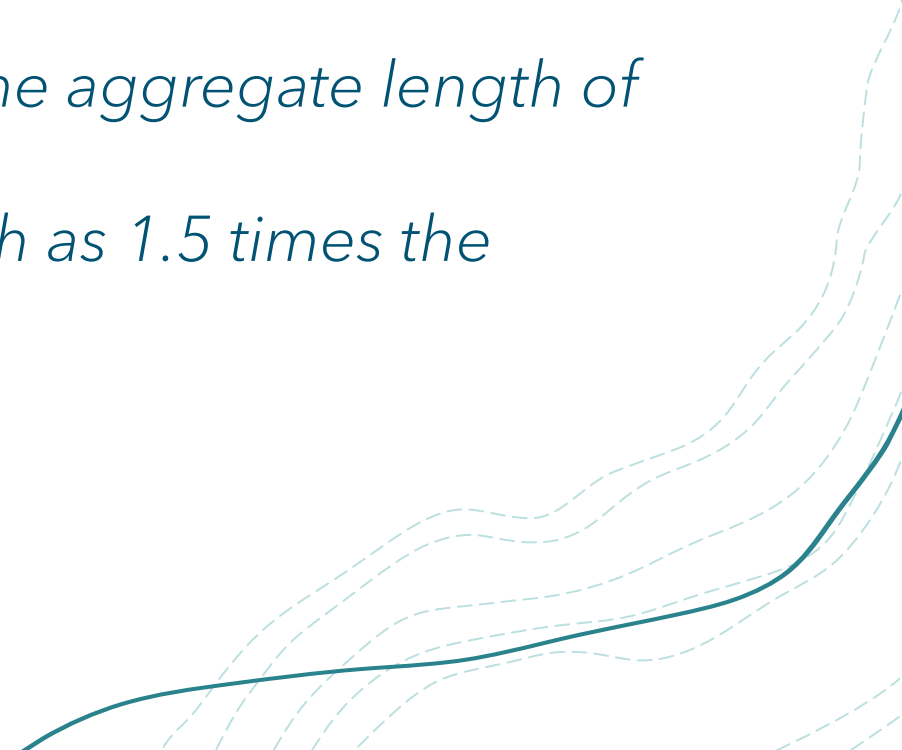
# RULES OF THUMB

The starting line should be long enough so there will be no crowding.

*Light air: no less than the aggregate length of the longest class of boats (add up the total lengths)*

*Moderate air: set the line length at 1.25 times the aggregate length of the longest class of boats*

*Heavy air and steep seas: extend line to as much as 1.5 times the aggregate length of the longest class of boats*



# METHODS TO SET THE START PIN

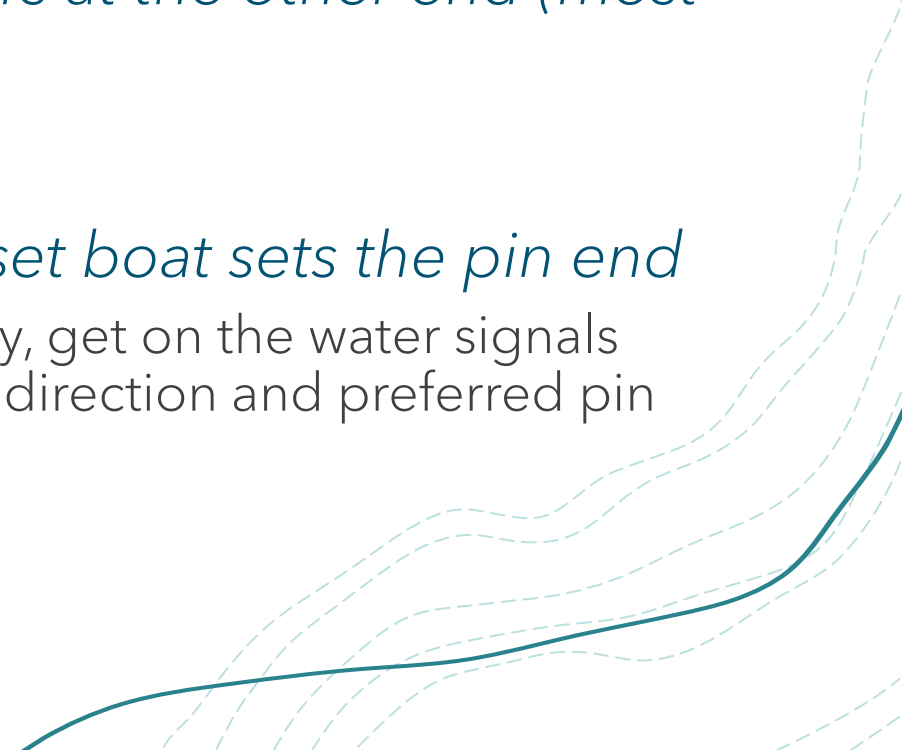
## Option 1

*Buoy (pin end) is set first (either by the signal boat or a by a mark-set boat), and the race committee signal boat then runs the proposed line, selects the desired length of the line, and anchors at the other end (most common method)*

## Option 2 (preferred)

*The signal boat anchors first, and another mark set boat sets the pin end*

This allows the signal boat more time to set up quickly, get on the water signals made on time, and gives more time to evaluate wind direction and preferred pin location. Less chance for mistakes.



# MOVING A STARTING MARK

You cannot move a starting mark after the preparatory signal. If a wind shift occurs after the preparatory signal, you have several alternatives:

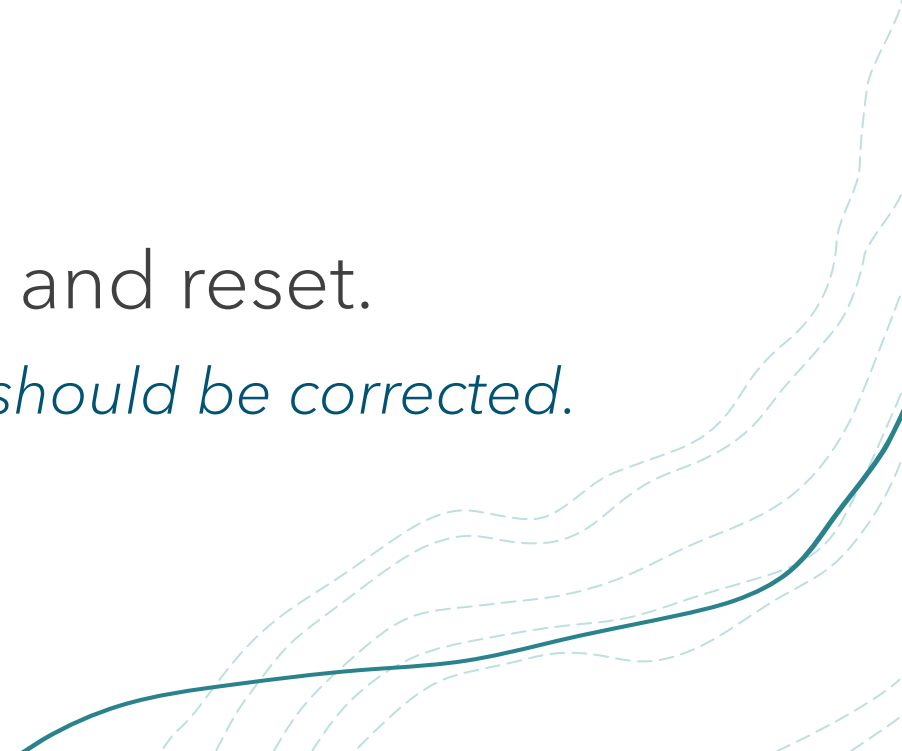
*Postpone*

*Abandon prior to the start*

*General recall after the start*

The most used alternative is to postpone and reset.

*This lets the fleet know you see the starting line should be corrected.*

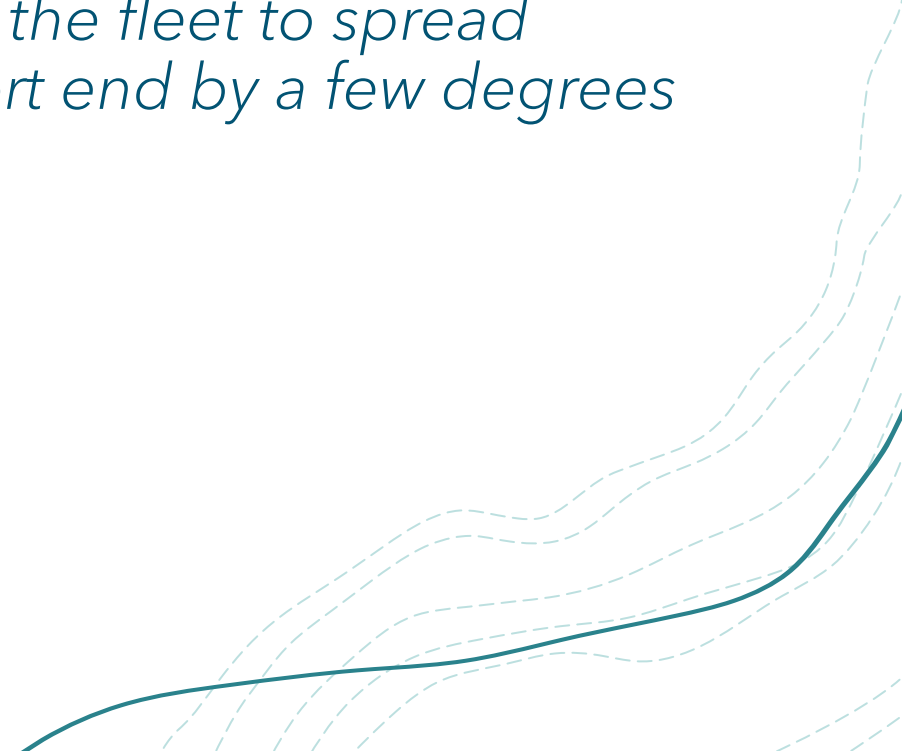


# ANGLE OF THE START LINE

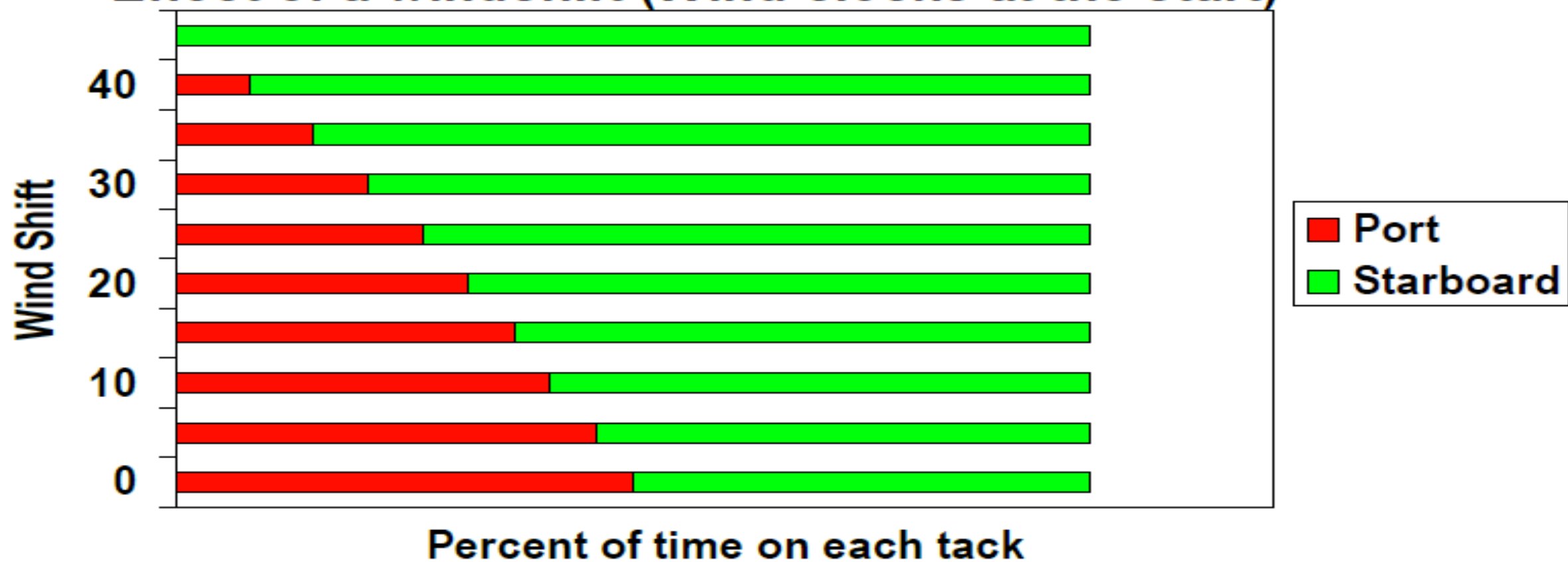
For windward starts the line should be set square to the average direction of the wind rather than relative to the first mark of the course.

*The line should be angled slightly to encourage the fleet to spread evenly along the line. Ordinarily, favoring the port end by a few degrees is sufficient.*

*This also keeps the class off the RC boat.*



## Effect of a windshift (Wind clocks at the start)



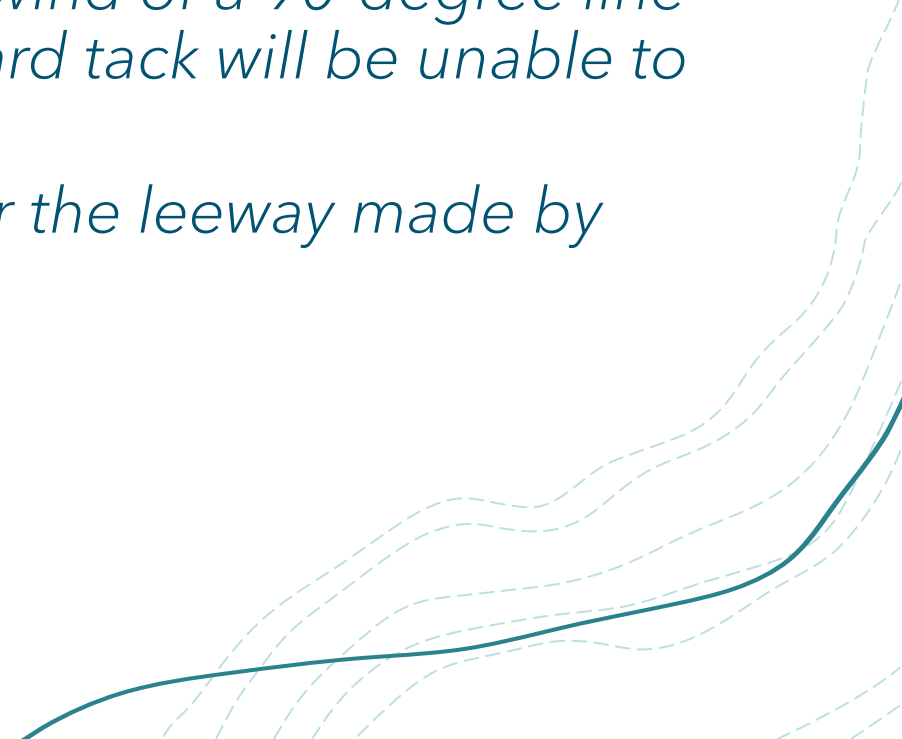
# RULES OF THUMB FOR CURRENT

## Adverse Current and Light Air Windward Starts

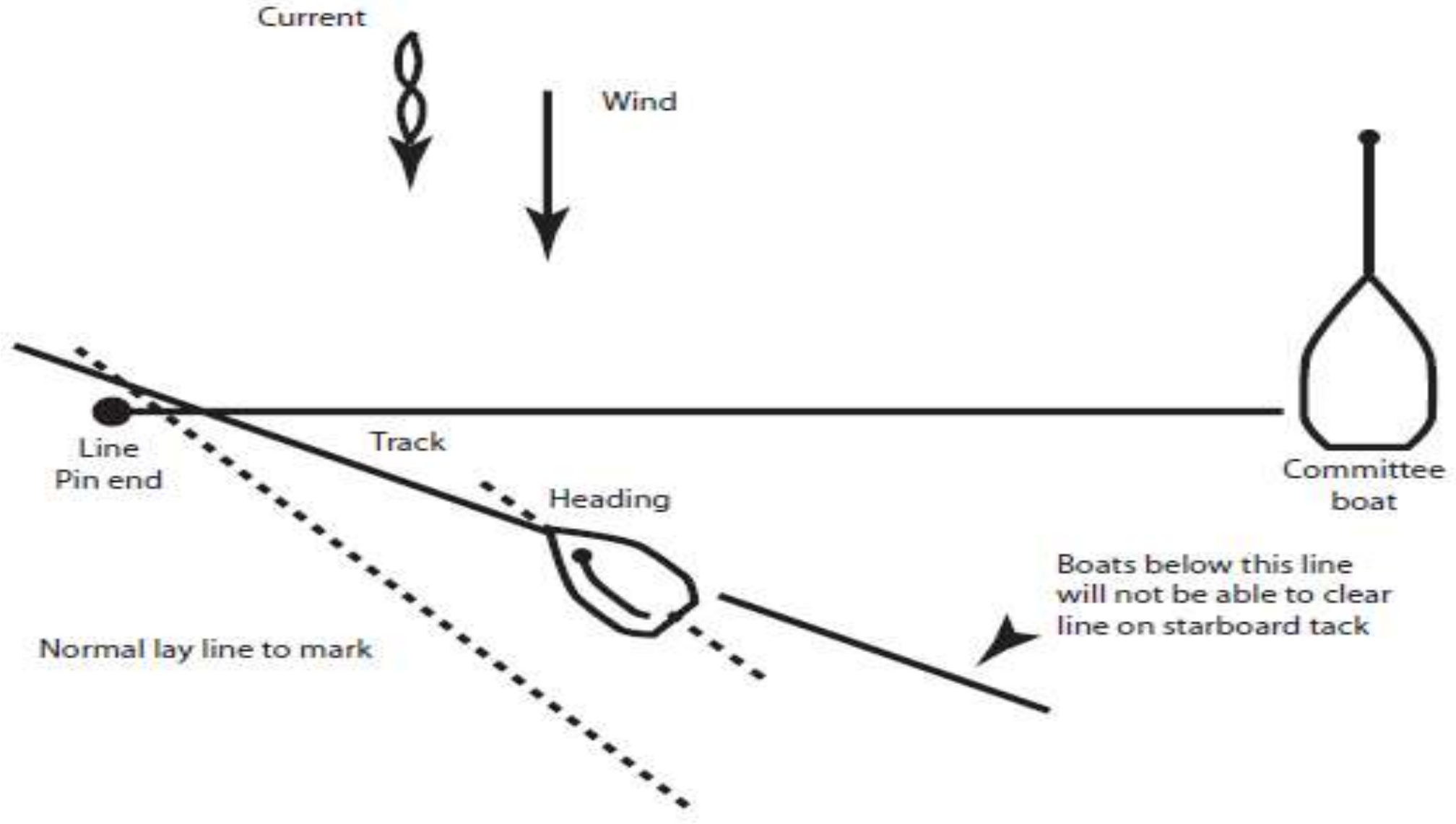
*If the boats cannot make sufficient progress against the current, postpone the start.*

*You may set the port end mark somewhat downwind of a 90-degree line to lessen chances that boats crossing on starboard tack will be unable to clear the mark.*

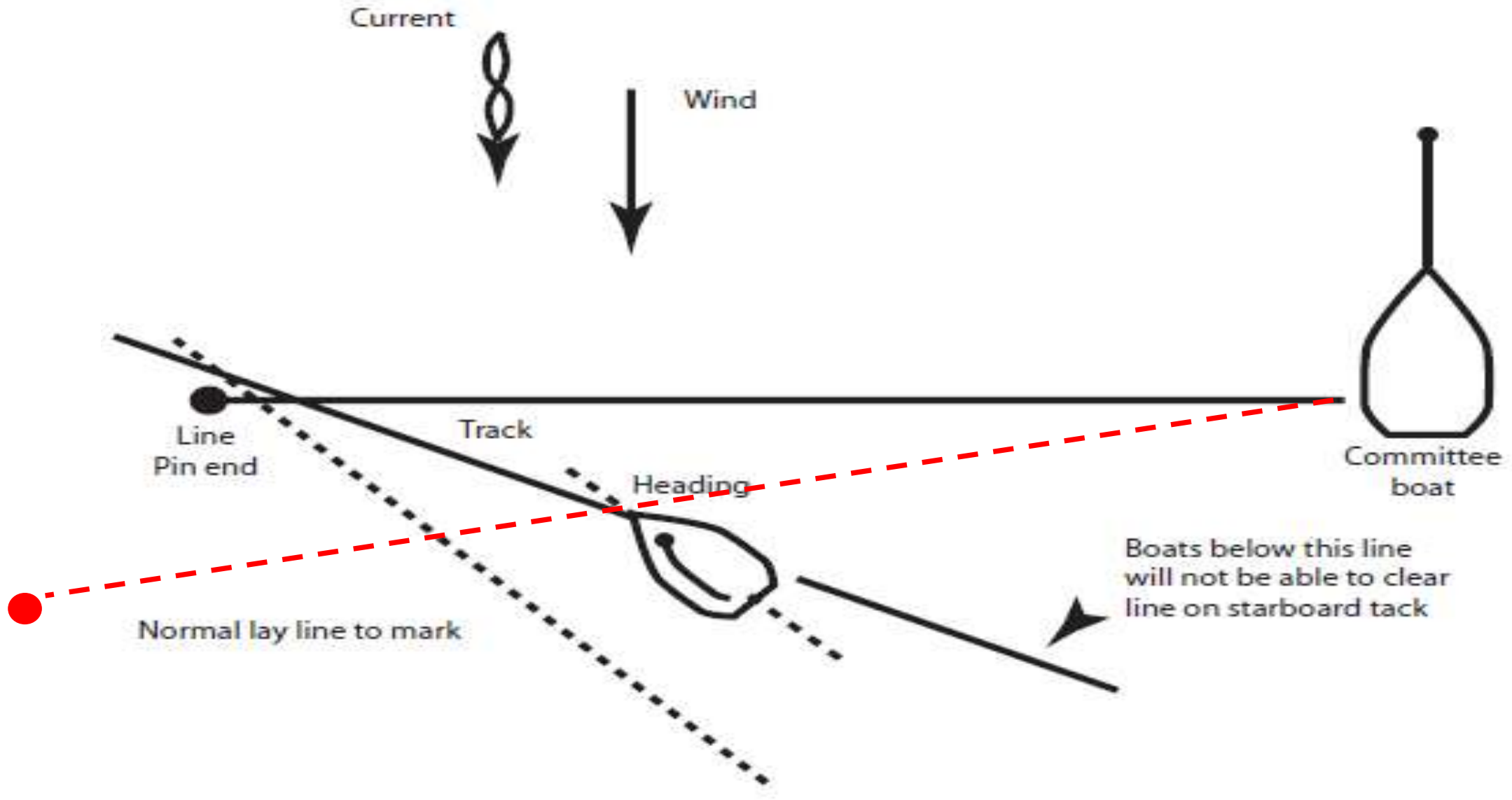
*You may lengthen the starting line to account for the leeway made by boats because of the current.*



# WINDWARD START, ADVERSE CURRENT



# WINDWARD START, ADVERSE CURRENT



## TEMPORARY MARKS

Inflatable marks are best - larger is better.

It is recommended to have a 12V powered or manually powered inflation device on board.

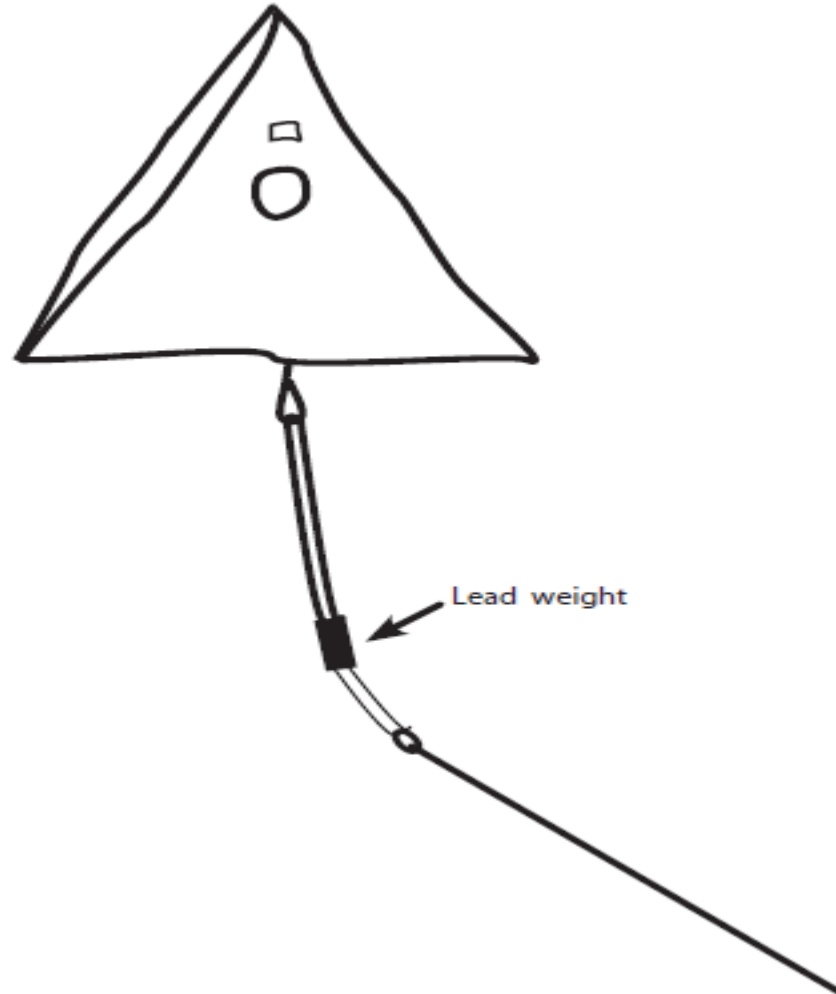
Keep a spare mark on board, especially offshore races.

Use anchor line weights to keep the mark's rode away from keels and rudders (6-8 ft below the mark).

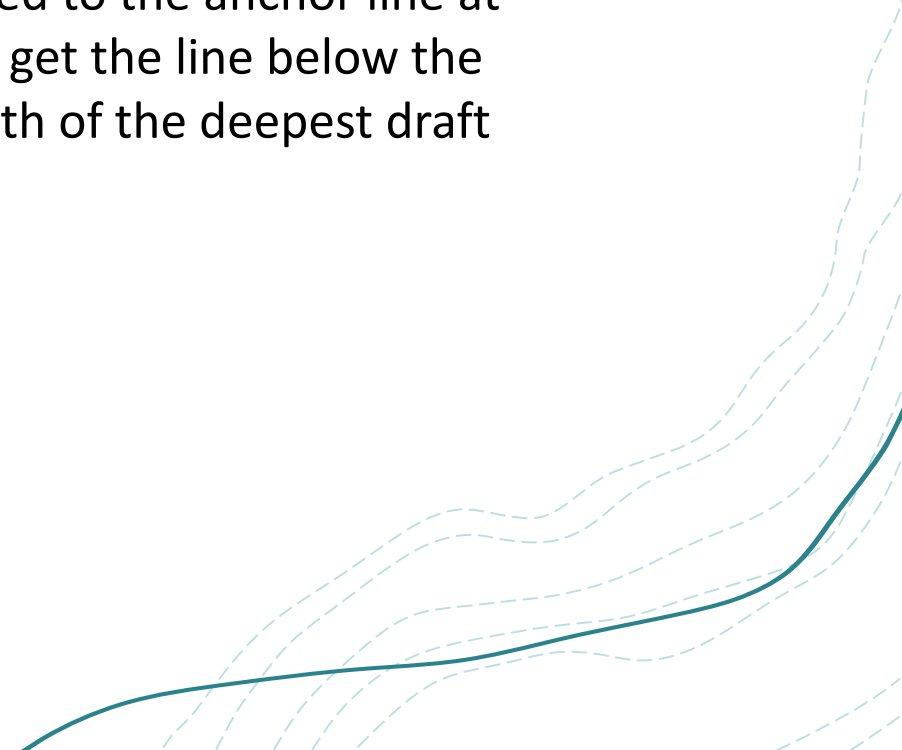
Select anchoring system and scope based on location and conditions.



# HINTS FOR SETTING MARKS



Marks should have anchor line weights or “deadmen” attached to the anchor line at sufficient depth to get the line below the keel or rudder depth of the deepest draft boat in the fleet.



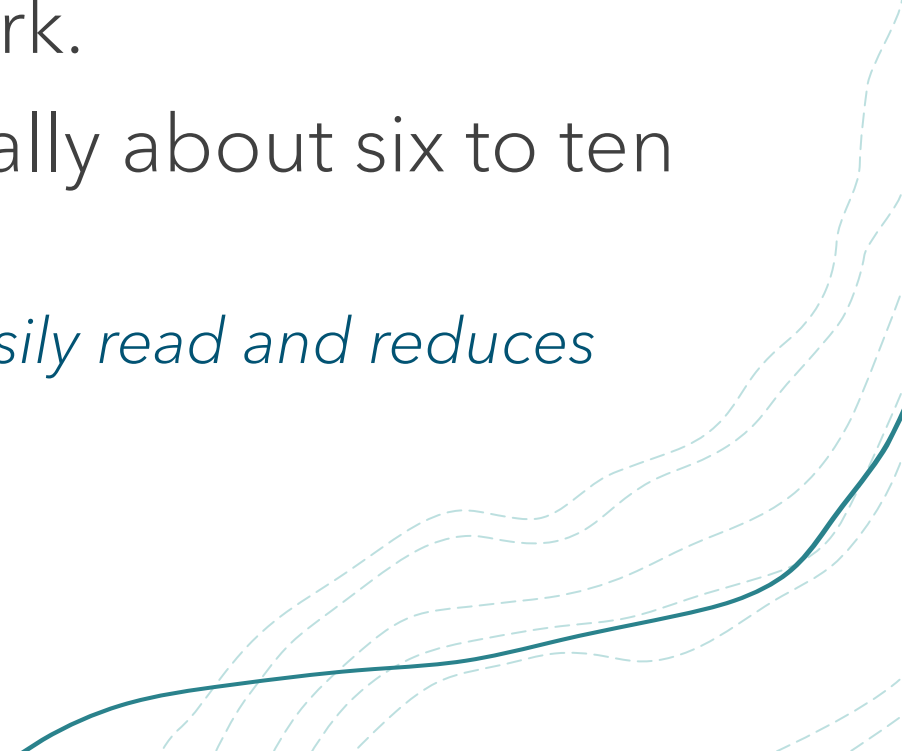
# THE FINISH LINE

For an upwind or downwind finish, the line should be set at right angles to the direction of the wind.

For a reaching finish, set the finish line at right angles to the direction from the previous rounding mark.

The finishing line should be short, generally about six to ten boat lengths.

*A short line enables sail numbers to be more easily read and reduces the effect of any bias in the line.*



# HELPFUL HINTS ON SIGNAL FLAGS

Displaying the orange starting line flag from high on a pole leaves more room near the deck for other signals.

Place the individual and general recall flags at the most forward part of the committee boat.

*Assuming the RC boat is being set by the wind (bow into the wind) the sailors can see them more easily after a windward start.*



# COMMUNICATION WITH COMPETITORS

The principal means for the race committee to communicate with competitors is by the sailing instructions, and the use of signals as described in Race Signals and the sailing instructions.

*Oral communications with competitors can be used to change the sailing instructions only as specified in rule 90.2(c).*

*It is not unusual for the sailing instructions to permit or even encourage the race committee to communicate with competitors by VHF radio.*



# COMMUNICATION WHILE RACING

The race committee should be sure that no-one on the race committee causes a boat to break Rule 41 "Outside Help".

*Polite replies such as "thank you," "read the sailing instructions" or "sorry, I'm not permitted to speak to you now" are the most appropriate way to answer questions from competitors after their preparatory signal.*

*Emergencies and safety are exceptions to Rule 41.*



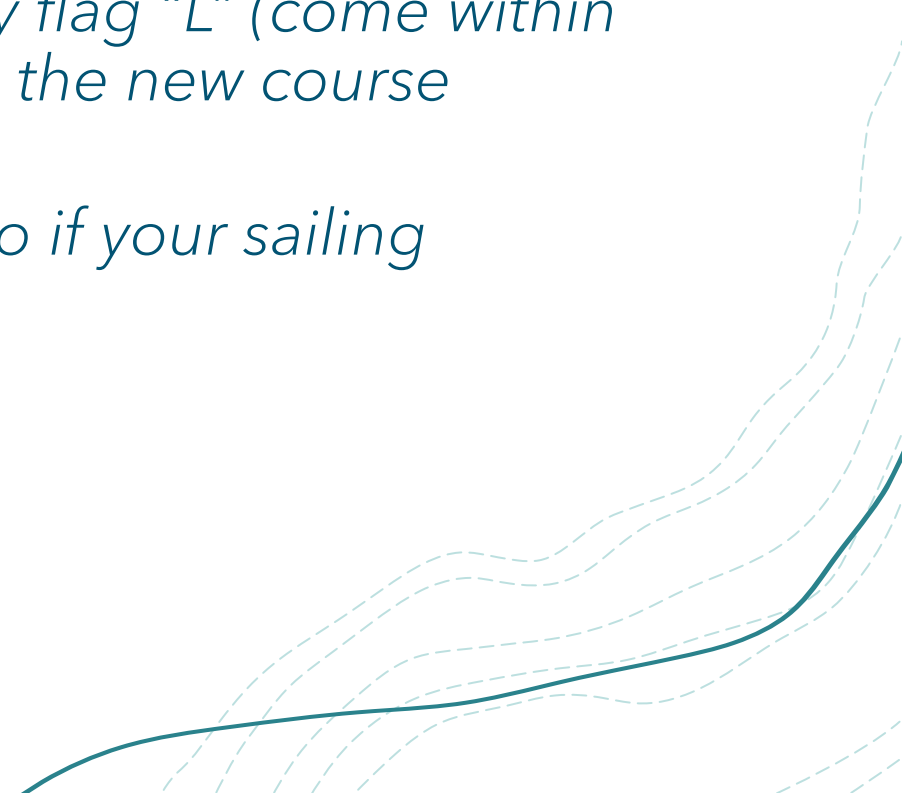
# CHANGING A COURSE BEFORE START

Before the warning signal, rule 27.1 permits you to merely "replace one course signal with another."

*This is generally a bad idea, since competitors may not realize that you have changed the course.*

*A better idea would be to postpone or to display flag "L" (come within hail) and have someone on the RC boat point to the new course designation when the competitors sail by.*

*You may also announce the change on VHF radio if your sailing instructions permit.*



# CHANGING COURSE AFTER WARNING

If you need to change the course designation after the warning signal, you must first postpone and then display the course designation no later than the new warning signal.

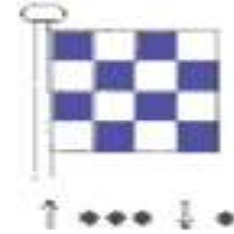
*It may be helpful in large fleets to post "Come within Hail" flag to point out the course change, although this is not mandatory.*

*Use of VHF radio may also be helpful if the use of VHF radio is provided in the SIs.*



# ABANDONMENT

- Abandon and resail



- Abandon and go to shore



- Abandon for the day



# ABANDONMENT

Remember, you may abandon at any time.

*You may abandon either before or after the start.*

In deciding to postpone or abandon for bad weather, your job is to exercise good judgment—not win a popularity contest in the fleet.

*Don't worry if conditions moderate later and make you look overcautious. Your primary concern is the safety of all the participants.*

The bottom right corner of the slide features several decorative, wavy lines in a light teal color. These lines are layered, with some being solid and others dashed, creating a sense of movement and depth. They originate from the bottom right and curve upwards and to the left, partially overlapping the text area.

# SIGNALING

Flags on staffs are preferred.

*Hold the staff horizontally and low (out of view to competitors) until the proper time to display it. Then snap it quickly to a vertical position.*

*The flags should be positioned to make them clearly visible and not obscuring each other.*

*RC personnel should wear clothing such as white shirts that are not mistaken for a flag color.*

Sound signals call attention to visual signals; they do not indicate official time.

*Therefore, if a sound signal fails, omit it.*

*A late sound signal is a race committee error that requires either a postponement or a general recall.*



# INDIVIDUAL RECALL

Starting correctly is responsibility of the boat; however, an OCS boat has the right to assume that she started correctly until signaled.

*Promptly display flag "X", accompanied by one sound.*

*Do not dip flag "X" for a boat returning to start.*

*"X" remains up until all OCS boats have returned to the pre-start side of the line and have complied with rule 30.1 if it applies - not later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.*

## NOTES ABOUT INDIVIDUAL RECALL

When a boat has no reason to know that she is OCS, and the race committee fails to promptly signal "individual recall," and scores her "did not start," this is an error that materially prejudices the boat's finishing position through no fault of her own.

The US Sailing Appeals Committee has held that the boat is entitled to redress.



# NOTES ABOUT INDIVIDUAL RECALL

Hailing a boat before the starting signal is bad practice, no matter how far over she may be.

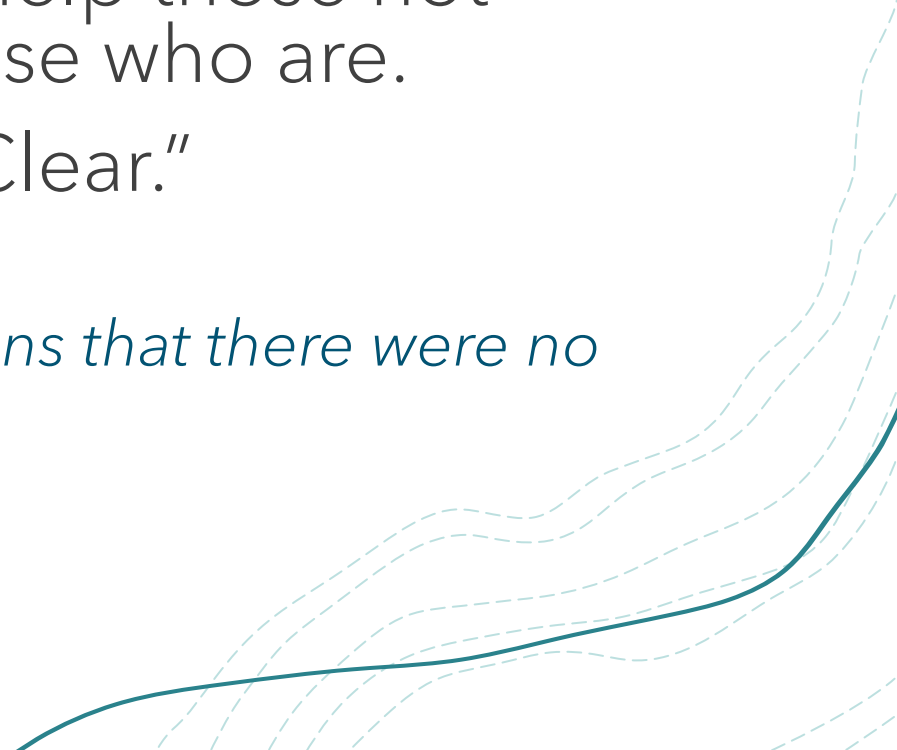
*Please, no communication with competitors during a start!*

Starting is a major part of racing, and to help those not adept at starting will negatively affect those who are.

The race committee should not hail "All Clear."

*Such a hail distracts the boats.*

*The absence of any sound signal inherently means that there were no OCS boats.*



# GENERAL RECALL

Don't do it unless necessary

*It has been said that the only people who welcome general recalls are those who see that they are about to become OCS.*

*A general recall not only does not penalize a premature starter; it deprives those who make good starts of their advantage.*

*Only do it if there are so many boats OCS that you can't identify several of them.*

*Be thorough in recalling OCS boats to discourage opportunistic competitors - use the VHF if covered in the SI's.*



# GENERAL RECALL PROCEDURE

Display flag “First Substitute”, accompanied by two sound signals.

*The general recall visual signal may remain displayed for an indefinite period thereafter.*

*If the general recall was necessitated by a poor starting line or an error in the starting procedure, there is no reason to display another signal until the situation is corrected.*

*When signal is lowered, it is accompanied by one sound signal. The next signal to be displayed is the warning signal.*

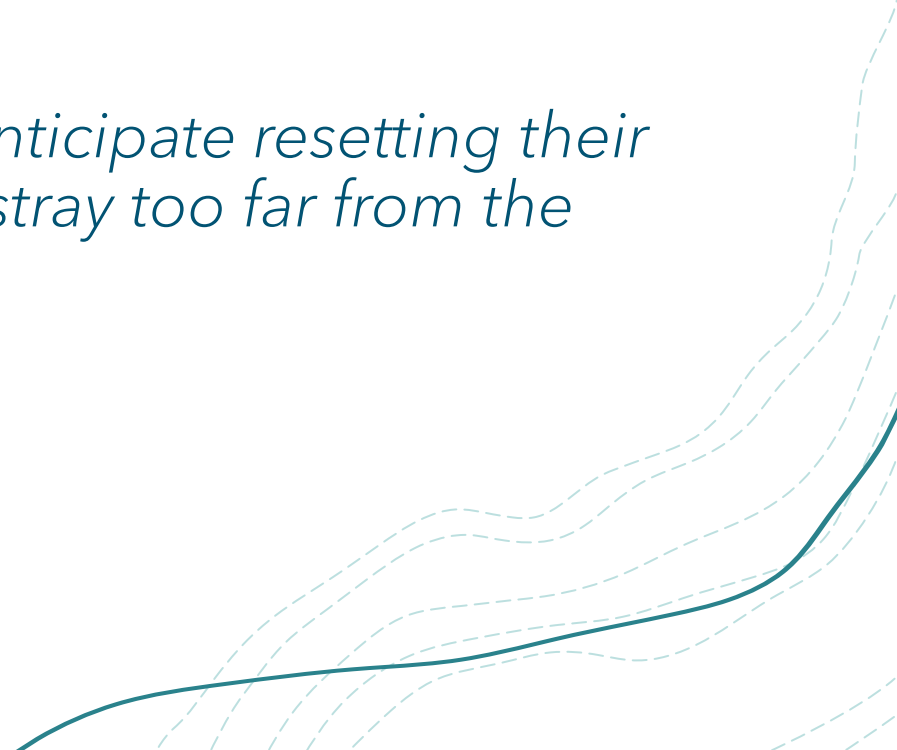


## START SEQUENCE AFTER GENERAL RECALL

Start the new sequence by lowering General Recall flag with one sound signal

Display the warning signal one minute later (one sound signal).

*Competitors will quickly learn that they should anticipate resetting their watches on the new warning signal and will not stray too far from the starting line while waiting for the next signal.*



# CHANGING THE COURSE

Must be addressed in the SI's

Hard to do if you have only one boat

Display flag "C" together with either a course board or numeral pennants, indicating the next mark. This must be accompanied by repetitive sound signals.

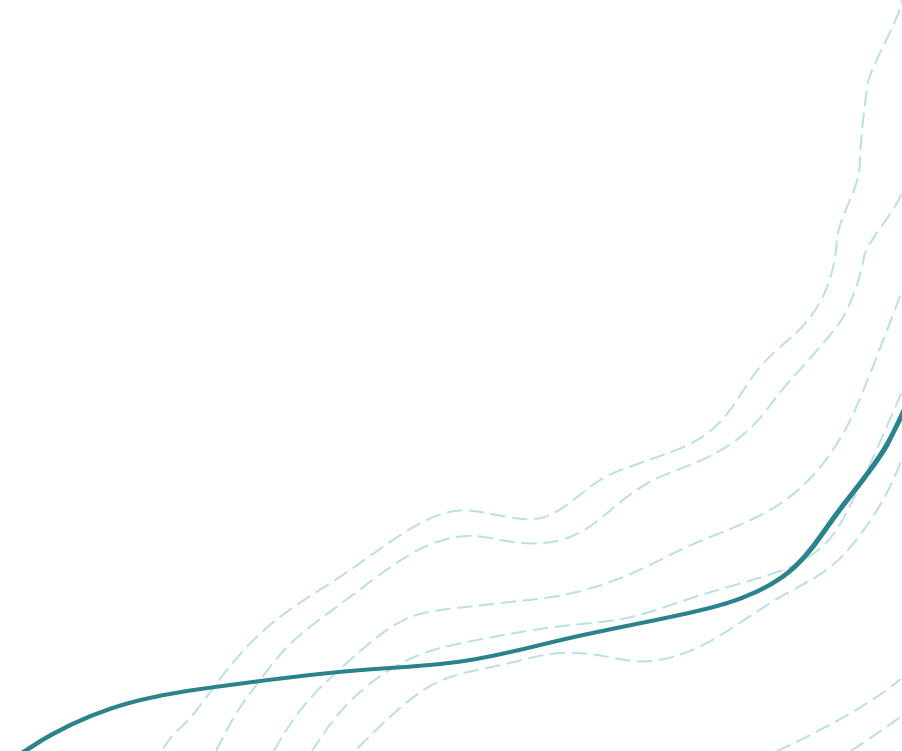
If you cannot get flag "C" and the course signal up before the first boat rounds the mark, do not change course.



## CHANGING COURSES FOR ONE CLASS

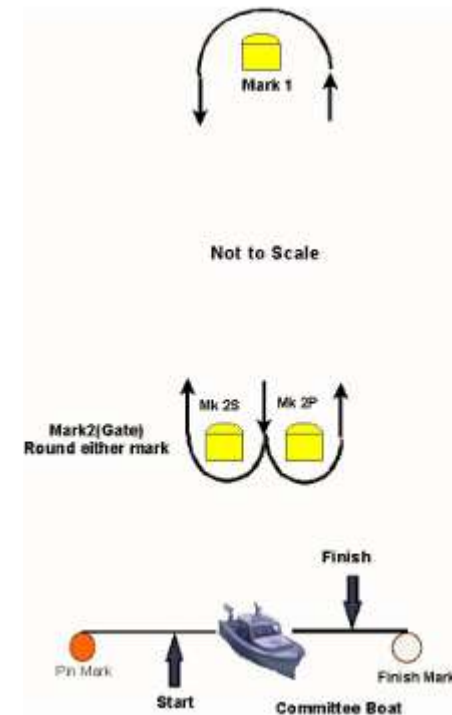
You may change course for fewer than all classes if you have provided for class flags in your SI's.

If you use such a procedure, make certain that the RC boat on station has the proper class flags.



# CHANGING A LEEWARD GATE

Moving a mark which boats are sailing toward is a bad idea. If you signal a change of course at the gate and set a “new” windward mark, you can square the gate to the new wind direction after the fleet has passed through it, if the gate will be used for any subsequent rounding.

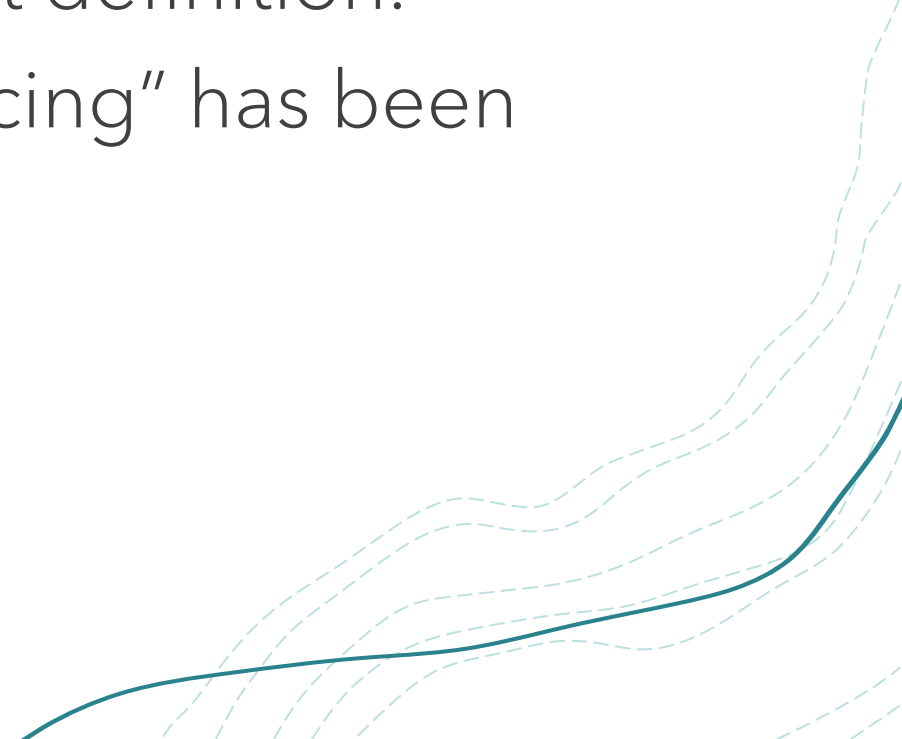


## WHAT ABOUT HUGE WIND SHIFTS?

Race officers are likely to consider a wind shift of more than 90 degrees a "reason directly affecting the fairness of the competition" and to abandon the race.

There remains considerable debate whether a wind shift which affects all the racers falls within that definition.

RC must be the judge of whether "fair racing" has been compromised.

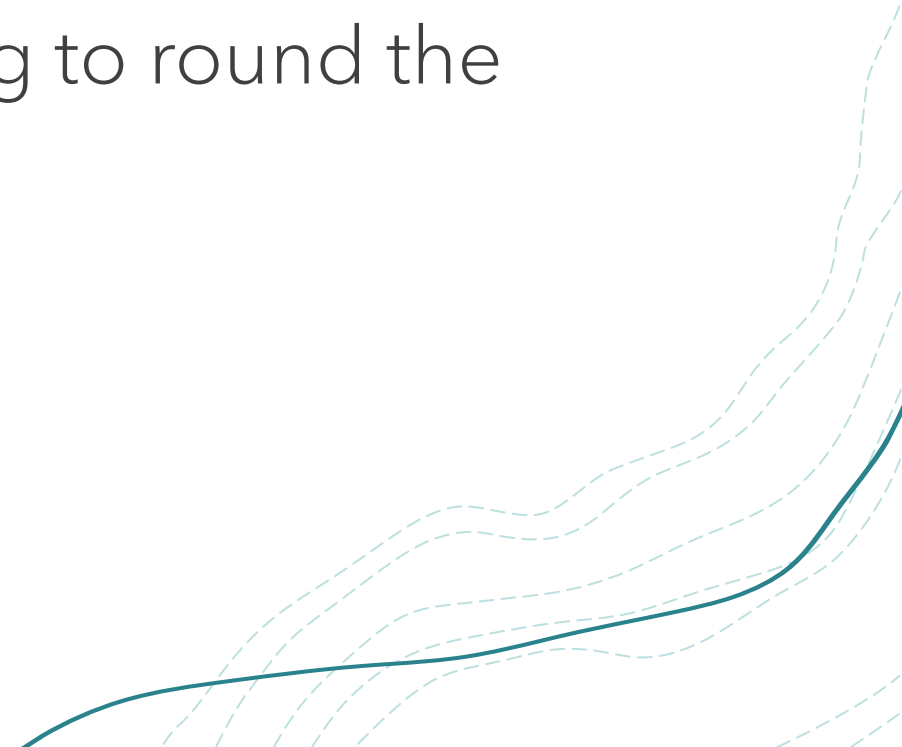


# DRIFTING MARKS!

RC Nightmare – but it sometimes happens

*If the mark is drifting while boats are approaching it, replace the mark.  
The RC may replace the mark if flag “M” is properly displayed  
accompanied by repetitive sound signals.*

If some boats have rounded the drifting mark and others appear to have been prejudiced by trying to round the drifting mark, abandon the race.



# SHORTENING & ABANDONING

RC may abandon the race or shorten as needed:

*Error in the starting procedure*

*Foul weather*

*Insufficient wind making it unlikely that the race will finish within the time limit*

*Mark is missing or out of position*

*Any other reason directly affecting the safety or fairness of the competition*



# HOW DO YOU SHORTEN COURSE?

## Where?

*At a rounding mark, between the mark and a staff displaying flag "S"*

*At a line boats are required to cross at the end of each lap*

*At a gate, between the gate marks*

## How?

*Place the RC boat opposite the rounding mark*

*Display flag "S" with two sound signals, and prepare to record finishes*

*It is helpful to the fleet, particularly when the fleet is spread out over the course, to communicate via VHF radio or other means if the SIs provide for this communication.*



## NOTES ABOUT SHORTENING RACE

Shortening course is usually undesirable and should be avoided unless at least half the original course has been completed.

*Less distance than this indicates that conditions have provided a poor contest.*

*Foul weather is no exception.*

You may wish to set a longer course for the faster boats and a shorter course for the slower boats.

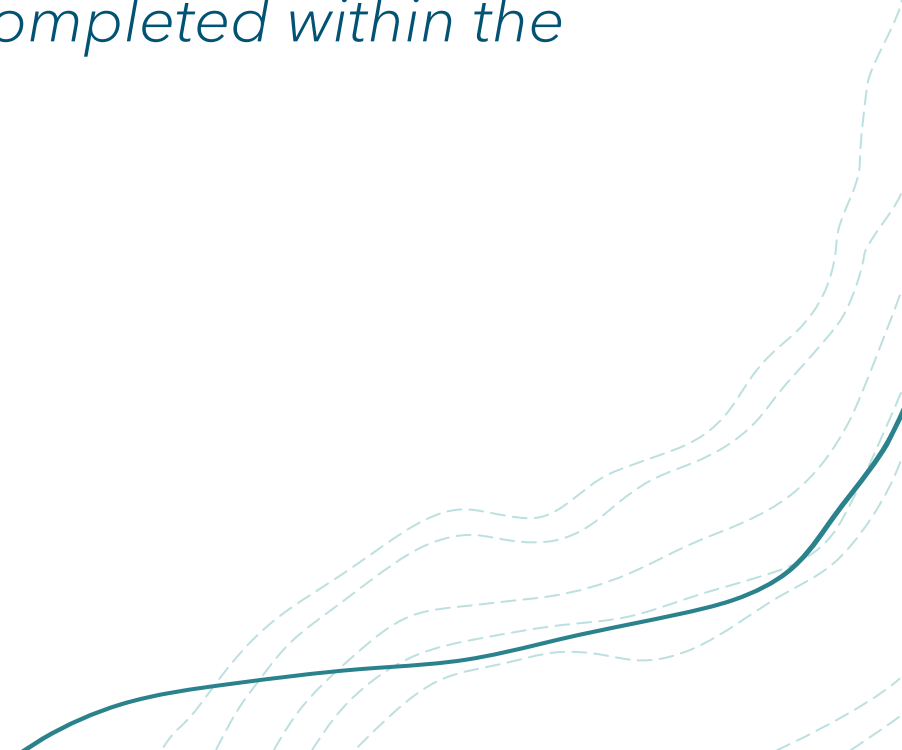
*Make certain that there is a common mark at about two-thirds of the course distance where you can shorten the course for all classes.*



# NOTES ABOUT SHORTENING RACE

If it is a light day use short legs that will allow the race to be shortened without creating unfair conditions.

*You can't shorten the race unless the sailing instructions prescribe a time limit. It also must appear that it is unlikely that the race will finish within the limit. If you are in doubt, it is better to allow the race to continue until it is all but certain that the race cannot be completed within the time limit before abandoning or shortening.*



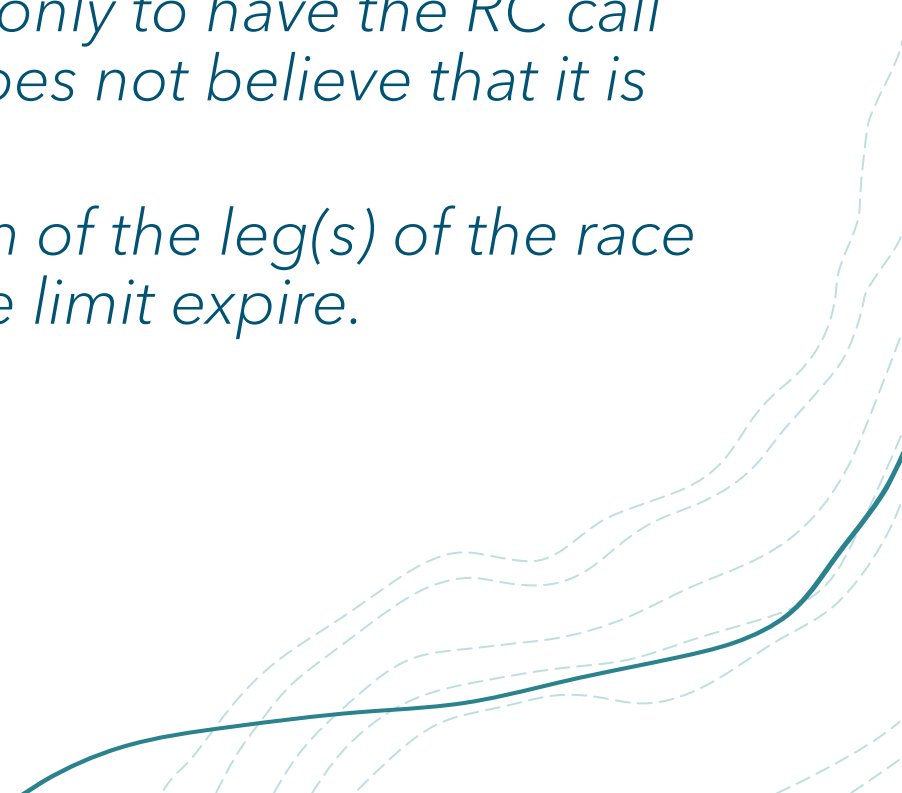
# NOTES ABOUT SHORTENING RACE

Don't set yourself up for criticism with unrealistic time limits or poor course selection.

*There is only one thing more frustrating to the competitors than to get within 100 yards of the finish line and have the time limit expire...*

*...that is to have completed most of the course, only to have the RC call the race with one leg to go, simply because it does not believe that it is "likely" that the race will be completed.*

*It would be better to change (shorten) the length of the leg(s) of the race using a shorten course signal than to let the time limit expire.*

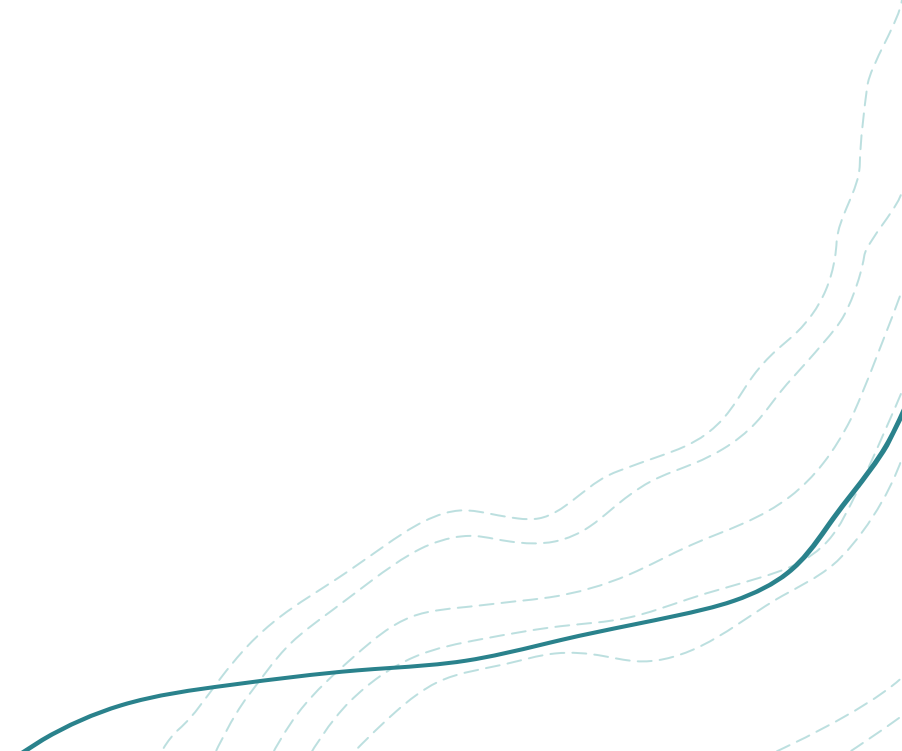


# SHORTENING AT A GATE

When "S" is displayed at a gate, it means to finish between the gate marks.

*It is a good practice to anchor the finish boat near one of the gate marks and pull the mark next to or into the RC boat.*

*Use the course side of the gate marks to define the finish line.*



# NOTES ABOUT ABANDONING RACE

RC must abandon a race when no boat finishes within the time limit (rule 35).

*It can not be argued that a race in which no boat finished within the time limit was a race in which every boat should be scored "DNF".*

*Having abandoned, the race committee must then decide whether to re-sail the race.*

The only justifiable reason for abandonment after a competitor has finished is safety.

RC should also consider abandoning a race if shortening the race would cause unfair advantage, such as shortening course on a windward leg.

# NOTES ABOUT ABANDONING RACE

## Abandoning for only one class

*By using the class flag, the race can be abandoned after the start for one class by displaying "N" over the class flag.*

*If you also want to abandon the race for a class not yet started in addition to a class that has, you can fly both class flags under "N".*

*Be careful to not confuse boats that are racing and are intended to continue racing.*

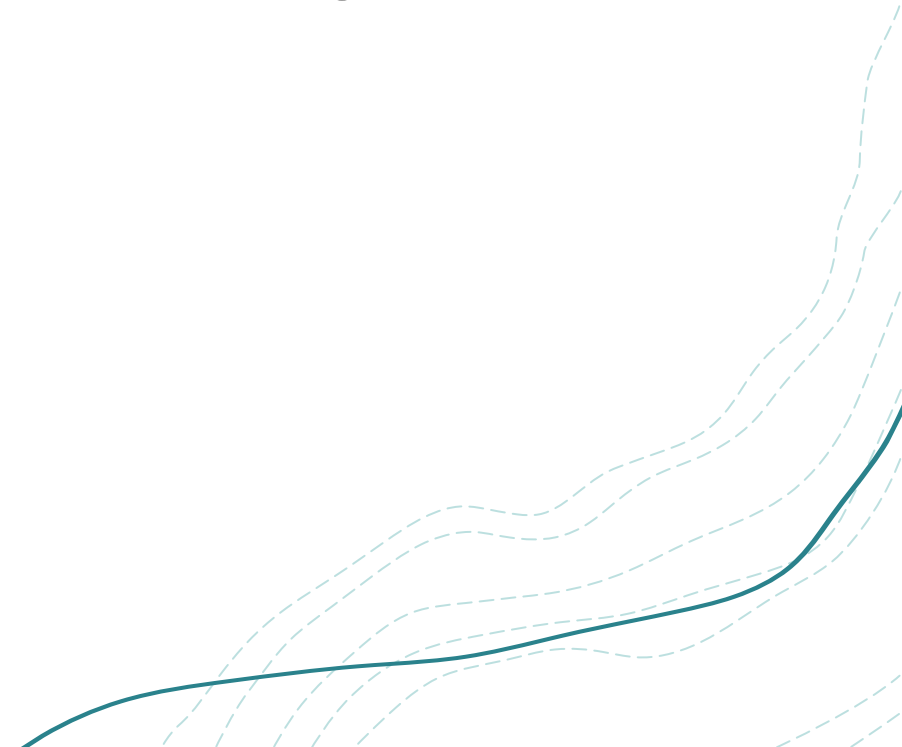


# THINGS YOU CANNOT DO

You cannot score a boat “DSQ” without a hearing.

*A boat that did not start, comply with rule 30.2 or 30.3, or finish, or that takes a penalty under rule 44.3 or retires after finishing, shall be scored accordingly by the race committee without a hearing.*

Only the protest committee may take other scoring actions that worsen a boat's score.



# THE FINISH

Display the finishing line flag or shape at convenient locations and get set up well before the first boat gets near the line.

*Timers should be located so they can communicate easily with the recorder without raised voices. Usually recording will be time-of-day and converted later. Avoid unnecessary talking or noise.*

*The line sighter should call each sail number clearly.*

*Video recording may aid in tight fleets in which there may be close finishers. (This allows playback to confirm order and times of finishers)*

It is not necessary for a boat to cross the finishing line completely. After finishing, she may clear it in either direction.

# NOTES ABOUT FINISHING

A boat that touches a finishing mark, even after finishing, breaks Rule 31.

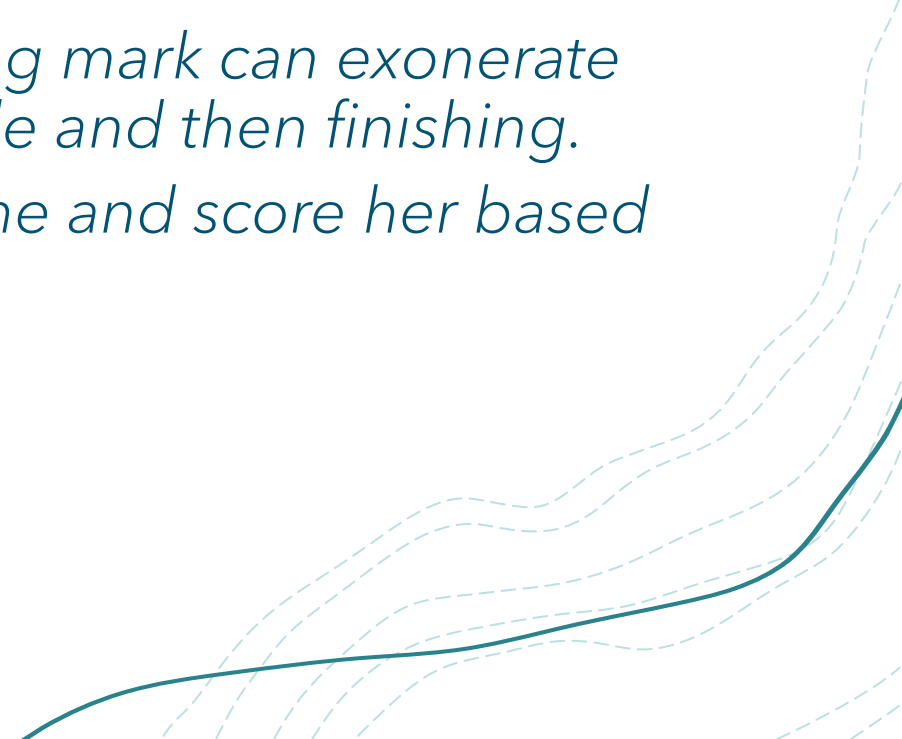
*RC cannot penalize a boat for breaking a rule.*

*RC must score a boat as finished, even if breaking a rule.*

*If a boat has broken a rule the RC may protest her.*

*A boat that breaks Rule 31 by touching a finishing mark can exonerate herself with a one-turn penalty on the course side and then finishing.*

*Keep a record of each time a boat crosses the line and score her based on the last finish.*

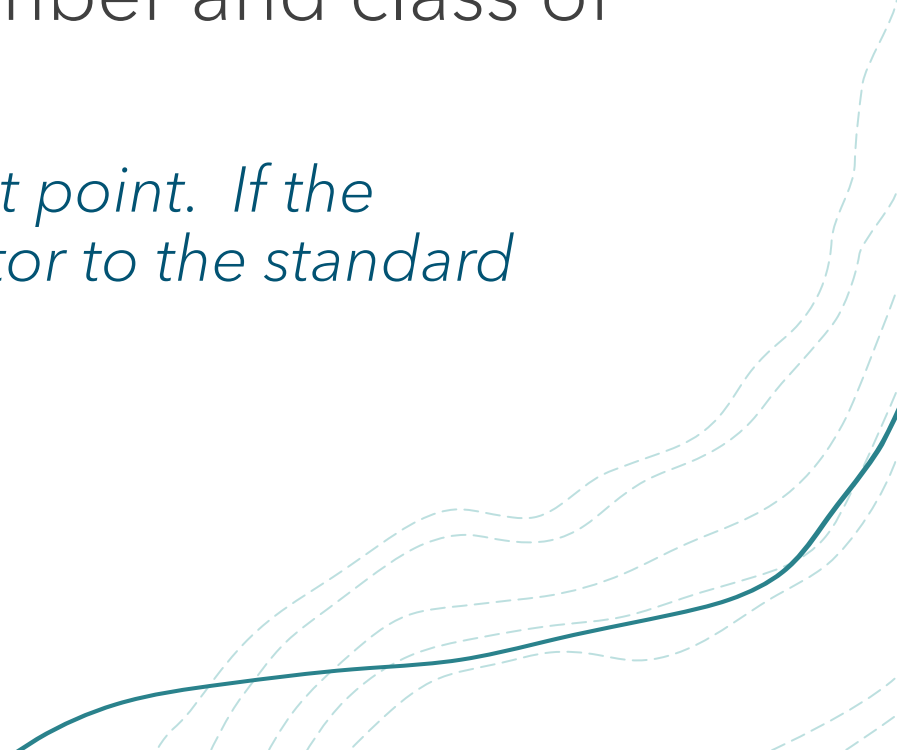


## NOTES ABOUT FINISHING

A sound signal for finishing is not required and should not be given if you are in a starting sequence for another class, or if boats not finishing are rounding a nearby mark.

Note protest flags and, if boats finishing report to the committee boat orally, record the sail number and class of the boat being protested, as well.

*Do not accept descriptions of the incident at that point. If the competitor begins a discussion, refer the protestor to the standard written protest procedure.*



# ACCOUNTING FOR FINISHERS

Check the record of finishers against the scratch sheet.

*If a survey of the course with binoculars or VHF radio hail fails to reveal missing boats, list them as not finishing.*

*A requirement to report when withdrawing is sometimes included in SI's; the potential for protest encourages compliance.*

*If a boat otherwise unaccounted for does not finish, it may be prudent to institute a search.*




## JUST WHEN YOU THOUGHT IT'S OVER!

It serves no good purpose if you run a perfect race but fumble the results and posting.

Our local regattas are typically determined by Appendix A Low Point Scoring System and as further defined by the SI's and the local FCSA rules.

Refer to the Scoring Matrix and Race Committee Reporting of Results covered later in this presentation under Race Committee Special Topics.

The bottom right corner of the slide features several decorative, wavy lines. There is one solid teal line that curves upwards from the bottom left towards the right. Above it are several dashed teal lines that follow a similar upward-curving path, creating a layered, wave-like effect.

# RACE COMPLETION CHECKLIST

Account for all boats (safety and scoring)

Retrieve all marks and ground tackle

Post protest time limits (or RC docking time)

RC Actions report (DNC, DNS, OCS, DNF)

Collect written rounding and finishing data from mark boats

Useful Tip: *Take a cell phone camera photo of the results sheet. You can send message to shoreside scorer, and you have a backup copy.*

# RACE COMMITTEE FOLLOW-UP

Identify and solve any equipment problems

Identify and solve any personnel problems

Identify and solve any operational problems

For future races make any necessary changes to the Sailing Instructions or schedule

Post any necessary notices to competitors

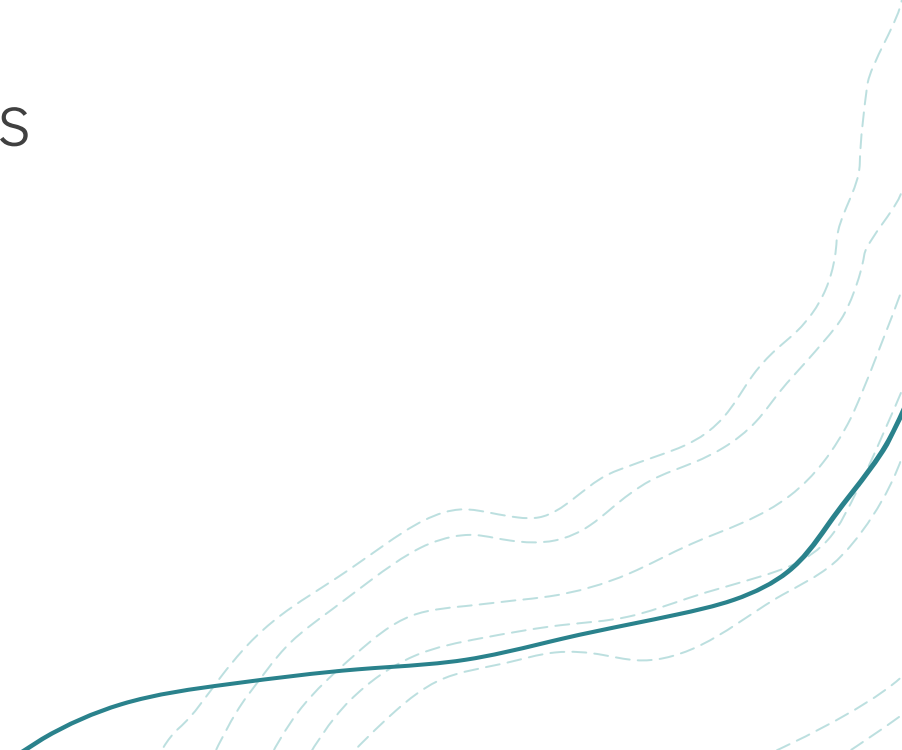
*Protest filing deadline*

*Protest hearing schedule and results*

*Notice of request for redress hearing*

*Alternative penalties acknowledgement form*

*Arbitration resolution form*





# RACE COMMITTEE SPECIAL TOPICS

# RACE COMMITTEE SPECIAL TOPICS

Understanding the PHRF roster and FCSA resources

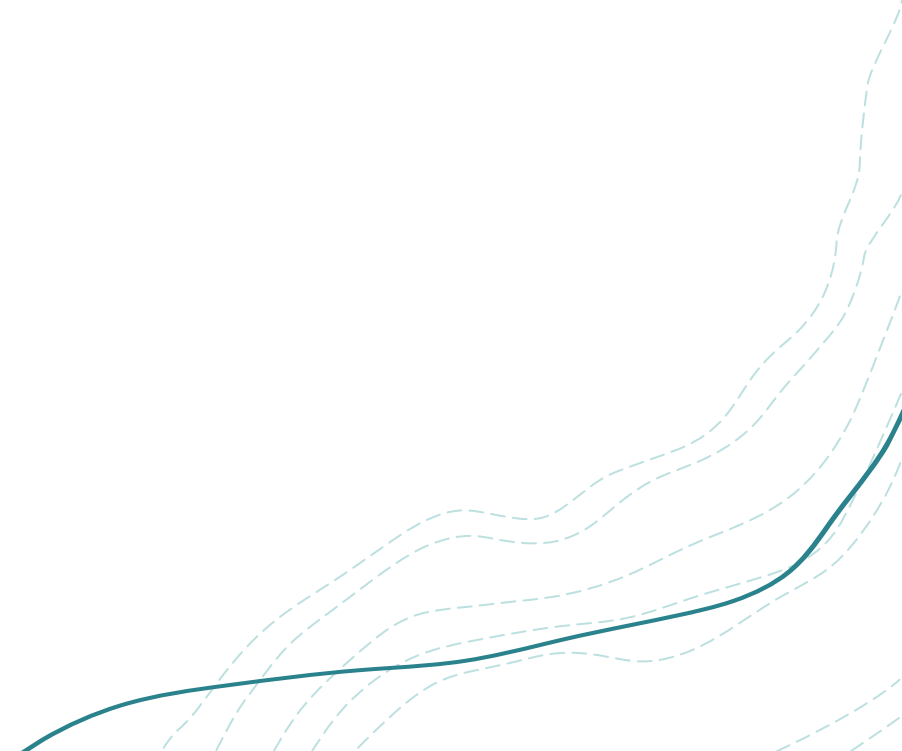
Course design cruisers and performance boats

Assigning a temporary PHRF rating

ToT versus ToD scoring

How the FCSA Scoring Matrix works

Race Committee reporting of results



# UNDERSTANDING THE PHRF ROSTER AND FCSA RESOURCES

The FCSA website [www.sailjax.com](http://www.sailjax.com) contains a wealth of information that is useful to Race Committees

<a href="#"><u>PHRF Rules</u></a>	<a href="#"><u>FAQ</u></a>	<a href="#"><u>Race Entry</u></a>
<a href="#"><u>Rating App xlsx</u></a>	<a href="#"><u>Rating App pdf</u></a>	
<a href="#"><u>Assoc App xlsx</u></a>	<a href="#"><u>Assoc App pdf</u></a>	<a href="#"><u>FAQ</u></a>
<a href="#"><u>YRALIS Base Ratings</u></a>	<a href="#"><u>Circuit Grid</u></a>	
<a href="#"><u>Results Worksheet</u></a>	<a href="#"><u>Scoring Methods</u></a>	
<a href="#"><u>RiverChart/ATONS</u></a>	<a href="#"><u>By-Laws</u></a>	
<a href="#"><u>Racing Rules</u></a>	<a href="#"><u>Racing Prescriptions</u></a>	
<a href="#"><u>Appendix WP</u></a>	<a href="#"><u>Protest Form</u></a>	

Resources



# UNDERSTANDING THE PHRF ROSTER AND FCSA RESOURCES

The FCSA website [www.sailjax.com](http://www.sailjax.com) also contains the PHRF Roster showing a list of current PHRF Certificates.

## PHRF Roster

FCSA - PHRF Ratings Summary

Updated: 06/02/25

For your individual certificate, type in the URL Bar the following: <http://www.sailjax.com/2025/Certs/BOAT-NAME.pdf>

Boat name Examples: RATTLE-&-HUM  
Use ALL CAPS MONKEY'S-UNCLE  
M' AINGEAL

Average Fleet Values:		147	167	700 /	700 /	Average:						
		Spin	N-Spin	(550+phrf)	(550+phrf)	138						
Class	Sail #	Boat Name	Spin	N-Spin	TCF	TCF-NsP	Boat Make	Base	Club	First	Last	
C	?	A LA MER	144	163	1.0086	0.9818	JEANNEAU 349	135	SAS	DALE	EDGAR	1
P	45008	ACCEPTANCE	33	53	1.2007	1.1609	J-45 C	9	EFYC	JEFF / ELIZABETH	KAUTTU	2
P	443	ANIMAL CRACKERS	270	290	0.8537	0.8333	CATALINA 22	270	RISC	CHRIS	WOOLSEY	3
C	None	ARIEL	156	172	0.9915	0.9695	HUNTER 386 SD	141	SAYC	DANIEL	FLORYAN	4
C	67	BERNOULLI	144	165	1.0086	0.9790	PEARSON 36-2 CB	132	EFYC, NFCC	ALLEN	JONES	5
C	31706	BIGTIME	129	151	1.0309	0.9986	S-2 10.3	117	NFCC	DAVID	PARRISH	6
C	5617	BLACK DUCK	213	234	0.9174	0.8929	CATALINA 30 MK II	201	RCoJ	DAVID	HILL	7
C	83087	BLOWN AWEIGH	135	155	1.0219	0.9929	TARTAN 3500 W	129	AISC	DAVID	EUHUS	8
C	114	BLUE SKY	183	205	0.9550	0.9272	C&C 32 CB	171	None	DANA	HUNTER	9
P	485	CALYPSO	264	278	0.8600	0.8454	STARWIND 223	264	None	PHILIP	FILIPOV	10

# UNDERSTANDING THE PHRF ROSTER AND FCSEA RESOURCES

## Basic Principles

*All entries should be checked to verify that each boat has a current PHRF Certificate issued by FCSEA. Current certificates are listed by boat name and have no cell shading in the list as shown on the previous slide.*

*Certificates that have expired and no longer current are shown in the PHRF Roster as dark shaded cells as shown below:*

P	2917	6 FEET	171	190	0.9709	0.9459	J-24	171	FYC	TIM	MONAHAN	82
SB	23	BATTLE AXE	93	106	1.0886	1.0671	MELGES 24	93	MYC	SCOTT	WOTHERSPOON	83
P	??	BAZINGA	120	142	1.0448	1.0116	BENETEAU FIRST 27-2	120	None	KIP	SMITH	84
C	??	BECAUSE	168	186	0.9749	0.9511	HUNTER 36	150	None	DAVID	GENTEMPO	85
C	9	CALYPSO BREEZE	120	142	1.0448	1.0116	HYLAS 45.5	99	SAYC, PYC	CAROLYN	BALL	86
P	40168	CHEETAH	126	147	1.0355	1.0043	J-29 MH IB	120	RCoJ	BUBBA	FUTCH	87
C	25981	CRAZY TRAIN	138	165	1.0174	0.9790	OLSON 911 SE	132	Off Soundings	MARK	DIXON	88
P	3740	DEFIANT	171	190	0.9709	0.9459	J-24	171	FYC	BILL	DERR	89
C	??	ENCHANTEE	99	118	1.0786	1.0479	JEANNEAU SUN ODYSSEY 410	99	SAS	ROSE ANN	POINTS	90
C	None	FAR NIENTE	87	107	1.0989	1.0654	JEANNEAU SUN ODYSSEY 440	87	SAS	ROSE ANN	POINTS	91
P	32127	FIREBALL	159	176	0.9873	0.9642	CW HOOD 32	159	SAYC	TIM	TUCKER	92

# UNDERSTANDING THE PHRF ROSTER AND FCSA RESOURCES

## Basic Principles

*It is common that Member Organizations may allow boats with expired PHRF Certificates to compete in club races and sail for trophies at these events. However, FCSA will not credit the scores of boats not currently certified toward the FCSA Annual Trophies unless they obtain a current certificate by December 1 of that year. This is covered in the PHRF Rules as published by FCSA.*

*The primary purpose of the PHRF Roster is to facilitate the Race Committee to obtain and verify the correct handicap to be used for each boat and to verify that each entry has a current PHRF Certificate.*

*It is up to each individual club to decide how to handle entries that do not have current PHRF Certificates.*



# UNDERSTANDING THE PHRF ROSTER AND FCSA RESOURCES

Race Committees Please Note:

*The first column in the PHRF Roster denotes whether a boat is "P" (Performance), "C" (Cruiser), or "SB" (Sport Boat).*

*Currently, "P" and "SB" classifications are regarded as Performance Class boats that meet definitions as established in the PHRF Rules. Boats designated "C" are Cruiser Class boats that meet definitions as established in the PHRF Rules.*

*A "C" Class boat may race in a Performance class if it so chooses to enter a Performance Class. However, a Performance Class boat (including Sport Boats) may not sail in a Cruiser Class.*



# UNDERSTANDING THE PHRF ROSTER AND FCSA RESOURCES

## Race Committees Please Note:

*PHRF Ratings are listed for each boat as well as Time Correction Factors for ToT corrected time calculations for both Spinnaker and Non-Spinnaker entries. Any boat may choose to sail as a Spinnaker or Non-Spinnaker entry in any individual race or race series. Any points scored toward FCSA Annual Trophies will be accrued accordingly.*

*Although it is preferred that classes be grouped by Spinnaker and Non-Spinnaker entries, it is common that there may not be enough entries in some races to support separate Spinnaker and Non-Spinnaker classes. Under these circumstances it is permissible to mix boats with Spinnaker and Non-Spinnaker ratings in combined Performance and Cruiser classes. Keep in mind the earlier statement that a Performance Class boat may not sail in a Cruiser Class.*

# COURSE DESIGN CRUISERS AND PERFORMANCE BOATS

For FCSA Series Races and Regattas the Notice of Race must include a provision that a Cruiser Class is being offered.

Performance Class boats and Cruiser Class boats should be given separate starts unless the format of the race prohibits this.

The use of identical course for Performance and Cruiser classes should be avoided.

Cruiser Class courses should be of a distance to allow racing to be completed within the race time limit as specified in the SIs.

Equal emphasis should be placed on points of sail for the Cruiser Class. Short course (less than one-mile legs) windward-leeward races should be avoided for the Cruiser Class.



# ASSIGNING A TEMPORARY PHRF RATING

Boats (*typically visiting boats*) that do not have a FCSA PHRF certificate but have a current certificate with another US Sailing PHRF organization, may apply for a temporary PHRF rating certificate issued by the Chief Rater subject to adjustment(s) under local FCSA rules and base ratings for an administrative fee of \$5.00 payable to FCSA.

*Boats applying for a current FCSA Rating would alternately submit the required application and fee.*



# ASSIGNING A TEMPORARY PHRF RATING

A FCSA Member Organization at its own discretion may assign a temporary PHRF rating subject to adjustment(s) under local FCSA PHRF Rules and base ratings.

*It is best practice for Member Organizations to require in a race or regatta NOR that all competing boats have current PHRF ratings from FCSA.*

*FCSA makes it easy for a boat to obtain a current rating in only a matter of days. If a temporary rating is requested of the Race Committee, it is best practice for the Race Committee to consult with the FCSA Chief Rater, if time allows, or the Member Organization's Rater or Representative so that the temporary rating is fair to all competitors.*


*It should also be noted that results for a race or regatta may be subject to revision if, upon review of the Rating Application, the adjusted rating on the rating Certificate is different from the temporary rating.*

# ASSIGNING A TEMPORARY PHRF RATING

## TO RECAP: PLEASE NOTE!

Boats with expired ratings and boats that have obtained temporary PHRF ratings and have not obtained current FCSA certificate status by December 1 shall not be eligible for the annual FCSA Series Trophies for that year and subsequent years.

Boats that have obtained temporary PHRF Ratings for all other reasons may use that rating for the rest of the year, subject to the rules of the individual Member Organization(s). Temporary ratings cannot be used in subsequent years.



# ASSIGNING A TEMPORARY PHRF RATING

So, how does the Race Committee handle an entry with no current PHRF Certificate?

*FCSA understands that participation is on the decline and Member Organizations are motivated to promote novice sailors into PHRF handicap racing or to not lose a boat who has let the certificate expire.*

Raters and Race Committees of Member Organizations are cautioned that assigning an accurate adjusted rating to a boat can involve a lot of detail that would be best done by the Rating Committee.

*There are many potential variations in boat models, mast configuration, keel configuration, sails, rigging, and propulsion. Unless all these factors are known and accounted for, the Temporary Rating may be unfair to all the competitors.*

# ASSIGNING A TEMPORARY PHRF RATING

The best approach is to direct the boat owner to the FCSA website and download the "Rating App" file from the website. In this manner, all the necessary data is provided by the boat Owner in the yellow highlighted fields.

*Boat make, model, standard or tall rig, keel configuration*

*Use the measurements provided to confirm the boat data*

*Note largest headsail used*

*Are there any "added-on" furling systems that modify the stock boat?*

*Note the spinnaker and pole configuration*

*Note the propulsion system design, fixed or folding (feathering) prop?*

*Number of propeller blades?*

*Confirm eligibility for Cruiser Class (3 questions on the form)*

# ASSIGNING A TEMPORARY PHRF RATING

From FCSA  
website

[www.sailjax.com](http://www.sailjax.com)



<a href="#">PHRF Rules</a>	<a href="#">FAQ</a>	<a href="#">Race Entry</a>
<a href="#">Rating App xlsx</a>	<a href="#">Rating App pdf</a>	
<a href="#">Assoc App xlsx</a>	<a href="#">Assoc App pdf</a>	<a href="#">FAQ</a>
<a href="#">YRALIS Base Ratings</a>	<a href="#">Circuit Grid</a>	
<a href="#">Results Worksheet</a>	<a href="#">Scoring Methods</a>	
<a href="#">RiverChart/ATONS</a>	<a href="#">By-Laws</a>	
<a href="#">Racing Rules</a>	<a href="#">Racing Prescriptions</a>	
<a href="#">Appendix WP</a>	<a href="#">Protest Form</a>	



Chief Rater's Signature

Date

Fill in the Yellow Blanks - Ignore unrelated boxes.		SPIN	NON-SPIN	CLASS
Time on Distance PHRF Rating (PHRF)				
Time on Time Correction Factor (TCF)				

Note: TCF = 700 / (550 + PHRF)

## 2025 PHRF Rating Application

Membership requires Board approval. Expires on the following January 31.

Boat Name:	
Make/Model:	
Sail No:	
Mfg. Year:	
Hull ID No:	
Boat Location:	
Owner Name:	
US Sailing Member #:	
Club Membership(s):	

D / L RATIO		No Boat
SA / D RATIO		
THEORETICAL HULL SPEED (knots)		
CRUISER SAIL CRITERIA (QUESTIONS BELOW)		
TPS / J > 150% ?		
HIGHLY MODIFIED PRODUCTION BOAT?		

TOTAL A THROUGH J

K + J + L + M + N + O

Handicap adjustments (+/- seconds per nautical mile)			
A	Base Handicap		
B	Excess Mainsail Girth?	Y / N	
C	Long Boom?	E / Std. E %	
D	Headsail Overlap Adjust	LP / J %	
E	Standard or Tall Mast?		
F	Propeller:		
G	Roller Stowing Mainsail:		
H	Above-Deck Headsail Roller Furling:		
I	Misc Adjustment (See Rating Comments below)		
J	Non-Spinnaker Adjustment	Mainsail/Fore Triangle Ratio	#DIV/0!
K	Non-Spinnaker Adjusted Base Rating		-
L	Long Spinnaker Pole?	1.8 x SPL / J %	#DIV/0!
M	Symmetric Spinnaker Max Width	SMW / J %	#DIV/0!
N	Asymmetric Spinnaker	AMG / TPS %	#DIV/0!
O	Deck-Tacked Spinnaker	TPS / J %	#DIV/0!
P	Adjusted Base Rating (Spinnaker Rating)		-

Boats that cannot answer "Yes" to all three questions below cannot qualify as Cruisers

### CRUISER CLASS BOATS ONLY

Will you always use woven polyester sails when racing upwind? Y / N

If a sail change is required while racing, will the previous sail be completely dropped to the deck prior to raising the new sail? Y / N

Please confirm that only cruising cut sails with cruising design and materials will be used for racing (not full hoist deck sweeper design, for example.) Y / N

### MEASUREMENTS (to nearest 0.01' or 1 lb.) INPUT ZERO (0) IF NOT APPLICABLE OR LEAVE BLANK

LOA:		LWL:		I:		J:		P:		E:	
BEAM:		DISPL:		ISP:		TPS:		PY:		EY:	
DRAFT:		BALLAST:		WPL:		SPL:		LLY:		LPY:	
LARGEST SPINNAKER USED FOR RACING:	SYMMETRIC		ASYMMETRIC			LARGEST HEADSAIL USED		LP:			
	G (SMW):		AMG:		ASF:		HEADSAIL FURLING SYSTEM? Y / N				
	SL:		SLU:		SLE:		MAINSAIL FURLING SYSTEM? Y / N				
With no sails, can your boat power at 0.00 knots in calm water?				Y / N		KEEL TYPE (Std / Mod)					
Does your mainsail girth dimensions exceed the limits? If Yes, include in Certificate Holder's Comments below:				Y / N		KEEL MATERIAL (Lead, Cast Iron, Composite, Other)					
Have any of your largest racing sails changed size since your last renewal? List below if any of your largest racing sails are now larger or smaller:				Y / N		MAST MATERIAL (Aluminum, Wood, Carbon, Other)					
						RUDDER TYPE (Standard / Modified)					
CRUISER CLASS BOATS ONLY						ENGINE (Inboard / Outboard)					
Will you always use woven polyester sails when racing upwind?				Y / N		INBOARD ENGINE PROPELLER INFORMATION		IN APERTURE?			
If a sail change is required while racing, will the previous sail be completely dropped to the deck prior to raising the new sail?				Y / N	FIXED / FOLDING?						
Please confirm that only cruising cut sails with cruising design and materials will be used for racing (not full hoist deck sweeper design, for example.)				Y / N	# BLADES						

# ASSIGNING A TEMPORARY PHRF RATING

First: Determine if the boat is Performance or Cruiser

*The Excel version of the form will do that for you*

*Otherwise:*

Calculate D / L Ratio and SA / D Ratio. Check the PHRF Rules Definitions

Only boats with  $D / L \geq 215$  or  $SA / D \leq 19.5$  are considered Cruisers

Verify the three questions pertaining to Cruiser Class boats only are "Yes".

Second: Use FCSA website resources to obtain a Base Rating (in order of preference)

*Check current PHRF Roster for similar or duplicate boat model*

*Check YRALIS Base Ratings for similar or duplicate boat model*

*If previous methods fail, go to US Sailing Boat Class Lookup*

*<https://www.ussailing.org/competition/offshore/phrf/boat-class-lookup/>*

# ASSIGNING A TEMPORARY PHRF RATING

## Third: Calculate the Adjusted Base Rating

*Take the Base Rating for the boat determined from Step Two and apply the Handicap Adjustments as contained in the PHRF Rules.*

- A. Jib & Main size
- B. Spinnaker size and configuration
- C. Mast and Rig (may require Handicapper's input)
- D. Propulsion (inboard or outboard motor, propeller configuration)

## Fourth: Is the boat sailing spinnaker or non-spinnaker?

*Take the adjusted Base Rating for the boat determined from Step Three and apply the Non-Spinnaker Adjustment as contained in the PHRF Rules based on the boat's rig measurements.*

- E. Non-Spinnaker Adjustment
- 

## **ASSIGNING A TEMPORARY PHRF RATING**

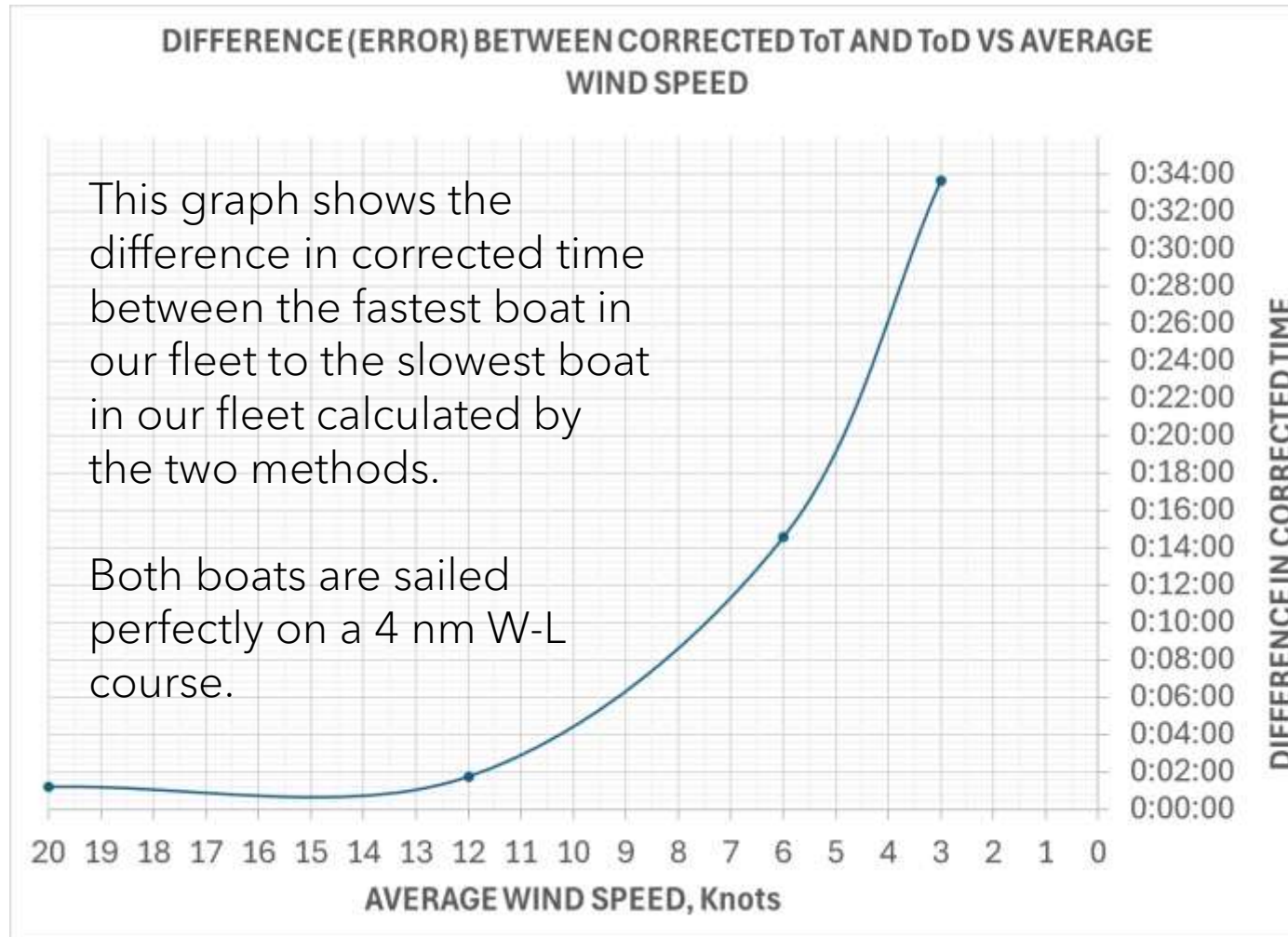
Following the determination of all the adjustments to the Base Rating, the Adjusted Base Rating is the Base Rating with all the adjustments (A., B., C., D., & E.) applied.

The assignment of Temporary Rating should be reported to the Chief Rater for his/her records.



# TOT VERSUS TOD SCORING

Why consider ToD compared with ToT?



In a perfect world, the results calculated by ToT and ToD would be the same. And at average wind speeds 12 knots or higher, the results shown in the graph are similar. But huge disparities arise at average wind speeds less than 12 knots. *Unfortunately, most of our local racing is in winds of less than 12 knots.*

# TOT VERSUS TOD SCORING

Distance races, and races around navigation marks and temporary marks that have been set to known locations should be scored using the ToD method.

*Anyone with a cell phone or GPS today can locate a mark and calculate a course length.*

*Keep in mind that in setting up a racecourse that all marks establish straight legs over navigable water.*

For example, a course containing a leg from Marker "5" to Marker "E" on the St. Johns River is not a straight line of navigable water and the course length is not exact. The Mug Race may have an "agreed course length" but the course length cannot be determined by straight line navigable distance between marks.

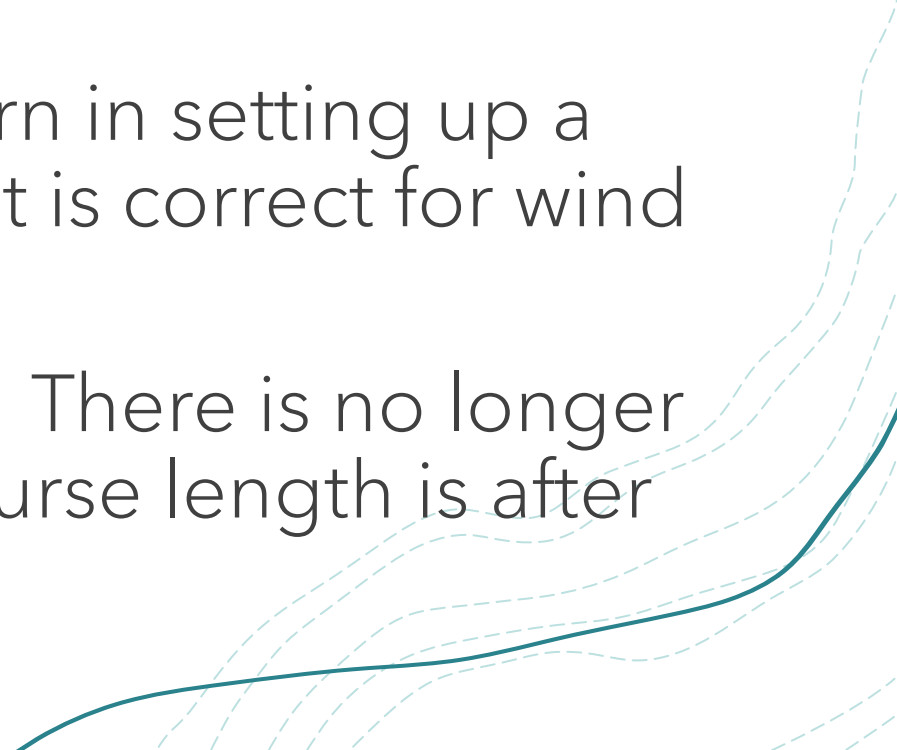
# TOT VERSUS TOD SCORING

There are still some situations where ToT may be preferred:  
ToT scoring is easier to manage by the Race Committee.

*If you are running a short-staffed race on a short course such as a club series race, with ToT scoring you don't need to know the precise course length.*

As the Race Committee, your only concern in setting up a course for ToT correction is making sure it is correct for wind and current.

Another advantage is shortening course. There is no longer the need to figure out what the "new" course length is after a course is shortened.



# TOT VERSUS TOD SCORING

If a Race Committee chooses to use ToT scoring over a wide range of wind conditions, consideration should be given to modifying the "A" and "B" factors to suit the average wind conditions (average wind speed in knots) of each race.

<b>Wind Condition</b>	<b>FAST</b>	<b>MODERATE</b>	<b>LIGHT</b>
<b>Avg Wind Speed</b>	15	10	5
<b>A Factor</b>	700	870	1400
<b>B Factor</b>	550	720	1250

*The ToT scoresheet available on the FCSA website has input factors for "A" and "B" that can be modified to suit the wind conditions for each race. Use of these factors would help to minimize discrepancies between ToT and ToD results.*

# TOT VERSUS TOD SCORING

## SUMMARY

For all distance races and most buoy races, ToD is the preferred method that yields more fair results.

*Care must be taken to ensure that the actual course length, including the effect of shortening or changing the course are accounted for.*

For short courses, ToT may be preferred to suit the Race Committee

*Informal series races not counting toward FCSA Annual Trophies*

*Races in which the course length cannot be accurately determined*

*Short club races managed by under-staffed Race Committees*



# HOW THE FCSEA SCORING MATRIX WORKS

The Scoring Matrix (*Annual Circuit Scoring Grid*) is a table that assigns points to the results of each boat in designated races for FCSEA Annual Trophies.

The scoring matrix is a “high point” matrix. The higher your position in each fleet of boats gives you a higher score.

*The larger the fleet the higher the potential score will be.*

*Even if you retire from a race or become disqualified you will still earn points by registering and participating.*

<a href="#">PHRF Rules</a>	<a href="#">FAQ</a>	<a href="#">Race Entry</a>
<a href="#">Rating App.xlsx</a>	<a href="#">Rating App.pdf</a>	
<a href="#">Assoc App.xlsx</a>	<a href="#">Assoc App.pdf</a>	<a href="#">FAQ</a>
<a href="#">YRALIS Base Ratings</a>	<a href="#">Circuit Grid</a>	
<a href="#">Results Worksheet</a>	<a href="#">Scoring Methods</a>	
<a href="#">RiverChart/ATONS</a>	<a href="#">By-Laws</a>	
<a href="#">Racing Rules</a>	<a href="#">Racing Prescriptions</a>	
<a href="#">Appendix WP</a>	<a href="#">Protest Form</a>	

From FCSEA website

[www.sailjax.com](http://www.sailjax.com)


Place	NUMBER OF BOATS IN CLASS THAT STARTED PROPERLY																								Place
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	750	879	922	944	957	966	972	976	980	983	985	987	989	990	991	992	993	994	995	996	997	998	999	1000	1
2	492	750	836	879	905	922	935	944	951	957	962	966	969	972	974	976	978	980	982	983	984	985	987	988	2
3	234	621	750	815	853	879	898	912	922	931	938	944	949	953	957	960	963	966	968	970	972	973	975	976	3
4		492	664	750	802	836	861	879	894	905	915	922	929	935	940	944	948	951	954	957	960	962	964	966	4
5			578	685	750	793	824	847	865	879	891	901	909	916	922	928	933	937	941	944	947	950	953	955	5
6				620	698	750	787	815	836	853	868	879	889	898	905	912	917	922	927	931	935	938	941	944	6
7					646	707	750	782	807	828	844	858	869	879	888	895	902	908	913	918	922	926	930	933	7
8						664	713	750	779	802	821	836	849	861	870	879	887	894	900	905	910	915	919	922	8
9							676	718	750	776	797	815	830	842	853	863	872	879	886	892	898	903	907	912	9
10								686	721	750	774	793	810	824	836	847	856	865	873	879	885	891	896	901	10
11									692	724	750	772	790	805	819	831	841	851	859	866	873	879	885	890	11
12										698	726	750	770	787	802	815	826	836	845	853	861	868	874	879	12
13											702	728	750	769	784	798	811	821	831	841	849	856	863	869	13
14												706	730	750	768	782	796	807	818	828	836	844	851	858	14
15													710	731	750	767	780	793	804	815	824	832	840	847	15
16														713	732	750	766	779	791	802	812	821	829	836	16
17															715	733	750	765	777	789	799	809	817	825	17
18																717	734	750	764	776	787	797	806	815	18
19																	719	735	750	763	775	785	795	804	19
20																		721	736	750	762	774	784	793	20
21																			722	737	750	761	773	782	21
22																				724	738	750	760	772	22
23																					726	739	750	759	23
24																						727	740	750	24
25																							729	741	25
26																								730	26
Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Place

# REVIEW OF COMMONLY USED SCORING ABBREVIATIONS

Refer to US Sailing Appendix A10, Scoring Abbreviations:

- DNC* - *Did not start, did not come to the starting area*
- DNS* - *Did not start (other than DNC and OCS)*
- OCS* - *On course side at the starting signal*
- DNF* - *Did not finish*
- RET* - *Retired*
- DSQ* - *Disqualification*
- RAF* - *Retired after finish*

Appendix A10 contains other scoring abbreviations that can be used to further define the basic abbreviations listed above.



# HOW THE FCSA SCORING MATRIX WORKS

Using the Scoring Matrix, the place in class is read vertically within the column under 'number of boats that started' in each class.

*Provided that you registered and finished, and you are not scored DNF, RET, RAF, DSQ, DNS, or OCS as defined by RRS A10, your score is based upon your place among the remaining boats in your class that also finished under this criteria.*

*For example, if you score Second Place in a class of seven boats (that all started properly) you will be given 935 points for that race. If you score Seventh Place in a class of seven boats (that all started properly and finished) you will receive 750 points for that race. If two boats in that race are scored DNF (5 boats finished), and you are the last place finishing boat in the seven-boat class, you will be given 824 points.*

750 points are awarded to boats that registered, started correctly, and were scored DNF or RET.

Second lowest score in each class is awarded to boats that registered and were scored RAF, DSQ, DNS, and OCS as defined by RRS A10.

*For example, if you were registered in a class of seven boats and you are scored DSQ you will receive 713 points.*



# HOW THE FCSA SCORING MATRIX WORKS

Using the Scoring Matrix, the place in class is read vertically within the column under 'number of boats that started' in each class.

*Provided that you registered and finished, and you are not scored DNF, RET, RAF, DSQ, DNS, or OCS as defined by RRS A10, your score is based upon your place among the remaining boats in your class that also finished under this criteria.*

*For example, if you score Second Place in a class of seven boats (that all started properly) you will be given 935 points for that race. If you score Seventh Place in a class of seven boats (that all started properly and finished) you will receive 750 points for that race. If two boats in that race are scored DNF (5 boats finished), and you are the last place finishing boat in the seven-boat class, you will be given 824 points.*

750 points are awarded to boats that registered, started correctly, and were scored DNF or RET.

Second lowest score in each class is awarded to boats that registered and were scored RAF, DSQ, DNS, and OCS as defined by RRS A10.

*For example, if you were registered in a class of seven boats and you are scored DSQ you will receive 713 points.*



# HOW THE FCSA SCORING MATRIX WORKS

Using the Scoring Matrix, the place in class is read vertically within the column under 'number of boats that started' in each class.

*Provided that you registered and finished, and you are not scored DNF, RET, RAF, DSQ, DNS, or OCS as defined by RRS A10, your score is based upon your place among the remaining boats in your class that also finished under this criteria.*

*For example, if you score Second Place in a class of seven boats (that all started properly) you will be given 935 points for that race. If you score Seventh Place in a class of seven boats (that all started properly and finished) you will receive 750 points for that race. **If two boats in that race are scored DNF (5 boats finished), and you are the last place finishing boat in the seven-boat class, you will be given 824 points.***

750 points are awarded to boats that registered, started correctly, and were scored DNF or RET.

Second lowest score in each class is awarded to boats that registered and were scored RAF, DSQ, DNS, and OCS as defined by RRS A10.

*For example, if you were registered in a class of seven boats and you are scored DSQ you will receive 713 points.*

Place	NUMBER OF BOATS IN CLASS THAT STARTED PROPERLY																								Place
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	750	879	922	944	957	966	972	976	980	983	985	987	989	990	991	992	993	994	995	996	997	998	999	1000	1
2	492	750	836	879	905	922	935	944	951	957	962	966	969	972	974	976	978	980	982	983	984	985	987	988	2
3	234	621	750	815	853	879	898	912	922	931	938	944	949	953	957	960	963	966	968	970	972	973	975	976	3
4		492	664	750	802	836	861	879	894	905	915	922	929	935	940	944	948	951	954	957	960	962	964	966	4
5			578	685	750	793	824	847	865	879	891	901	909	916	922	928	933	937	941	944	947	950	953	955	5
6				620	698	750	787	815	836	853	868	879	889	898	905	912	917	922	927	931	935	938	941	944	6
7					646	707	750	782	807	828	844	858	869	879	888	895	902	908	913	918	922	926	930	933	7
8						664	713	750	779	802	821	836	849	861	870	879	887	894	900	905	910	915	919	922	8
9							676	718	750	776	797	815	830	842	853	863	872	879	886	892	898	903	907	912	9
10								686	721	750	774	793	810	824	836	847	856	865	873	879	885	891	896	901	10
11									692	724	750	772	790	805	819	831	841	851	859	866	873	879	885	890	11
12										698	726	750	770	787	802	815	826	836	845	853	861	868	874	879	12
13											702	728	750	769	784	798	811	821	831	841	849	856	863	869	13
14												706	730	750	768	782	796	807	818	828	836	844	851	858	14
15													710	731	750	767	780	793	804	815	824	832	840	847	15
16														713	732	750	766	779	791	802	812	821	829	836	16
17															715	733	750	765	777	789	799	809	817	825	17
18																717	734	750	764	776	787	797	806	815	18
19																	719	735	750	763	775	785	795	804	19
20																		721	736	750	762	774	784	793	20
21																			722	737	750	761	773	782	21
22																				724	738	750	760	772	22
23																					726	739	750	759	23
24																						727	740	750	24
25																							729	741	25
26																								730	26
Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Place

# HOW THE FCSA SCORING MATRIX WORKS

Using the Scoring Matrix, the place in class is read vertically within the column under 'number of boats that started' in each class.

*Provided that you registered and finished, and you are not scored DNF, RET, RAF, DSQ, DNS, or OCS as defined by RRS A10, your score is based upon your place among the remaining boats in your class that also finished under this criteria.*

*For example, if you score Second Place in a class of seven boats (that all started properly) you will be given 935 points for that race. If you score Seventh Place in a class of seven boats (that all started properly and finished) you will receive 750 points for that race. If two boats in that race are scored DNF (5 boats finished), and you are the last place finishing boat in the seven-boat class, you will be given 824 points.*

**750 points are awarded to boats that registered, started correctly, and were scored DNF or RET.**

Second lowest score in each class is awarded to boats that registered and were scored RAF, DSQ, DNS, and OCS as defined by RRS A10.

*For example, if you were registered in a class of seven boats and you are scored DSQ you will receive 713 points.*

First Coast Sailing Association, Annual Circuit Scoring Grid

Updated Jun 24, 2024

Place	NUMBER OF BOATS IN CLASS THAT STARTED PROPERLY																								Place	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
1	750	879	922	944	957	966	972	976	980	983	985	987	989	990	991	992	993	994	995	996	997	998	999	1000	1	
2	492	750	836	879	905	922	935	944	951	957	962	966	969	972	974	976	978	980	982	983	984	985	987	988	2	
3	234	621	750	815	853	879	898	912	922	931	938	944	949	953	957	960	963	966	968	970	972	973	975	976	3	
4		492	664	750	802	836	861	879	894	905	915	922	929	935	940	944	948	951	954	957	960	962	964	966	4	
5			578	685	750	793	824	847	865	879	891	901	909	916	922	928	933	937	941	944	947	950	953	955	5	
6				620	698	750	787	815	836	853	868	879	889	898	905	912	917	922	927	931	935	938	941	944	6	
7					646	707	750	782	807	828	844	858	869	879	888	895	902	908	913	918	922	926	930	933	7	
8						664	713	750	779	802	821	836	849	861	870	879	887	894	900	905	910	915	919	922	8	
9							676	718	750	776	797	815	830	842	853	863	872	879	886	892	898	903	907	912	9	
10								686	721	750	774	793	810	824	836	847	856	865	873	879	885	891	896	901	10	
11									692	724	750	772	790	805	819	831	841	851	859	866	873	879	885	890	11	
12										698	726	750	770	787	802	815	826	836	845	853	861	868	874	879	12	
13											702	728	750	769	784	798	811	821	831	841	849	856	863	869	13	
14												706	730	750	768	782	796	807	818	828	836	844	851	858	14	
15													710	731	750	767	780	793	804	815	824	832	840	847	15	
16														713	732	750	766	779	791	802	812	821	829	836	16	
17															715	733	750	765	777	789	799	809	817	825	17	
18																717	734	750	764	776	787	797	806	815	18	
19																	719	735	750	763	775	785	795	804	19	
20																		721	736	750	762	774	784	793	20	
21																			722	737	750	761	773	782	21	
22																				724	738	750	760	772	22	
23																					726	739	750	759	23	
24																						727	740	750	24	
25																								729	741	25
26																									730	26



# HOW THE FCSA SCORING MATRIX WORKS

Using the Scoring Matrix, the place in class is read vertically within the column under 'number of boats that started' in each class.

*Provided that you registered and finished, and you are not scored DNF, RET, RAF, DSQ, DNS, or OCS as defined by RRS A10, your score is based upon your place among the remaining boats in your class that also finished under this criteria.*

*For example, if you score Second Place in a class of seven boats (that all started properly) you will be given 935 points for that race. If you score Seventh Place in a class of seven boats (that all started properly and finished) you will receive 750 points for that race. If two boats in that race are scored DNF (5 boats finished), and you are the last place finishing boat in the seven-boat class, you will be given 824 points.*

750 points are awarded to boats that registered, started correctly, and were scored DNF or RET.

Second lowest score in each class is awarded to boats that registered and were scored RAF, DSQ, DNS, and OCS as defined by RRS A10.

*For example, if you were registered in a class of seven boats and you are scored DSQ you will receive 713 points.*



# HOW THE FCSA SCORING MATRIX WORKS

Lowest number in class is scored for boats in the Series that are DNC in the race.

*For example, if you were registered in a class of seven boats and you are scored DNC, you will receive 664 points (because only six boats started; the other six boats would be scored using the 6 boats column.)*

In the event you register for a class at a series race that has no other participants, you will accrue 750 points towards the class trophy for which you registered regardless of what other class a club may assign you provided you finish without disqualification.

*You will receive 492 points if you register as the only boat in a class and are scored RAF, DSQ, DNS, or OCS as defined by RRS A10. You will receive 234 points as the only boat in a class if you register and are scored DNC.*



# HOW THE FCSA SCORING MATRIX WORKS

Lowest number in class is scored for boats in the Series that are DNC in the race.

*For example, if you were registered in a class of seven boats and you are scored DNC, you will receive 664 points (because only six boats started; the other six boats would be scored using the 6 boats column.)*

In the event you register for a class at a series race that has no other participants, you will accrue 750 points towards the class trophy for which you registered regardless of what other class a club may assign you provided you finish without disqualification.

*You will receive 492 points if you register as the only boat in a class and are scored RAF, DSQ, DNS, or OCS as defined by RRS A10. You will receive 234 points as the only boat in a class if you register and are scored DNC.*



# THIS IS WHY IT IS IMPORTANT TO SCORE CORRECTLY!

Important Definitions to Avoid Errors in Scoring:

Last place { *DNF* - Did not finish  
*RET* - Retired *and did not finish*

Last place + 1 { *DNS* - Did not start (*for any other reason than DNC and OCS*)  
*OCS* - On course side at the starting signal *and did not return to the starting line*  
*DSQ* - Disqualification  
*RAF* - Retired *after finish*

Last place + 2 { *DNC* - *Registered for the event, but did not start, did not come to the starting area*  
*(this may include "did not check in" if required by SIs)*

# HOW THE FCSEA SCORING MATRIX WORKS

The Results Worksheet is provided for both Performance and Cruiser divisions.

*Boats in each division may be scored based on their registration as either Spinnaker or Non-Spinnaker.*

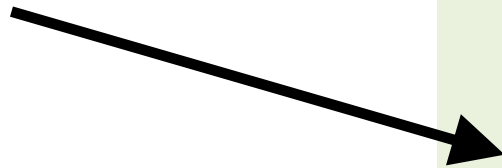
*The Results Worksheet has columns for Spinnaker/Non-Spinnaker and whether a boat has a valid PHRF rating.*

*Race Committees may use the Results Worksheet to calculate results for the Club's race event as well as calculation of position and points toward the FCSEA Annual Trophies.*

It is intended that the Race Committee will perform the scoring and that the Member Organization Handicapper will check the results prior to submitting results to the FCSEA Website Manager.

# RACE COMMITTEE REPORTING OF RESULTS

From FCSA  
website  
[www.sailjax.com](http://www.sailjax.com)



<a href="#"><u>PHRF Rules</u></a>	<a href="#"><u>FAQ</u></a>	<a href="#"><u>Race Entry</u></a>
<a href="#"><u>Rating App xlsx</u></a>	<a href="#"><u>Rating App pdf</u></a>	
<a href="#"><u>Assoc App xlsx</u></a>	<a href="#"><u>Assoc App pdf</u></a>	<a href="#"><u>FAQ</u></a>
<a href="#"><u>YRALIS Base Ratings</u></a>	<a href="#"><u>Circuit Grid</u></a>	
<a href="#"><u>Results Worksheet</u></a>	<a href="#"><u>Scoring Methods</u></a>	
<a href="#"><u>RiverChart/ATONS</u></a>	<a href="#"><u>By-Laws</u></a>	
<a href="#"><u>Racing Rules</u></a>	<a href="#"><u>Racing Prescriptions</u></a>	
<a href="#"><u>Appendix WP</u></a>	<a href="#"><u>Protest Form</u></a>	

# RACE COMMITTEE REPORTING OF RESULTS

Note: 8 boats registered but only 7 have current ratings. Therefore, points are based on 7 boats, not 8.

You may over-type the 'B' and 'A' factors if appropriate, but those shown are used for the annual fleet circuit calculations.

TOT variables: **550** = B **700** = A

Performance		Yacht					Finish	Elapsed	Correction	Elapsed	Behind	Behind	VMG	Extra	Div	Overall	FCSA	FCSA	
Yacht Name	Skipper	Club	Sail #	Yacht Make	Spin	Cert?	PHRF	Actual	Actual	Factor	Corrected	Leader	sec/NM	NM/hr	to Win	Place	Place	Place	Points
Slacker Jazz	John Smith	EFYC	1425	Morphan 29	Y	Y	120	14:15:14	1:20:14	1.0448	1:23:50	0:00:41	6.3	4.838	0.042	3		2	935
Double Down	Richy Rich	FYC	684	Jubilant 80, ketch	N	Y	-6	14:09:22	1:14:22	1.2868	1:35:42	0:12:33	116.4	5.220	1.060	5		4	861
Power Game	Antonio Facinuti	RCoJ	2020	Covidian 22	Y	N	252	14:30:16	1:35:16	0.8728	1:23:09	0:00:00	0.0	4.075	0.000	1			0
Mom's Army Boots	Donny Rickless	HRYC	1965	Trenchent 41	Y	Y	93	14:15:21	1:20:21	1.0886	1:27:28	0:04:19	40.0	4.831	0.274	4		3	898
Sloop John B	Jimmy Buffoon	SYC	27	Beacher 28	N	Y	171	14:20:52	1:25:52	0.9709	1:23:22	0:00:13	2.0	4.521	0.011	2		1	972
Down with It	Hugh Klugh	RCoJ	542	Lifter 24	Y	Y	222	DNF		0.9067						8		7	750
Snooty	Suzy Modela'	FYC	6587	Klepto 65	Y	Y	-12	DNS		1.3011						9		8	713
Astral Sloop	Veritas Dell	NFCC	17	Heisenberg 30	Y	Y	222	DNC		0.9067						10		9	676

This column denotes whether a boat has current FCSA rating (marked "Y") as determined by the current PHRF roster on the date of the race or regatta. Temporary and expired ratings should be marked "N".

## CLOSING REMARKS

One day is insufficient time to learn all the details of race management nor can it replace years of experience and formal instruction by certified U.S. Sailing instructors.

People who devote their time to running races do so because of their own interest in the sport, and the pleasure it brings to them and to the competitors.

Race committees perform a valuable service to their constituents – the racers – which few racers can or are willing to buy.



## REFERENCES YOU SHOULD KNOW

The Racing Rules of Sailing

US Sailing Appeals and ISAF Cases

US Sailing Race Management Handbook

Local PHRF Rules as published on sailjax.com

US Sailing Resources for Race Officers

*<https://www.ussailing.org/competition/rules-officiating/race-officers/>*




# WHAT RACERS APPRECIATE

## Competence

*Competitors need clear, concise, sailing instructions. So do race committees. Both want the race committee to be comprised of knowledgeable people and to have good equipment.*

## Knowledge of the event

*Persons involved in running races should understand the rules and the tactics involved. Race committee should understand the characteristics of the boats which are competing.*



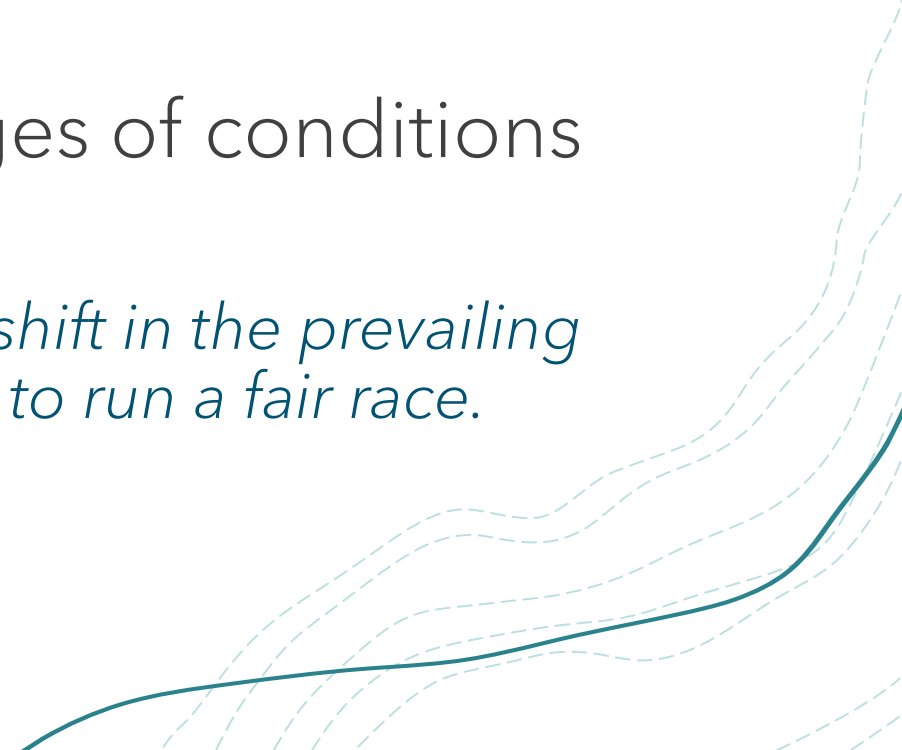
# FAIR COMPETITION

Everyone wants square lines, good courses, and reasonable time limits.

*The racers also expect the RC to know how to provide discipline to an aggressive fleet of starters.*

Adaptability to and anticipation of changes of conditions make the racing fairer.

*When the RC changes the course, reacting to a shift in the prevailing wind, the racers see that the RC is doing its best to run a fair race.*




# GOOD RACE COMMITTEE ATTRIBUTES

## Safety and good sense

*Although the rules place upon the competitor the sole responsibility to decide whether to start or continue to race, the race committee should have a good sense of when to abandon or not start the fleet.*

## Decisiveness

*Sailors have the right to expect that the race committee will make decisions when necessary and appropriate and have the courage to support those decisions when questioned.*



# GOOD RACE COMMITTEES HAVE FUN

Who among racers or race committees does not want to have a good time on the water?

Sailors and Race Committee will have more fun if neither has reason to spend their recreational hours brooding about a poor starting line, an improper course change, or race results which are not accurate.

Never forget: READ AND STUDY THE SIs!



*QUESTIONS?*

