



Caribbean Rating Rule – Sailors & Organisers Guide

January 2014

The Caribbean Rating Rule belongs to the Caribbean Sailing Association (CSA). The rule shall not be used or copied or otherwise distributed without the permission of the owner. This guide is intended to assist **Yacht Owners** who wish to have a yacht rated and **Regatta Organizers** who wish to use this rule for their regattas.

1. General Items

- 1.1. **Administration of the rule** - The CSA will appoint a Chief Measurer, Senior Measurers, Measurers and Trainee Measurers to administer this rule. In order to obtain a Rating under this rule a yacht's owner or captain can contact one of the Measurers listed on the Caribbean Rule Website WWW.CARIBBEAN-SAILING.COM and arrange to have the yacht measured. In addition to measuring yachts Measurers provide the services outlined below.
- 1.2. **Intent** - The intent of this RULE is to handicap fairly the broad variety of monohull yachts which race within the Caribbean region. The rule will compute a RATING (rated length) for each yacht which is intended to be representative of its true speed potential.
- 1.3. **Time on Time Handicapping** - The Rule is a "Time on Time" rule – Each yachts RATING will be converted to a TIME CORRECTION FACTOR (TCF) which will be used to convert her Elapsed Time (ET) for the Race to a Corrected Time (CT). ($CT = ET \times TCF$). Hereinafter the terms "Rating" and "TCF" shall mean one and the same thing.
- 1.4. **Ownership of the rule** - The measurements used, formulae and calculations are the property of the CSA. The CSA may change these at any time.
- 1.5. **Measurement Rule** - The rule – although principally based on actual measurements – may contain some subjective elements if the rule makers feel this is necessary. However these subjective elements will be applied 'across the board' and not to a particular individual yacht in isolation.
- 1.6. **Not a Development Rule** - This rule is not a development rule and it is not anticipated that owners or designers will deliberately seek to exploit the rule so as to artificially reduce the yacht's rating relative to her true speed potential. Where this appears to have been done, the CSA will take appropriate action to negate any unfair advantage.
- 1.7. **Safety Guidelines** - The CSA has in the past issued a set of safety guidelines which form an adjunct to but not a part of the Rule. These safety guidelines or sections of it may or may not be enforced at any regatta at the discretion of the regatta organizing authority. The issuance of a CSA Rating will not constitute any approval or otherwise of the yacht's seaworthiness to take part in any race. The CSA plans to withdraw its safety guidelines in 2015; **however it will retain the safety requirement that yachts shall not race with anchors over the bow.**
- 1.8. **Paperless Rule** - This Rule is a 'paperless rule' and a yacht's only official TCF can be found in the latest computer database. Any paper issued to the yacht is purely a measurement record and does not comprise a Rating CERTIFICATE.



- 1.9. **In the Water Measurement** - The CSA Rule requires an “in the water” measurement and all measurements used can be taken whilst the boat is afloat in the water.

2. Regatta Organisers Guide

- 2.1. **Official Regatta Measurers** - Any regatta using the CSA RULE may, in consultation with the CSA Chief Measurer (CM), appoint and bear the cost of a CSA Measurer as Regatta Measurer whose duties shall include:

- a) Advise the Organising Authority and Race Committee on class assignment.
- b) Review ratings of all entered boats and notify the owner, organizers and the Protest Committee of any errors found.
- c) Be the “authority responsible” referred to in RRS 64.3 and perform any services required under this article from such an authority, provided that the CM has issued the necessary permission for the regatta measurer to perform this role.
- d) Correct errors found as permitted under the CSA RULE and as agreed by the Protest Committee.
- e) Prepare and submit a detailed Measurer’s Report on the regatta.
- f) Any other duties requested by the Organisers that are appropriate to be done by a Regatta Measurer.

2.2. Correcting Ratings during Regatta – Technical Errors

When the Regatta Measurer is satisfied that there is a *technical error* (i.e. typographical, calculation, measuring error, incorrect TCF /sail combination, etc.) in a boat’s current rating at any time during the regatta, he shall notify the relevant authorities including the protest committee. If the protest committee is satisfied that the rating is in error, the measurer shall make the necessary corrections and the scoring shall be adjusted to the new TCF for all races in the regatta including those already sailed.

2.3. Rating Protest

When a rating protest is submitted to the protest committee; that committee will ensure that both the protesting and the protested yachts deposit measurement fees as described under CSA Rule A 3.1. RRS 64.3(d) shall be used to determine which party will pay any measurement fees incurred and which party shall have their measurement fee refunded.

If, as result of a protest on rating, or as a requirement from the race committee a yacht is re-measured to confirm her rating handicap, the following tolerances to confirm her TCF shall apply –

If the protest is solely in relation to the use of incorrect sails, then only the sails need to be measured. If as a result of this measurement the TCF of the yacht changes by ‘more’ than +/- 0.001 then the protest is considered to be upheld and then yacht’s TCF will be adjusted accordingly.

If the protest is of a more general nature and the entire yacht requires to be re-measured then the protest shall be considered to be upheld if the yacht’s TCF differs by ‘more’ than +/- 0.003 from the current TCF and the database will record the new rating.

- 2.4. **The Chief Measurer is the final authority for interpretation of this rule.** In resolving disputes the CM will be guided by the intention of the rule (to provide a fair TCF as stated in para A1.2 above) rather than by the precise wording of any clause or statement. This authority can be delegated to a Regatta Measurer or other senior measurer if necessary.

2.5. Un-measurable Yachts



If a yacht, arriving at a regatta to race, cannot be given a measurement rating because of some abnormality in its dimensions which results in the calculated rating being inapplicable, or which has essential equipment which is not allowed under the rule, the matter shall be referred to the Regatta Measurer (if there is no regatta measurer this shall be referred to the Chief Measurer). The RM/CM shall use his best efforts to arrive at a fair rating for the yacht and may suggest to the regatta organizer that this yacht be given a provisional rating (for this regatta only) to allow it to race. The RM/CM shall have the authority to alter the rating of the yacht during the regatta if, in his subsequent opinion, the initial rating allocated does not truly represent the speed of the yacht.

2.6. Standard Hull Dimensions

Some common classes of racing boats (i.e. J27, J29, Melges 24, Beneteau 40.7) may be given standardised hull and rig dimensions which are recorded in the database as an average of many measurements for that particular type of yacht. In this case only the sails, factors, and miscellaneous information, need to be recorded uniquely in the database, the hull and rig dimensions being the standards. If the measurer suspects that the boat may not be a substantially standard production version, (for example if it has been modified, or stripped out, etc.) he shall measure the boat in the normal way and it will race with the TCF for that specific yacht rather than the TCF assigned to the standardised class.

The CM's approval is required for all boats with standard dimensions and shall allocate which designs may have standard measurements.

From time to time the standard measurements may be modified as more data is collected.

2.7. One Design Class Rating

Certain classes may be designated as "one-design" and each yacht in the class can be given the same CSA rating after it is determined that the yacht is 'Class Legal' by an official CLASS measurer for that class of yacht. The CM will determine the TCF for each one-design class.

2.8. Minimum Dimensions

Regatta Organisers have the right to stipulate minimum sizes of yacht which will be accepted into the class and regatta as a whole. Establishment and control of these minimums is outside the scope of this rule.

3. Yacht Owners Guide

A CSA measurer will advise on preparing the yacht to be measured; may advise on how to obtain an optimal rating; measure the yacht; and enter the data into the rating program. This program will compute the rating of the yacht and also compute several TCFs for varying sail combinations. The Measurer will charge a fee for these services.

3.1. Fees

The measurement fee is made up of two parts: (a) a fee for the administration of this Rule and, (b) a fee to reimburse the measurer for the service provided. These fees are charged based on the overall length of the yacht. Fees will be collected as specified by the CSA from time to time and may be collected by the individual measurer who measures the yacht and who will pass on the administrative portion of the fee to the CSA.

Fees, for year 2014

Complete measurement US\$ 5.00 per ft + \$ 1,00 per ft for certification stamp.

Partial measurement Measurer's hourly rate (this varies) + \$ 1,00 per ft for certification stamp.

Annual Update involving no measurement US\$ 25.00 flat rate + \$ 1,00 per ft for certification stamp.



Each Measurer's hourly rate may differ according to which island he/she is based in.

3.2. Ratings

The measurements taken for the yacht shall be entered in the CSA Rating Programme. The TCFs shown by this software is the current Rating for the yacht. A yacht may only have one current rating. This Database is accessible to all measurers, Regatta Organizers and authorized third parties through an access protocol.

3.3. Rating and Measurement Validation

3.3.1. **Ratings are valid** for one complete calendar year Jan/01 – Dec/31 (Note – Yachts which carry out a first measurement or a change update after 01/Dec of any year will consider to have been measured / certified in the next full calendar year), unless this rating becomes invalid as indicated below.

3.3.2. **Measurements are valid** for five calendar years from first measurement – including the year of measurement - unless they become invalid as detailed in 3.3.3 below. Invalid measurements result in an invalid rating.

3.3.3. **Measurements become invalid when –**

- The boat is sold to a new owner
- Five calendar years elapse, including the year of first measure
- The boat is significantly modified from its measurement datum
- The boat acquires new sails
- If the CM determines that a Rating is invalid

3.3.4. **Re-validation** - When a Rating becomes invalid the owner or agent may request a re-measurement of the yacht. When requested to do this a measurer shall carry out such checks or re-measurement as necessary and shall update the database as appropriate.

3.4. Updating Ratings

When asked to update a rating a Measurer shall carry out whatever checks – up to and including a full re-measurement – that he/she thinks are appropriate to comply with A 1.1. There is an obligation on the yacht's owner/captain to point out any modifications made or other reason why the boat's rating should not be automatically updated. Deliberate failure to do so may result in the yacht's Rating being invalidated by the CM.

A yacht's rating may be updated at any time to accommodate changes made to the yacht, but its rating shall not be updated more than three times in a calendar year without approval from the CM.

3.5. Rating Changes Prior to an Event

There are several alternate TCF's (for different sail combinations) for each rated yacht. A yacht may elect to race with any one of these TCF's, but must declare which TCF/sail combination it intends to use by the deadline set by the Regatta Organizers. The TCF elected to be used cannot then be changed during that specific regatta and only the sail configuration declared may be used for the duration of that regatta.

Any request to alter a rating immediately prior to a regatta, after that yacht's initial registration but before close of registration, shall be put to the RM/CM who shall adjudicate on this matter. Late measurement changes are to be discouraged.

3.6. Re-measurement



A full re-measurement of a yacht shall be undertaken every 5 years or if the current measurements become invalid for any reason (See A.3.4 and A.3.5 above.)

This may also be done at the request of the CM if he/she suspects that the rating may be incorrect, it may also be done at the request of a protest committee as a result of a valid protest.

The owner of the yacht may not request re-measurement by a different measurer in a different territory within the existing rating's measurements validity period (5 years) without specific reason being given and the specific approval of the CM obtained. (i.e. 'shopping around' for best measurement is not allowed.)

3.7. Changes to Valid Ratings – involving subjective factors HF, KF, RF, IAF, etc. (Hull Factor, Keel Factor, Rudder Factor, Internal Accommodation Factor)

A Measurer shall review any request from a yacht for a reassessment of the subjective factors and forward this to the appropriate CM with his recommendations. The CM will set up a review committee of other senior measurers and the measurer of record and shall consider all the relevant facts including the race results of the boat in question and any sister ships. Decisions made by the CM are final.

3.8. Temporary Ratings

Temporary ratings may be issued only for a single regatta and only as a last resort. The measurer must be confident that the rating so issued will stand up to a measurement protest. The rating must be clearly marked as "TEMPORARY" in the database and should include the circumstances requiring its issue in the notes. A Temporary Rating cannot be updated without a full measurement of the yacht.

3.9. Power Assisted Operations

Yachts racing under the CSA RULE may use power assisted winches and may have power assistance for canting ballast, and may use power activated auto steering systems, if they wish. This changes ISAF RRS 52.

3.10. Crew Weights

The maximum weight of the crew is limited to that shown in the database. If this crew weight is exceeded the rating becomes invalid and the yacht is subject to disqualification from that race and/or the entire series. The regatta measurer may, at any time during the regatta, ask for the crew to be physically weighed if he suspects there might be an infringement of the maximum allowed. The regatta organizers can waive this crew weight requirement for specific classes if they so wish.

3.11. Water Ballast

Yachts using water ballast will be allowed to race in CSA scored events.

The maximum available weight – in litres – that the yacht intends to carry must be stated in the database and must be able to be verified by the measurer that this amount cannot be exceeded.

A 'water ballasted' yacht must be measured EMPTY of water in its ballast tanks.

3.12. Owner – Measurer Responsibilities

3.12.1. The OWNER shall be responsible for presenting his yacht for measurement in a condition described above and in a location (Note – a location at a dock is normally preferable) where the water is sufficiently calm to ensure an accurate measurement. The Owner (or his agent) must be in attendance to assist as necessary. The Owner must ensure that there is a suitable dinghy



available. The Owner must make available all sails requiring measurement – or provide appropriate certified data for these sails (from a reputable sailmaker or another internationally recognized certificate).

- 3.12.2. The MEASURER shall ensure the yacht is in a proper condition for measurement as specified below: If the yacht is to be measured Empty then the measurer shall personally check the whole boat from stem to stern including sounding all tanks and bilges to ensure the conditions for Empty (ME) are adhered to. Shortcomings shall be brought to the attention of the owner who shall remove, relocate, or fix all items as required by the measurer in accordance with the RULE.

3.13. Preparation of a Yacht for Measurement

- 3.13.1. A yacht will be 'Measured Empty' (ME) or 'Measured With Gear' (MWG) and will have an allocated "Interior Accommodation Factor" (IAF).

Normally yachts with an IAF factor of 0 or 1 will be measured Empty, whereas yachts with an IAF of 2 or 3 will be measured With Gear. However there are exceptions to this ruling and the measurer will use his discretion and common sense to identify which category is appropriate. Any yacht, not requiring doing so, may elect to measure Empty if they so wish.

Yachts which measure With Gear MUST arrive consistently on the race course with the equipment on board which was on board during measurement. To do otherwise would violate this measurement rule and this will be subject to scrutiny from time to time. Violations will be reported to the Regatta Organizers and the protest committee and may result in penalties imposed by the protest committee and/or a higher rating for the yacht

3.13.2. Measured Empty (ME)

Yachts to be measured empty shall comply with the following:

- a) All permanent FIXED items shall remain on board - this shall include engine and all batteries, floorboards, bunks including fitted cushions, washboards, saloon table, fuel and water tanks (empty), galley fittings and fixtures, spars and standing rigging including mainsheet and halyards, spinnaker pole, mainsail (furled on boom or stowed amidships) and any other permanently fixed items which the yacht may have. If a yacht removes any of these items for racing then it must be declared and the boat re-measured with that item removed.
- b) All LOOSE items MUST be removed. This shall include – sheets, guys etc. toolboxes, all sails with exception of mainsail, personal and household items, galley equipment, food and stores, spares and tackle, anchors and rodes, first aid kit, emergency kit, lifejackets and liferaft, bilges 100% dry, (note – approx. max. 1/3 capacity fuel is allowed to remain), cockpit cushions, biminis, spray dodgers, and all crew personnel. i.e. everything which is NOT a fixed part of the yachts structure.

3.13.3. Measured with Gear (MWG)

A yacht MWG may elect to have some or all of the above on board for measurement with the agreement of the measurer. These items must be in their normal location on the boat, with the exception of sailbags which may be stowed on the saloon floor over the keel. However ALL the items on board for measurement must be on board during all racing and must remain in their normal position.

The quantity of water and fuel (as a % of capacity) shall be recorded in the database. The owner/captain must endeavor to maintain approx. these capacities during a regatta.

Outboard Engine – The owner/captain of any yacht which uses an outboard as its auxiliary power may elect to have, or not have, the engine onboard for measurement. If onboard then it must be stowed amidships immediately aft of the mast heel so that its CG is over the yacht's CG. It must then be onboard and in this position for ALL racing. Some class yachts may not allow an outboard to be onboard for measurement (eg. J24) even if it is used later as the yacht's auxiliary power. The measurer shall ascertain this for any small boats he is likely to be measuring and enter appropriate remarks in the database.

- 3.13.4. **Information Required** - The following information should be readily available for the measurer –
 Owner's Name, Address, Email and Phone number
 Captain's Name, Address, Email and Phone number
 Sail Numbers
 Design Class or Type
 Year of First Launch
 Maximum Draft – from ship's plans or other recognized data sheet
 Minimum Draft – for a lifting keel / centreboarder
 Drawing or photo showing underwater profile of yacht
 Propeller type, Number of blades, With/Without Strut, Retractable, etc.
 Material used in Construction – Hull, Keel and Rudder
 Materials used and Cut Pattern of Sails
 Copies of any existing rating certificates, from any recognized rating authority, including the CSA.
- 3.13.5. **Measurement Location** - To ensure accuracy of measurement, yachts shall move into a sheltered location as designated by the measurer with minimal wind and water disturbance (and a clear space all around the yacht of 1.5m).
- 3.13.6. **Representative in attendance** - The Owner, Captain, or their representative to be in attendance to give assistance as needed.
- 3.13.7. **Dinghy Required** - A small tender or dinghy must be provided for the measurer to take the Freeboard and Overhang measurements
- 3.13.8. **Headsail Measurements** - the Owner must have available the largest headsail he proposes to use for racing (Note – blooper type downwind sails classify as a headsail). If he wishes to take advantage of the "dual headsail rating facility" then he must also select a smaller headsail which will then be shown as his "alternative headsail rating TCF" In both cases he must be aware that he cannot race with a larger headsail than that declared.
- If he has stamped and signed sails from a previous measurement these markings must be available for scrutiny.
- 3.13.9. **Spinnaker Measurements** – The Owner must have available both his largest symmetrical and his largest asymmetrical spinnaker which he proposes to use for racing. Owner's of cruising yachts should be aware that MPS's Gennakers, and similar will (almost certainly) measure as asymmetrical spinnakers and therefore these must be declared and presented if it intended to use these for racing.