

PERFORMANCE INDEX FOR CRUISER DIVISION

PROPOSAL

When recreational cruising and charter boats race on the same course as highly experienced racing crews, standard scoring models often produce disproportionate and unfair time corrections. This issue becomes especially severe in extreme weather conditions—such as very light wind or heavy air.

While elite crews can keep a boat moving efficiently through shifting winds, cruising crews often suffer significant delays due to standard handling limitations. Currently, the Velocity Prediction Program (VPP) calculates results based solely on the boat's theoretical polar data. This setup penalizes cruising entries heavily during wind drops, leading to massive, unrealistic gaps in the final corrected times and creating a sense of injustice among participants.

While some local organizers try to fix this by grouping boats manually or calculating combined scoring sheets, this is not always feasible or mathematically sound.

Therefore, we propose that ORC HQ develops a specific, simplified scoring methodology for the newly proposed "Cruiser" division. This system should incorporate:

1. A Simplified Scoring/Wind Model: An alternative scoring coefficient option that reduces the extreme impact of wind speed variations on corrected times for this specific group.
2. A Crew/Performance Factor Index: A calculated adjustment within the VPP framework that accounts for the operational baseline of standard cruising and charter setups, preventing mathematical "runaways" in corrected times.

RATIONALE

To ensure fair and realistic scoring for recreational sailors, eliminate discouraging time gaps caused by weather fluctuations, and provide a scientifically backed, standardized scoring tool for local event organizers.