

## Aggregate Match Racing Procedures

In the Aggregate series four match racing rounds are sailed on each day. A win earns 2 points, a loss 1, a DNS, DNF or DSQ will earn zero points. The maximum points for any one day is 8. Of the total days scheduled and not canceled or abandoned, 2 days will be dropped by each member. Thus if 8 days are sailed in the year each member will only count their best 6 days.

The racing committee will allow requests for matches to be delayed and sailed out of sequence, but within the sailing day, where a boat becomes unservicable prior to the timer clock being started for a race. If a boat cannot be brought back into service then the club boat may be used at the race officer's discretion.

To determine the draw for matches all the member's boats are listed in order of their total aggregate points, this can be done in advance.

| Name             | Sail No |
|------------------|---------|
| Richard Plinston | 1       |
| Dave Harley      | 10      |
| Ivan Fraser      | 81/84   |
| Gerald Moss      | 96      |
| Ross Carrick     | 34      |
| Bruce Watson     | 33      |
| Geoff McGill     | 18      |
| Geoff Atkinson   | 91      |
| Kevin Whitehead  | 37      |
| Peter Andrews    | 38      |
| Murray Churchill | 32      |
| Paul Goddard     | 7       |
| David Cosgrove   | 53      |
| Charles Martens  | 19      |
| Tom Clark        | 2       |
| Simon Adamson    | 82      |
| Tom McGill       | 88      |
| John Dowler      | 11      |
| Paul Stubbs      | 69      |
| John Goodacre    | 808     |
| Murray Johnson   | 36      |
| Aaron Fowlds     | 79      |
| Matt Bouzaid     | 20      |

For the first day of the series the results of the previous year are used. The boats that are present at 2pm are marked on that list and these are divided off into pairs, each pair then form the first round. This ensures that the two top boats sail against each other and the other races are roughly matched.

If there is odd number of boats then the last boat is made the 2<sup>nd</sup> of the last pair. If another member arrives after the draw is made then he is added as the 1<sup>st</sup> of the last pair if this fills in an odd number, or as the 2<sup>nd</sup> of a new pair. If there are unpaired last matches in rounds 1

and 2, and in 3 and 4, these competitors are sailed as a match race between these rounds so that there are no byes.

For the subsequent rounds the 2<sup>nd</sup> boat of each pair is shifted one position to the left with that of the first pair rotating to the last pair. This should not be written until near the end of sailing the current round so that late arrivals can be catered for.

Using a set of results where the boats are order as in the table, this may result in, say:

Round 1: 1/10 84/96 33/91 37/32 11/6  
 Round 2: 1/96 84/91 33/32 37/6 11/10  
 Round 3: 1/91 84/32 33/6 37/10 11/96  
 Round 4: 1/32 84/6 33/10 37/96 11/91

Each boat will be racing in the first round against one close in total score, then one 2 or 3 places away, then a few more places away in the subsequent rounds. This should give equal challenge to each competitor.

The starting procedure will be the 90 second start with the boats remaining outside the 'tram lines' and forward of the start line until the 60 second mark and then they must go to the course side of the start line and then to be behind the start line, crossing the line before the 40 second mark.

It will be preferred that the race courses be one where the start is made to windward and the legs are windward and downwind. The finish need not be the same line as the start.

Multiple races can be started to be on the course simultaneously. Care should be taken to ensure that boats already racing and boats starting do not interfere with each other. This may be by careful timing of the starts, or it may be by having a start offset from the race course.

For example a start line may be at the extreme leeward end of the pond, the windward mark at the other end, and the downwind mark short of, or to one side of the start line.