

Guidance on Scoring under Appendix A

This document is the text of Appendix A of the 2005-2008 Racing Rules of Sailing, together with guidance notes from the Royal Yachting Association. Comments or questions are welcome and should be made by email to Trevor Lewis (TrevorLewis@trevorlewisnorwich.freeserve.co.uk).

Appendix A – Scoring

See rule 89.3.

A1 NUMBER OF RACES

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the sailing instructions.

A2 SERIES SCORES

Each boat's series score shall be the total of her race scores excluding her worst score. (The sailing instructions may make a different arrangement by providing, for example, that no score will be excluded, that two or more scores will be excluded, or that a specified number of scores will be excluded if a specified number of races are completed.) A race is completed if scored; see rule 89.3(a). If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly.

Rule 89.3(a) states that a race shall be scored if it not *abandoned* and if one boat sails the course in compliance with rule 28.1 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified. Therefore circumstances can theoretically arise when no boat receives a score for a finishing place, but the race is nevertheless 'completed' for the purposes of constituting a series – see rule A1. An abandoned race is not scored and therefore not completed. Normally, if race 5 (for instance) of a 10-race regatta is abandoned, the next race to be sailed will still be race 5 (and as a result race 10 may never be sailed). Care is needed over describing race prizes – is it a prize for race number x, or a prize for a race on a stated day?

A3 STARTING TIMES AND FINISHING PLACES

The time of a boat's starting signal shall be her starting time, and the order in which boats *finish* a race shall determine their finishing places. However, when a handicap system is used a boat's corrected time shall determine her finishing place.

The rule no longer tells you to round corrected times (after applying the handicap). The rounding of corrected times is a matter for the handicap or rating system to specify. IRC and Portsmouth Yardstick, for example, have a time-rounding rule. If you need to decide a rounding policy for your own handicap system, consider whether a decimal of a second of corrected time, as in the following example, is meaningful when it derives from elapsed times taken at the finishing line at best to the nearer second.

Example: Boat A is corrected to 1200.499 (etc) seconds, Boat B is corrected to 1199.5011 (etc) seconds. Without rounding, B gets the better place. If your handicap system states that corrected times are to be rounded to the nearer whole second, rounding 0.5 to the larger number, each time rounds to 1200 seconds, and the boats are tied for a place. Apply A7 to calculate their points for the tied place in that race. Rounding might be fairer, though it slightly increases the probability of a tie for a place.

A4 LOW POINT AND BONUS POINT SYSTEMS

Most series are scored using either the Low Point System or the Bonus Point System. The Low Point System uses a boat's finishing place as her race score. The Bonus Point System benefits the first six finishers because of the greater difficulty in advancing from fourth place to third, for example, than from fourteenth place to thirteenth. The Low Point System will apply unless the sailing instructions specify another system; see rule 89.3(a). If the Bonus Point system is chosen it can be made to apply by stating in the sailing instructions that 'The Bonus Point System of Appendix A will apply.'

When the sailing instructions are silent, the default is that the series will be scored by the Low Point System (see rule 89.3(a)), with one discard (see rule A2). If all races are to count, using Appendix A scoring, this requires a sailing instruction to that effect.

A4.1 Each boat *starting* and *finishing* and not thereafter retiring, being penalized or given redress shall be scored points as follows:

<u>Finishing place</u>	<u>Low Point System</u>	<u>Bonus Point System</u>
First	1	0
Second	2	3
Third	3	5.7
Fourth	4	8
Fifth	5	10
Sixth	6	11.7
Seventh	7	13
Each place thereafter	Add 1 point	Add 1 point

A4.2 A boat that did not *start*, did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat penalized under rule 30.2 or 44.3 shall be scored points as provided in rule 44.3(c).

Example 1: 23 boats entered the series. Boat A finishes 3rd in the race but is ZFP. The penalty is 20% of 23 = 4.6 places, rounded to 5 places so she receives points for the place equal to her finishing place of 3rd plus 5 penalty places - 8th place. Under the Low Point System, 8th place receives 8 points so points for the race are: 1, 2, 4, 5, 6, 7, 8, **8**, 9, 10 ... 23. (The boxed number is A's score.) The two boats scoring 8 points will share any race prize for 7th place; the boat scoring 9 points will receive any race prize for 9th place. Remember that under rule 44.3 (and therefore under rule 30.2) a boat shall not receive a score that is worse than DNF would receive. A DNF score in this race would be 24 (23 series entrants, plus 1), which would be the penalty for a ZFP boat with a finishing position of 20th or worse.

Scoring penalties under rules 30.2 and/or 44.3 are cumulative but are calculated individually. For example, if a boat breaks rule 30.2 and the race is recalled and she again breaks rule 30.2 in the restart, she will have two 20% penalties. Similarly, if she breaks 30.2 and also takes a Scoring Penalty under rule 44.3 (SCP) she will have two 20% penalties (assuming the sailing instructions do not specify that the Scoring Penalty will be other than 20%).

Example 2: Same as **Example 1** above except that boat A also takes a 20% SCP under rule 44.3. She receives two penalties of 5 places each for a total of 10 places (not a 40% penalty of 9.2 places rounded to 9 places). Her score would be the score for 13th place, namely her finishing place of 3rd plus 10 penalty places. Points for the race are: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, **13**, 14, 15...

The score of a boat receiving a scoring penalty may be affected by the disqualification of a boat whose finishing place is ahead of her.

Example 3: Same as **Example 1** above except that the boat that finished second is disqualified (and receives 24 points). All boats with a finishing place after the disqualified boat move up one place (see rule A6(1)). Boat A receives points for 7th place, namely her adjusted finishing place of 2nd (as a result of the disqualification) plus 5 penalty places, leaving that '2 point slot' vacant. Points for that race would be: 1, 3, 4, 5, 6, 7, **7**, 8, 9, ... 22, 24.

Example 4: Same as **Example 3** above except that the boat that is disqualified finished sixth (not second). All boats with a finishing place after the disqualified boat move up one place (see rule A6(1)). Boat A receives points for 8th place, namely her finishing place of 3rd (not changed as the result of the disqualification of a boat whose finishing place is after her) plus 5 penalty places. The '3 point slot' remains vacant. Points for that race would be: 1, 2, 4, 5, 6, 7, 8, **8**, 9, ... 22, 24.

A5 SCORES DETERMINED BY THE RACE COMMITTEE

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.

DNC, DNS, OCS, ZFP, BFD and DNF are race committee scores. DSQ, DNE, DGM and RDG are protest committee scores. SCP and RAF are scores accepted by a boat, notified to and implemented by the race committee. See A11.

A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS

- A6.1 If a boat is disqualified from a race or retires after *finishing*, each boat that *finished* after her shall be moved up one place.
- A6.2 If the protest committee decides to give redress by adjusting a boat's score, the scores of other boats shall not be changed unless the protest committee decides otherwise.

A7 RACE TIES

If boats are tied at the finishing line or if a handicap or rating system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.

Example: Two boats have the same corrected time for third place. Under the Low Point System they would each score 3.5 points $[(3+4)/2]$, and there is no change to the scores of any other boats. Points for the race are: 1, 2, **3.5**, **3.5**, 5... Note: As provided in rules A6(1) and 44.3(c), the 'split the points' principle of the first sentence of A7 does **not** apply when the tie in race scores results from a grant of redress or the application of a scoring penalty. (See A4.2, above).

A8 SERIES TIES

- A8.1 If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.

Example: Scoring: Low Point – one score excluded

Race No:	1	2	3	4	5	6	TOTAL	REORDERED COUNTING SCORES	SCORES NOT USED
Boat A	3	4	1	6	2	7	16	1 2 3 4 6	7
Boat B	4	3	2	1	6	6	16	1 2 3 4 6	6
Boat C	1	2	7	3	3	14	16	1 2 3 3 7	14

Rule A8.1 is sometimes known as 'most firsts, etc.' It breaks the tie between C and the two other boats in C's favour. It does not break the tie between A and B. Rule A8.2 must now be applied to break that tie (in favour of B, for her better last race score).

A8.2 If a tie still remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

Example: Scoring: Low Point – one score excluded.

Race No:	1	2	3	4	TOTAL
Boat A	3	4	5	10	12
Boat B	11	3	4	5	12
Boat C	5	15	3	4	12
Boat D	4	5	6	3	12

A8.1 does not break any tie, as they each have scores of 3, 4, 5 that count.

A8.2 applies, and the tie is broken in the order of D, C, B, A, the order of their last race scores. Note that A's race 4 result was her discard, but it is still used to break the tie.

Ties in A8.1 and A8.2 are broken on scores, not finishing places. If this had been a 40-boat entry, and A had been second in race 4, only to receive a 20% (8-place) ZFP, the outcome of the tie-break is the same.

Normally, the last race will resolve most ties. The next-to-last race (and so on) will need to be used only if two boats have the same score in the last race, which might result from a ZFP, from a tie on the water or on handicap, or from both receiving non-finishing points resulting from DNC, DNS, OCS, BFD, DNF, RAF, DSQ, DNE or DGM.

The policy behind rule A8.2 is to add a little extra importance to the last race, particularly if this would result in a boat leading the series before the last race finding herself at risk of losing the series if she does not compete in the last race. That is very much a 'regatta-oriented' rule, and typical club 'long series' scoring sometimes disappplies rule A8.2 and specifies instead a different final tie-breaker, such as best discard, which incentivises participation in all races.

A9 RACE SCORES IN A SERIES LONGER THAN A REGATTA

For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not *start*, did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

A10 GUIDANCE ON REDRESS

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her

- points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races in the series except the race in question;
- points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races before the race in question; or
- points based on the position of the boat in the race at the time of the incident that justified redress.

Example: average points of 2.85 rounds to 2.9. 'Upward' means to a larger number (and therefore worse score).

A11 SCORING ABBREVIATIONS

These abbreviations are recommended for recording the circumstances described:

DNC	Did not <i>start</i> ; did not come to the starting area
DNS	Did not <i>start</i> (other than DNC and OCS)
OCS	Did not <i>start</i> ; on the course side of the starting line at her starting signal and failed to <i>start</i> , or broke rule 30.1
ZFP	20% penalty under rule 30.2
BFD	Disqualification under rule 30.3
SCP	Took a scoring penalty under rule 44.3
DNF	Did not <i>finish</i>
RAF	Retired after <i>finishing</i>
DSQ	Disqualification
DNE	Disqualification (other than DGM) not excludable under rule 88.3(b)
DGM	Disqualification under rule 69.1(b)(2); not excludable
RDG	Redress given

DNF (like DNC and OCS) is a statement of fact – a boat has not finished, for whatever reason, whether as a result of gear failure, boredom, or because she was required to retire by rule 31.2, 44.1 or P2.2. There is no separate designation (such as RET) reserved for voluntary or required retirement during a race, but that could be specified and used when the sailing instructions call for retirement declarations.

A race committee will know which boats finished, but may not know, in a large regatta fleet, whether those that entered but did not finish are DNC, DNS or DNF. Since the score for these are the same, it would be appropriate for the convenience of scoring for a sailing instruction to say that any boat that enters but does not *finish* as defined will be scored DNF whether or not she came to the starting area or started. However, tallying or having the sail number acknowledged by the committee boat before starting will identify DNC boats.

How to score using Appendix A – General Guidance

1. Choose the appropriate wording to appear in the notice of race – see K13, Notice of Race Guide – and in the sailing instructions – see L17, Sailing Instructions Guide. If the series is to be scored by the Low Point System, Appendix A, with one discard, then the sailing instructions do not need to specify the scoring system, since this is the default (see rules 89.3 and A2). However, it does no harm to state the scoring system. State races to count. Some clubs like a different tariff of scores for non-finishing places, in particular scoring DNC more heavily to encourage participation.
2. The score for non-finishing places can change during a series if new boats can enter during the series (see rules A4.2 and A9); this is common in long club series (A9), affecting DNC scores. To avoid the need to recalculate, the sailing instructions can say that *'The last sentence of rule A9 is replaced with: "A boat that did not come to the starting area shall be scored points decided by the race committee".'* The race committee can then decide a value for this at the start of the series, being a number larger than the maximum expected series entry. Alternatively, give a fixed (but possibly heavier –see 1 above) value to DNC as with other non-finishing scores by saying: *'The last sentence of rule A9 is replaced with: "A boat that did not come to the starting area shall be scored as if she did not start [+ n points]."*
3. If scoring manually, apply rules A3, A4 and A5 to the results, in tabular form. The sequence is:
 - Take order of finish (non-handicap races) or elapsed times (handicap races)
 - Correct elapsed times using handicap or rating factor (handicap or rating races only). Apply rounding if specified
 - Identify and score for DNC, DNS, OCS, BFD, RAF and DNF (which includes those not finishing within a time limit if so provided in the sailing instructions).¹ Use A4.2 for short series, A9 for long series ('Longer than a regatta')
 - Rank remaining boats for their preliminary finishing places by:
 - Corrected times (handicap races only), otherwise
 - Finishing order
 - Assign points to preliminary finishing places based on the specified scoring system, breaking race ties (rule A7)²
 - Identify and add penalty places to the preliminary finishing places for boats scored SCP or ZFP (do not change the scores of other boats - see rule A4.2)
 - If appropriate, post preliminary results for the race and series (stated to be 'subject to changes resulting from protests and requests for redress')
 - Remove the finishing place and change the score of boats that the protest committee instructs should be scored DSQ, DNE or DGM. The finishing places, and thus the scores, of boats with finishing places after the boat to be scored DSQ, DNE or DGM will also change - see rule A6.1. When a boat in that race has been scored SCP or ZFP it is important to remember that her score, which is her finishing place plus penalty places, will change only if her original finishing place was **after** that of the DSQ, etc, boat before it was removed – see rule A4.2 example.
 - Change the score of any boat granted redress (mark RDG against the revised score) when instructed by the protest committee. (The final value of RDG under A10(a) will vary until the end of the series; do not change the finishing places or scores of other boats unless the protest committee decides otherwise - see rule A6.2). If the redress score is the same as another boat's place score, do not treat it as a tie to be broken. If the protest committee's decision is stated to be simply 'average points redress', seek clarification as to whether it is A10(a), A10(b) or some other method that is to be applied.³
 - Post final results for the race and update the series results, applying the discard(s) appropriate at that stage.
 - At the end of the series:
 - Exclude the appropriate number of discards of 'worst scores' as required by scoring system or sailing instructions (exclude the earliest of two or more equal worst scores - see rule A2: however, due to previous changes to rule A8, no error occurs if it is not the earliest of two equal scores that is excluded)
 - Break any ties in series scores as provided by rule A8
 - Post the series results

¹ In the absence of a sailing instruction to the contrary, a race committee must give a finishing place to any boat that *starts* and *finishes* as defined. If a boat is believed not to have sailed the right course before she *finishes*, as defined, a protest is required for her score to be changed. Under the last sentence of rule A5 the race committee cannot disqualify her without a hearing nor score her DNF.

² When races comprise the fleet split into two or more flights or groups, the results of which are then combined, there will be initially at least two boats with the same score for every place. These do not rank as ties to be broken.

³ Make sure your scoring system implements average-points redress (rule A10(a) and A10(b)) correctly. In standard format, the average is taken of all relevant race scores, including scores that will later be discarded. It has been detected that some scoring programs still default to an earlier (and normally over-generous) version of A10(a) which allowed an ultimately discardable score to be excluded from the race scores to be averaged. In a regatta, the redress score should reflect the full spectrum of the boat's other results, good and bad. The same worst score will still then drop out as a discard, **after** it has been used to find the average. However, the principle of that older system may still be appropriate for a protest committee to specify in its decision - to exclude from the races to be averaged not only the race in question but also any race before the race in question if the boat to be redressed did not compete in it (for instance, in a long club series). Where there is a separate qualifying series and final series (for example, with separate 'Gold' and 'Silver' fleets) the protest committee must be careful to specify exactly which races to include in the 'average points' calculation.