

GUIDELINES FOR MEMBER YACHT CLUBS HOSTING ECSA OFFSHORE CIRCUIT RACES

(revised 2018)

The ECSA Offshore Committee has set the following recommendations and guidelines:

RACE RESULTS

1. Immediately after the conclusion of its race, each club shall forward a copy of the scratch sheet and results sheet, including all starters, DNF, and DSQ, signed by the Principle Race Officer to the ECSA circuit scorer listed in the front of the ECSA yearbook.
2. Each Club shall mail or email race results to all entrants or post the results on the club website as soon as possible
3. Failure to report race results as well as a poorly organized or run race may result in the suspension of that race from the ECSA sanctioned category for the following season.

RATINGS

ECSA has designated PHRF of Eastern Connecticut as the handicapping body for handicapping ECSA offshore races. Only races sailed under PHRF will be scored in the Offshore Racing Circuit. A boat class designator (C, HP, NSH, or SB) and a Time Correction Factor are included with all PHRF/ECSA issued certificates based on $TCF=650/(PHRF+550)$. It is **required** that this TCF be used in Time on Time calculations **or this PHRF-ECSA rating be used for ToD calculations.**

CLASSIFICATION

Following the ECSA ORC classes as closely as possible to keep racing FAIR and the MAJORITY OF RACERS INVOLVED is important for host clubs. **The ORC minimum class size is TWO yachts.** This will allow smaller classes with a reasonable PHRF rating spread. Regular competition among the established classes will provide more meaningful season results. Ideally, **classes should be assigned by class designators first, then by PHRF handicap.** When there are **2 or more boats entered with a SB class designator, those boats should race in their own class,** regardless of handicap rating. Wherever possible, boats with **SB designators should not race against boats with C class designator.** The sponsoring race committee should make the most equitable classification that it can given the turnout for a particular race.

NON SPINNAKER CLASS

Non-spinnaker racing is part of the Offshore Circuit and clubs should provide for this interest. If, in the opinion of the race committee, there are insufficient entries to provide separate spinnaker and non-spinnaker class starts, the boats may be started together. Non-spinnaker and spinnaker boats are to be scored separately regardless of mixed start. In case of too few entries to start this class host clubs should notify entrants several days before cancellation or start them with another class.

TROPHIES

One of the drawbacks of smaller classes for host clubs is the cost of trophies. Simple trophies at reasonable cost are very acceptable.

HOSPITALITY

Please try to provide mooring arrangements at the lowest possible cost for boats that are traveling to participate in your race.

ENTRY FEES AND PARTY TICKETS

There is concern among some entrants regarding the cost of race registration. Most skippers are providing party tickets for their entire crew and the cost of a season's campaign is considerable. Please consider these factors when establishing race fees.

COURSES

A variety of courses, given the prevailing conditions, with preferred distance of 10 to 20 miles should be considered.

- Races should be configured so that they can be **shortened if conditions deteriorate.**
- Races should be **conducted in waters navigable by all participants.** If hazards exist stand-off marks should be used.
- Every effort should be **made to delay starts until the prevailing breeze fills in.** (Noon makes sense!)
- If 2 races are scheduled the combined distance of both races should be 10 to 20 miles.
- **The race MUST be run by a US Sailing Certified Club Race Officer.**
- **Distance races should be greater than 40 miles.**