



## CSA Rating Rule Vs 2026

January 2026

The CSA Rating Rule (the 'Rule') belongs to the Caribbean Sailing Association (CSA). This Rule shall not be used or copied or otherwise distributed without the permission of the owner.

### 1. General Items

- 1.1. Administration of the Rule** - The CSA will appoint a Chief Measurer (CM), a Chief Technical Officer (CTO), a Chief Administrative Officer (CAO), 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 Sailing Association Website [WWW.CARIBBEAN-SAILING.COM](http://WWW.CARIBBEAN-SAILING.COM) and arrange to have the yacht measured. All queries from Measurers are referred to the CTO who then transmits to the relevant committees and to the CM who will have the final say.  
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** - This Rule is a "Time on Time" rule – each yacht's 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 x 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 are applied 'across the board' and not to an individual yacht in isolation.
- 1.6. Not a Development Rule** - The Rule is not a development rule, and it is not anticipated that owners or designers will deliberately seek to exploit the Rule to artificially reduce the yacht's rating relative to her true speed potential. Where this appears to have been done, the CM 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 formed an adjunct to but not a part of the Rule. However, these have now been withdrawn and the CSA no longer offers safety guidelines.
- 1.8. Paperless Rule** - This Rule is a 'paperless rule' and a yacht's only official TCF can be found on the latest computer database, [www.main.csarule.com](http://www.main.csarule.com). Any paper issued to the yacht is purely a measurement

record.

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

## 2. Regatta Rules

**2.1. Official Regatta Measurers** - Any regatta using the CSA Rule may, in consultation with the CSA CM, appoint and bear the cost of a CSA Measurer as Regatta Measurer (RM) 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, organisers 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 that RRS 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.

When the CTO and RM are the same person, he will refer to a committee comprised of Senior Measurers and the CM.

### 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, the RM shall notify the relevant authorities including the Protest Committee. If the Protest Committee is satisfied that the Rating is in error, the RM 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 be responsible to ensure that both the protesting and the protested yachts deposit measurement fees as described under CSA Rule 3.1 (see below). RRS 64.3(e) shall be used to determine which party will pay any measurement fees incurred and which party shall have the measurement fee refunded.

If, as the result of a protest of a 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 the protest is considered to be upheld and the yacht’s TCF will be adjusted accordingly.
- If the protest is of a more general nature and the entire yacht requires re-measurement 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 Rule 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 Technical Officer). The RM/CTO shall use their best efforts to arrive at a fair rating for the yacht and may suggest to the Regatta Organiser that this yacht be given a provisional rating (for this regatta only) to allow it to race. The RM/CTO shall have the authority to alter the Rating of the yacht during the regatta if, in their subsequent opinion, the initial Rating allocated does not truly represent the speed of the yacht.

## **2.6. Standard Hull Dimensions**

Some common classes (e.g. J27, J29, Melges 24, 40.7) may be given standardized hull and rig dimensions which are recorded in the database as an average of many measurements for that model 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.), they 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 class.

The CM shall determine which designs may have standard measurements. The CM's approval is required for all boats with standard dimensions. From time to time the standard measurements may be modified as more information 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 a Measurer who is qualified to determine this for that class of yacht. The CM shall determine which Measurers can issue one-design certificates and 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. Establishment and control of these minimums is outside the scope of this Rule.

# **3. Yacht Owners Rules**

A CSA Measurer shall advise on preparing the yacht to be measured, 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 compute the TCFs for various sail combinations. The Measurer shall charge a fee for this service.

## **3.1. Fees**

The measurement fee is made up of two parts: (a) a fee to the CSA for the administration of the 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.

Online payment of all or at least the CSA portion of the fees is encouraged. The measurer's portion of the fee may also be paid online or directly to the measurer. The link for online application to pay for and schedule a measurement is <https://caribbean-sailing.com/apply-for-measurement>.

### **Fees, for year 2026**

**Complete measurement** (a) US \$3.00 per foot plus (b) US \$5.00 per foot.

**Partial measurement** (a) US \$3.00 per foot plus (b) Measurer's hourly rate.

**Annual Update** involving no measurement (a) US \$3.00 per foot plus (b) US \$1 per foot with a \$25 minimum.

Each Measurer's hourly rate may differ.

### **3.2. Ratings**

The measurements taken for the yacht shall be entered in the CSA Rating Programme. The TCF 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 portal, [www.main.csarule.com](http://www.main.csarule.com). The rating in the online data base is the rating to be used regardless of any paper certificate produced.

### **3.3. Rating and Measurement Validation**

**3.3.1. Ratings are valid** for one complete calendar year 01 Nov– 31 Oct. (Note – Yachts which carry out a first measurement or a change/update after 01 Nov of any year will be considered 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 Rule 3.3.3 below. Invalid measurements result in an invalid Rating. Note Club ratings are valid 10 years but not valid for international regattas.

#### **3.3.3. Measurements become invalid when –**

The boat is sold to a new owner.

Five calendar years elapse, including the year of first measurement. If the yacht renews her rating in her 5<sup>th</sup> year, before the 5<sup>th</sup> year anniversary, the measurement is considered valid for the remainder of that year, if no other invalidating requirement is true.

The boat is significantly modified since last measured.

The boat acquires new sails.

If the CM or CTO determines that a Rating is invalid.

If the Rating Rule is changed to require different measurements or different ways of measuring.

**3.3.4. Re-validation** - When a Rating becomes invalid the owner or agent shall 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 they think are appropriate to comply with Rule 1.2. There is an obligation on the yacht's Owner/Representative 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 certificate may be updated at any time to accommodate changes made to the yacht and its Rating may be updated twice after the issuance of the original certificate in a calendar year without approval from the CM. Past three certifications, the owner may request a new certificate and if accepted by the CM a new CSA certificate fee will apply (3US\$ a foot plus measurer's fee if required).

### **3.5. Rating Changes Prior to an Event**

There are several alternate TCFs (for different sail combinations) for each Rated yacht. A yacht may elect to race with any one of these TCFs 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 no headsail bigger than that elected 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/ CTO who shall adjudicate on this matter. Late measurement changes are discouraged.

### **3.6. Sail configurations**

Certificates provide up to 8 sail configuration ratings:

The TCF will show as

1. Jib - Jib and Main only
2. Pole – the above plus a POLE for a single jib
3. SEC – the above PLUS a second headsail of rating equal or smaller to the declared headsail, only one of which may be on a pole
4. SPI – the above PLUS a spinnaker – symmetrical, asymmetrical, or both types as declared

Note that free flying headsails tacked on a bowsprit are allowed but MUST be declared on the certificate as reaching sails.

“Code” sails of mid girth over foot ratios greater than 63% are considered as asymmetric spinnakers. Code sails below 63% are to be measured and rated as headsails.

Tack distance of free flying headsails must be measured and a penalty may apply for jib, pol, and sec ratings, but is free for spinnaker ratings.

These four configurations are available for two sets of maximum headsail measurements (not necessarily Lp measurement but the combination of all headsail measurement that governs the rating calculation) for a total of 8 sail configurations per certificate.

Changes between symmetric and asymmetric or both spinnakers require a new certificate issuance and are counted in the 3 total certificates allowed yearly as described in Rule 3.4.

### **3.7. Re-measurement**

A full re-measurement of a yacht shall be undertaken every five years or if the current measurements become invalid for any reason (See Rule 3.3.1, 3.3.2 and 3.3.3 above).

This may also be done at the request of the CTO or CM if he/she suspects that the Rating may be incorrect. It may also be done at the request of a Protest Committee because 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).

### **3.8. Changes to Valid Ratings – involving subjective factors HF, KF, RF, ICF, etc. (Hull Factor, Keel Factor, Rudder Factor, Internal Construction Factor)**

A Measurer shall review any request from a yacht for a reassessment of the subjective factors and forward this to the CTO with their recommendations. The CTO 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. The CTO will refer the conclusion reached by the committee and refer it to the CM. Decisions made by the CM are final

### **3.9. 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.

### **3.10. 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 RRS 52.

### **3.11. 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 they suspect there is an infringement of the maximum allowable. The Regatta Organisers can waive this crew weight requirement for specific classes if they wish.

### **3.12. Water Ballast**

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

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

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

### **3.13. Owner – Measurer Responsibilities**

**3.13.1.** The OWNER shall be responsible for presenting their yacht for measurement as specified in Rule 3.13 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 their 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 those sails (from a reputable sailmaker or another internationally recognized certificate such as ORCi and endorsed IRC).

**3.13.2.** The Measurer shall ensure the yacht is in a proper condition for measurement as specified below. If the yacht is to be ‘Measured Empty’ (ME) then the Measurer shall personally check the whole boat from stem to stern including sounding all tanks and bilges to ensure the conditions for 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 Rule 3.13.

### **3.14. Preparation of a Yacht for Measurement**

**3.14.1.** A yacht will be ME or ‘Measured in Racing Trim (MRT) and will have an allocated ‘Interior Construction Factor’ (IAF). Yachts with an IAF factor of 0 or 1 will be ME, yachts with an IAF of 2, 3, or 4 will be MRT. However, there are exceptions to this ruling and the Measurer will use their discretion and common sense to identify which category is appropriate. Any yacht not required to do so, may elect ME if they so wish.

Yachts which MRT MUST arrive consistently on the racecourse with the equipment on board which was on board during measurement. To do otherwise violates this 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.

### **3.14.2. Measured Empty (ME)**

Yachts 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, 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. A small amount of fuel may remain in the fuel tank. That amount is recorded and the yacht shall maintain that amount of fuel in the fuel tank as a minimum.
  
- b) All **LOOSE** items shall 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, life jackets and life raft, 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 yacht's structure.

### **3.14.3. Measured in Racing Trim (MRT)**

A yacht MRT 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, as measured 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/representative of any yacht which uses an outboard as its auxiliary power shall elect to have, or not have, the engine onboard for the measurement. If on board then it must be stowed amidships immediately aft of the mast heel so that its centre of gravity (CG) is over the yacht's CG. It must then be on board and in this position for ALL racing. Some class yachts may not allow an outboard to be on board for measurement (e.g. J24) even if it is used later as the yacht's auxiliary power. The Measurer shall ascertain this for any small boats they are measuring and enter appropriate remarks in the database.

### **3.14.4. Information Required** - The following information must be readily available for the Measurer –

Owner's Name and Address

Owner's (or ship's) Email address

Captain's Email address

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 / centreboard

Drawing 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.

### **3.14.5. 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).

**3.14.6. Representative in Attendance** - The Owner, Captain, or their representative shall be in attendance to give assistance as needed.

**3.14.7. Dinghy Required** - The Owner, Captain or their representative shall provide a small tender or dinghy for the Measurer to take the Freeboard and Overhang measurements.

**3.14.8. Headsail Measurements** - The Owner must have available the largest area headsail they propose to use for racing. If they wish to take advantage of the “dual headsail rating facility” then they must also select a smaller headsail which will then be shown as their “alternative headsail rating TCF”. In both cases, they must be aware that they cannot race with a larger headsail than that declared. If they have stamped and signed sails from a previous measurement these markings must be available for scrutiny.

**3.14.9. Spinnaker Measurements** – The Owner must have available both their largest symmetrical and their largest asymmetrical spinnaker which they propose to use for racing. Owners of cruising yachts should be aware that MPSs, gennakers, and similar will (almost certainly) measure as asymmetrical spinnakers and therefore these must be declared and presented if they intend to use these for racing. A Code sail with a mid-girth measurement of 63 % or larger is entered into the database as an asymmetrical spinnaker if the yacht does not carry an asymmetrical spinnaker.