

LOW POINT AVERAGE SCORING SYSTEM

All fleets will use this system for scoring their seasonal series for their fleet championship. All regattas and monthly series will use the low point scoring system; there will be no throw-outs.

REQUIREMENTS AND RESTRICTIONS

- Excused Absence -- A skipper will receive an excused absence for committee boat duty and off-the-lake regattas. To receive credit for an off-the-lake regatta, the skipper must be participating in a class that is raced at WYC.
- Boats must sail in (70%) seventy-percent of the total races in the series to avoid penalties; this percentage may vary slightly due to the rounding factor. Excused absences are included.
- Eligibility for Awards -- The skipper must compete in at least (51%) fifty-one percent of the total number of races in the club series to be eligible for awards; excused absences are not included.
- Breakdown Throw-out -- A skipper may request that his boat not be scored due to a mechanical breakdown on his boat that would prevent him from competitively finishing the race. The skipper must notify the race committee or race chairman as soon as practical. Only ONE breakdown throw-out shall be allowed per boat per seasonal series. The boat shall receive its seasonal average place for its score. The race shall count toward the fifty-one percent and the seventy-percent rules. This provision is in addition to and does not replace RRS 62, Redress.

SCORING

- Boats will receive points equal to their finish in each race in which they participate.
- For each race in which they do not participate, boats will receive points equal to their average finish for the series.
- For each race less than the required number to be sailed without penalty, boats will receive additional penalty points equal to the number of boats qualifying for awards in the previous year plus one point**. The required number of races equals 70% of the actual total number of races completed in the series.
- Low score wins. Ties are broken in favor of the boat with the lowest average placement. When the tie still remains, it shall be broken per RRS Appendix A, para 2.3.

** See Season Standings Score Sheets for penalty points for each fleet

CYNTHIA CUP SCORING SYSTEM

The Cox-Sprague scoring system has been used by the Race Committee to determine the Cynthia Cup winner since the merger of the Wawasee Boating Association and the Wawasee Yacht Club. Prior to the merger there was only one fleet that competed for the Cup; hence, the fleet winner was the Cup winner. After the merger it was necessary to find a scoring system that fairly evaluated the leaders in each fleet to determine the Club Champion. The Race Committee decided that the Cox-Sprague system best fitted our needs.

The Cox-Sprague system is designed for a selective series. This is the type of series that skippers participate in at WYC for our club championship. The other type of series is a set series, i.e. a weekend regatta, which commonly uses the low-point scoring system. However, there are many other types of systems that may be used for either selective or set series races.

The Cox-Sprague system is built around two theories. One that it is more difficult to win a race against a large number of starters than a small number but the difficulty is not in direct proportion to the number of starters. The other that the nearer the front of a race a yacht is, the more difficult it is for it to move up a place.

A yacht will receive the number of points indicated in the Cox-Sprague Table for its finishing position. The sum of all the points that the yacht receives for all of its races in the series will be divided by the sum of the scores received by the winners in all those races in which the yacht participated. The highest resulting score will be the winner.

There is no perfect solution for determining the club champion with skippers racing in several different fleets and with no fair way for them to compete against each other. The race committee feels that the Cox-Sprague system allows each skipper to race to his or her best abilities within their respective fleets and be fairly awarded the opportunity to win the club championship.

If you have questions concerning this scoring system please contact the Race Chairman.

FLEET ELIGIBILITY

The total number of races for the fleet with the lesser number of total seasonal races shall be at least 70% of the total number of races for the fleet with the most seasonal races. Fleets who typically sail 3 races in a day will have their total number of races reduced by $\frac{1}{3}$ for this comparison. Skippers in each fleet not meeting this requirement shall be ineligible to compete for the Cynthia Cup. This rule may be waived or modified due to unusual circumstances by a majority vote of the Race Committee, which consists of the Race Chairman and Fleet Captains.