



Dragon Flite 95 Regional ranking system to qualify for the U.S. National Championship

1. Introduction

- a. This ranking system has been developed to establish eligibility to participate in events with limited allocations of participation but especially the DF95 NCR.
- b. This system shall be in effect as of [11/13/2020](#).
- c. The system shall run in a continuous rolling cycle beginning fifteen (15) whole months before a restricted event and ending three (3) whole months before the event. (Example: event date is 8/12/2022. 15 whole months would be 5/12/2021. So an event in progress with racing occurring on 5/12/2021 would be eligible for inclusion in the event cycle.)
The three (3) month period before the event is to allow time to finalize the entry list and allow competitors time to make travel arrangements as required.
Depending on event scheduling and the event cycle, there may be overlaps in the qualifying period and some events may count in two qualifying cycles. However, only the most recent home regional champion regatta will be counted and the best of the last two national championships if they fall within the same event cycle. The event cycle can be altered by the DF Executive Board if needed but with the earliest communication possible for skippers.
- d. A skipper may only count four (4) scores from ranking events within a cycle and one (1) score, of the four (4), must be their home regional championship. If the skipper does not participate in their home regional championship a score of zero (0) will be recorded.
- e. A regional director may allow up to two (2) events to count in a skipper's regional ranking from outside the skipper's home region. Those events must have been events recognized as a ranking event within the region they were held or have been a regional or national championship.

- f. A home region is the region the skipper registers with the DF95 National Class Association when receiving a sail number.
- g. A “Region” is as specified by the AMYA regional map subject to modification by the DF-95 Class Executive Board.
- h. AMYA Membership will be required for any AMYA sanctioned event. Non-AMYA entries may be accepted providing the Skipper is properly registered with its National Authority.

2. Ranking Events

- a. A regional ranking event must be approved by a Regional Director with consent from the DF95 Executive Board or with direct approval from the DF95 Executive Board to include the Class Secretary’s support. All National and Regional championships are ranking events.
- b. A Regional ranking event shall consist of two days of scheduled racing (a minimum of four (4) hours racing scheduled on each day) with a minimum of ten (10) yachts participating (unless the Executive Board approves a different format) or a Travelers Trophy (TT) Series with a minimum of four (4) DF95 events contained in an approved TT schedule with each DF95 event having a minimum of ten (10) yachts participating and a minimum of four (4) hours racing scheduled at each DF95 event.
- c. Ranking events in a Region are expected to consist of one (1) annual Regional Championship and multiple club hosted regattas.
- d. The expectation is that each active club in a region will host one (1) ranking event regatta open to all skippers in the region annually.
- e. Ranking events will be scheduled and posted on the AMYA and the DF95 COA websites.

3. Rank Scoring

- a. The best **four (4)** scores, in an event cycle, shall be utilized in the calculation of a skippers regional ranking. If a region hosts four events or less, a regional director may specify up to two additional events, bringing the total to four scores, that will score for their region from another region(s).
- b. The four (4) scores must consist of one home regional and 3 other approved regattas.
- c. Each Regional Director will develop and publish on the DF95 COA website, the ranking scoring system used in their Region.
- d. Below is a ranking point system set forth in the following chart as an *example* that Regional Director may use:

their list of regional representatives **four months before** the Championship. Such a list combined with all 7 Regions will compose the “Waiting List”.

b. Timeline:

- **At least three (3) months before** the National event, the ranking period closes. Entries are accepted for phase one. Waiting List period closes.
- **At least ten (10) weeks** prior to the event, phase one allocation is closed. Phase two is opened.
- **At least eight (8) weeks** prior to the event, phase two allocation is closed. Phase three is open. Late phase one and two entries are accepted if there are open positions.
- **At least six (6) weeks** prior to the event Phase four is opened.

c. Phase one: (At least twelve (12) weeks prior to the event (Closing Date)) The following list of Phase one skippers will be determined:

- The last three (3) National Champions. These competitors shall not count toward the regional allocation.
- The current Regional Champions. These competitors shall not count toward the regional allocation.
- Three (3) additional spots shall be awarded to the host club. These competitors shall not count toward the regional allocation.
- The National Class Secretary may allocate up to three (3) guest places to competitors as an International Skipper, or to skippers that have demonstrated noteworthy dedication and service to the class.

d. Phase two: At least ten (10) weeks prior to the event

- Each regional director shall maintain the region’s ranking list.
- The allocation shall be based on each region’s championship regatta participation total divided by the total of all regional championship participation totals combined.
- All regions shall identify at least two skippers to participate from a region even if no regattas were held, to be determined by the Regional Director.
- **At 8 weeks** prior to the event, phase two allocation is closed

An example based on NCR with 60 spots:

US Nationals allocation per Region

2021 assumed participation in regionals	260	Allocation
Participation in Region 1	25	4
Participation in Region 2	30	5

Participation in Region 3	40	7
Participation in Region 4	25	4
Participation in Region 5	45	8
Participation in Region 6	45	8
Participation in Region 7	50	8
	260	<hr/> 44
Possibly three (3) US Nationals Champions and seven (7) Regional Champions (any spots not claimed will be rolled to phase two (2)		10
Additional allocation to Host Club		3
International and VIP allocation		3
		<hr/> 60

- e. Phase three: At least eight (8) weeks prior to the event
- There is no refund after this phase starts.
 - The remaining available entries will be allocated to regions using the same process as phase two.
 - Late phase one and two entries are accepted first if there are open positions.
 - 6 weeks prior to the event, phase three allocation is closed
- f. Phase four: At least six (6) weeks prior to the event
- remaining openings may be filled from the expression of interest waiting list

Q & A

Regarding 1.c Why a 15-month continuous cycle? The idea is to count one years' worth of events for each annual National Championship. It needs to close far enough in advance of the event to settle the final entry list and to allow sufficient time for competitors to make travel arrangements. If one Nationals is scheduled for September and the following is scheduled for February, there will be an overlap in the qualifying period so some regattas may count toward both. However, every effort should be made to schedule regional regattas so that only one counts. Otherwise, the most recent should count.

Regarding 1.d Why allow a region to count two additional events from another region? There is a potential issue with the smaller regions. Take Region 2, for example, they only have 42 boats so even if they host two events a skipper has no potential to discard an event or make up an event if they are unable to attend one of the scheduled events. By allowing a director to add up to two events from another region it is assured a skipper has ample opportunity to qualify.

Regarding 4.a Regional directors will have a job in the management of the class. They will need to manage the regionals ranking spreadsheet and help communication with the skippers interested in participating at the Championship Regatta.

Regarding 4.b A timeline is needed so the process can be completed, and competitors and organizers can make their arrangements. There are two (2) weeks for each phase which should be enough to settle each phase.

Regarding 4.c Why give the last three (3) national champions a pass to the next Championship? Why should they not count towards a region's allocation? Why allow the host division an extra three spots? Why give spots to International and VIP Skippers?

By passing the past three (3) champions to the next event you assure a highly competitive event. I expect that not all three will be able to attend, but it will bring up the level of competition. The last three tend to be consistently in the top, so by not counting them in the regional allocation it opens the door for a few skippers from the same region to participate. In other words, if there are a few top DF 95 skippers from the same region all that region's allocation will not be hogged by the same few skippers.

Allocating three spots to the host club is a small reward for hosting the big event. In addition, there will be increased local demand due to proximity.

International Skippers add to an event. As an example, the original designers of the DF-95 class may wish to participate. International Class dignitaries may wish to visit. Champions from other countries may want to participate. This gives the Class secretary some flexibility to allow some competitors who may not have an opportunity to participate in the ranking process.

So How do I/we game the system?

Every active club, that can put ten or more boats on the line, has an incentive to host a ranking event to provide their local fleet members an opportunity to put points on the board. The same incentive applies to hosting the Regional Championship. However, only one club gets to do that.

As always attending more than four (4) ranking events will offer you the opportunity to discard your worst scores. However, counting only four (4) events means that you will run into diminishing returns rather quickly. This reduces the incentive to try to travel to many events to improve one's ranking by an exceedingly small increment.

So, what are the drawbacks?

Each regional director will need to keep track of their regions ranking to designate whom from their region can attend. The regional director will also need to designate and help schedule the ranking club regattas in their region. Just a bit of extra trouble...

The large regions have an issue. An example, let us say San Diego has large fleets and can easily turn out 40+ boats for a club event. In Seattle they only can turn out 20 boats for a club event. This gives a point advantage to skippers in the San Diego area. This also might create a situation where travel to San Diego might be needed to have enough points on the table to qualify. This goes against the low cost, limited travel, objective. The solution? Smaller regions, perhaps no larger than a day's drive. So redrawing or regional boundaries is being discussed.

What are the benefits?

-Relatively simple with the biggest issue being the need for regional directors to manage the ranking in their own region.

-A proportional distribution of representation across the U.S.

-Some level of cost control by only requiring participation in one's own Region. Limiting travel costs and time requirements.