



2026 WASZP Games

Scoring Inquiry

Race Date: 2026-03-24

Received: 2026-03-24 21:39 CDT

Request No.: 11

Course: W/L x2

Race No.: 2, 3

Posted Score: 38(TLE), 21

Competitor: Waszp - USA 3087 - Magic Carpet - Zaak Beekman

Scoring Inquiry:

First of all, let me say you guys are doing a great job and I know how much of a pain in the neck GP finishing is to score, I've been on the other side of this myself. I am happy to chat about implementation mechanics and details if it would be helpful. If needed I would even forego sailing the tomorrow, or the rest of the event to help out on the water to get this right, although I would really prefer not to if this can be avoided. This scoring request will have the effect of lowering my total score. I want to do what I can to help make sure we get this right.

GP Finish Scoring

Per SI 12.2.3:

"12.2.3 When the second lead boat is in the vicinity of the final mark for the final time, the finishing line vessel will promptly display the finish flag with one sound. The finish flag will be removed at the end of the finishing window, or when the last boat finishes, whichever is earlier.

All boats that

(i) have completed a lap before the finishing window opens but then fail to finish while it is open, or
(ii) cross the finishing line while the finishing window is open shall be deemed to have finished

irrespective of the

number of laps completed. Their score in the race will be based on the order when they either completed their

last lap or finished, with those having completed more laps finishing ahead of those with fewer laps.

(This

changes RRS 28.1, A4, A5.1 and A5.2)."

To implement this, you need the leeward mark boat to be taking sail numbers as they round, and as if they are finishes. There are a number of scenarios in which they are in fact finishes. Hopefully you have been doing that. The point of this rule is to avoid giving people TLE letter scores. In the W/L x2 (course 1) a sailor needs to round the leeward gate (2s/2p) only once, so long as it is before the finishing window closes, to avoid a TLE. Boats that round the leeward gate once *before* the

finishing window opens (first boat finishes), but do not make it back down to the gate/finish on their second lap are scored as the first group of 1-lappers (behind all 2 lappers). 1-lappers who finish while the finishing window is open, therefore are at the leeward gate (on their first lap) *after* the 1 lappers who turned back upwind before the first finisher finished. So you end up with 3 groups:

1. 2 lappers who finish. These are your race leaders and they are ranked in the order they cross the finish line.
2. After the two lappers are the 1 lappers who crossed the leeward gate on their 1st lap *before* the race leader crossed the gate on their second lap. These boats are scored behind the 2 lappers, in the order in which they rounded the leeward gate. (If they were fast enough they would have finished their second lap within the finishing window and be part of group 1 above.
3. Next there are the 1 lappers who got lapped by the race leader (and some other 2 lappers). These boats will appear on the finish sheet but need to be ranked behind group 1 and 2.
4. Finally, if a boat doesn't make it to the leeward gate *for the first time* before the finish window closes, this boat is in fact scored TLE.

My corrected score

Race 2:

For race 2 I must have just missed out on crossing the line after the finish window closed (judging by my supposed TLE score). However, I sailed the first lap well within the time limit. This puts me in group 2 as described above. Looking at the score sheet, and based on the other boats that were around me, for the entire race, I believe that a) All other boats in the 8.2 fleet successfully sailed 2 laps within the time limits and b) I should be scored under SI 12.2.3 i as I was not able to complete my second lap while the finishing window was still open, but I did successfully complete my first lap before it closed. This would change my score for race 2 from 38(TLE) to 36 (assuming that 3080's DNC is legitimate).

Race 3:

I hope you have the gate rounding list for this one. I sailed only 1 lap this race. I finished while the finish window was open, so this puts me in group 3 as described above. (This corresponds to SI 12.2.3 ii.) There are 10 boats with alleged TLE scores. I do not know for certain, but I am pretty confident that virtually all of these boats should be scored ahead of me as part of group 2 (SI 12.3.2 i) in the order that they rounded the leeward gate on lap 1. There may be other boats in group 3 with me as well. You will need to go look at the gate rounding log to see who, among those recorded as finishing within the time window, only sailed 1 lap (if there is anyone else besides myself—there may not be). If we work on the supposition that I am the only 8.2 boat that got lapped (which is quite likely from what I saw on the course) and that 3080 and 3263 are both legitimate DNCs, this would put my score for Race 3 at 35 *NOT* 21.

I suspect it is rare for you to get scoring inquiries to reduce competitors scores, but the GP Scoring is fundamental to what makes the class so fun and inclusive. The sailors still learning at the back of the pack can get a non-letter score and battle it out between themselves, without having to wait around for ages for them to complete 2 laps. I was under the impression that Martin Evans would be here at this event to help with the training and scoring and was surprised to learn that he won't be making it. I know how complicated this makes scoring, so please let me know how I can help you out.

The Official WASZP Race Management Guide, starting on Page 15 discusses the implementation:
<https://waszp.com/wp-content/uploads/2025/10/Race-Management-Guide-1.pdf>

It is critical that a boat monitors the leeward gate (probably should anchor so that it's not blown around) with someone taking roundings as if they might be finishes. From a scoring perspective, it is most airtight if the leeward mark boat takes every rounding. However, if they will be needed to move marks when the race is over etc, they can take soundings until the the lead boat of each fleet up to the point at which the lead boat for that fleet is about to make their 2nd rounding, and stop at this point. That way the number of laps ends up being 1 + the number of times a sail number appears on the rounding sheet. Boats appearing once on rounding sheet and once on finish sheet are two lappers (group 1). Boats only on rounding sheet are 1 lappers who rounded ahead of the lead boat (group 2). Boats only on the finish sheet are boats that got lapped and rounded after the lead boat (1 lappers, group 3). Boats on neither the finish sheet or the leeward gate sheet are true TLEs.

If you need to reach me, feel free to text or call: 917-797-3239

Thanks again,
Zaak Beekman
WASZP USA President

Witnesses:

Alden Gort (WASZP USA Race Document Czar)

Response:

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