

The Clipper



May 1986

FROM THE REAR

WEDNESDAY NIGHT RACES

1986 Skippers' Meeting

Date : Wednesday, May 7th.
Time : 7:30 p.m.
Location: Club Dining Room.

Come early (6 p.m.) for dinner - we're having a race night menu.

Topics: Division splits.
Handicap system.
Awards.
Race course layout.
Race signals.

* We expect to have copies of the CYA Racing Rules for sale.

First Race

Date: Wednesday, May 14th.
Time: 1st. gun approx. 6:20 p.m.

CYC HANDICAP SYSTEM - WED. NIGHT RACES

We will start the season using the LOR handicap system we have been using for many years. A review of the PHRF rating system vs. LOR will be presented at a meeting to be held at the club on:

Thursday, May 29th.
7:30 p.m.

Club Dining Room. (Dinner will be available prior to the meeting.)

PHRF RATINGS

PHRF measurement application forms are available from Andy Small and Tom Tomblin Jr. Note that the skipper can take the measurements himself and submit the application form to Andy or Tom for review. QCYC has a club membership in the PHRF organization; therefore, rating certificates valid for three years are available for \$19.

Andy Small,
Rear Commodore.

HANDICAP SYSTEMS COMPARED

LOR PHRF Comparison

Class	LOR Rating	Time on Time Factor	PHRF Handicap (SP)	Time on Time Factor*	Change	%
O'Day Tempest	20.6	0.809	243	0.811	up	-
San Juan 24	22.1	0.833	216	0.841	up	1
C+C 24	22.5	0.839	225	0.831	dn	1
Alberg 30	22.5	0.839	222	0.834	dn	1
Nonsuch 26	22.9	0.845	183	0.881	up	4
Santana 525	23.1	0.848	177 e	0.888	up	4
Redwing 30	23.1	0.848	192	0.870	up	3
C+C 25	23.3	0.851	219	0.838	dn	2
Kelt 7.6	23.9	0.860	222	0.834	dn	3
Mirage 26	24.0	0.861	219	0.838	dn	3
C+C 27-1	24.0	0.861	198	0.862	up	-
Corvette	24.0	0.861	183	0.881	up	2
Shark	24.2	0.864	232	0.823	dn	5
J 24	24.6	0.870	171	0.896	up	3
C+C 27-2	24.7	0.871	186	0.877	up	1
Hughes 31	25.0	0.876	180	0.885	up	1
Viking 28	25.1	0.877	186	0.877	-	0
Niagara 26	25.2	0.878	180	0.885	up	1
Grampian 26	25.3	0.880	219	0.838	dn	5
Catalina 30	25.5	0.883	183	0.881	dn	-
C+C 29	26.5	0.896	174	0.893	dn	-
C+C 32	26.9	0.902	153	0.921	up	2
Alberg 37	27.5	0.910	168	0.900	dn	1
Nonsuch 30	27.7	0.912	144	0.933	up	2
C+C 30	27.7	0.912	168	0.900	dn	1
CS 33	28.8	0.926	144	0.933	up	1
Niagara 35	29.2	0.932	165	0.904	dn	3
C+C 34	29.6	0.937	141	0.937	-	-
Nonsuch 36	31.7	0.962	144 e	0.933	dn	3
Hughes 38	31.7	0.962	141	0.937	dn	3
C+C 35	32.0	0.966	111	0.982	up	2
C+C 36	32.5	0.972	129	0.955	dn	2
Elite 37			102	0.997		
C+C 40	35.8	1.009	84	1.026	up	3
C+C 41			90	1.016		

e - 1986 PHRF Lake Erie (All others are 1986 PHRF Lake Ontario)

* - PHRF Time on Time Factor = 685.411

x .896

ASP + 514.411

Note: Selected regional PHRF (SP) Handicaps were adjusted at the 1986 PHRF Lake Ontario meeting by up to 1 % of the time-on-time factor which would be 1 minute in a typical Wednesday race of one hour and forty minutes in duration.

Actual adjusted PHRF (ASP) Handicaps may vary up to 5 % or 5 minutes on a typical corrected time. The MOSS factor reflects the skipper's and crew's perceived proficiency.

SP's are subject to review at least every year by a vote of delegates to PHRF meetings. The PHRF Chief Handicapper provides the predicted speed potential (CKSP) as a guide. In one case CKSP=203, but SP=183. Here, SP could be appealed based on CKSP. I have the PHRF program running, which calculates CKSP. Inputs are J, I, E, P, LOA, LWL, DISP (LBS.), BEAM, DRAFT, KEEL LENGTH at .5(DRAFT).

Each yacht is assigned an individual ASP which reflects differences in equipment and the MOSS factor. In this way PHRF is comparable to the "low net" scoring system in golf. If a sufficient number of QCYC racers want to try PHRF, one alternative to consider is to award two sets of prize flags; one using PHRF "low net" results based on skipper and crew skill plus equipment potential, and another set of prize flags using LOR "low gross" results based solely on equipment potential. Remember that the PHRF (ASP) handicaps for two yachts of a given class (say two Alberg 30's) may vary giving as much as 5 minutes difference in corrected time for a 100 minute race in which the elapsed times of the two Alberg 30's are almost identical. Our Club racing experience with one design and LOR divisions has seen five yachts finish within 5 minutes corrected time.

Here is some additional background to consider in reviewing our rating system.

LOR, like the International Offshore Rule (IOR), the Midget Ocean Racing Club (MORC), and the Measurement Handicapping System (MHS), takes hull, sails and equipment measurements and calculates a rated or modified waterline length. The length of wave made by a yacht depends on this waterline length. As larger, longer waves move faster so do higher rated yachts. The LOR rule was developed by George Cuthbertson, cofounder and designer of C+C Yachts, as an inexpensive alternative to other rules for which measurement costs can be in the hundreds of dollars.

PHRF, unlike the above four systems, rates not only the hull, sails and equipment, but also the skipper and crew. As a skipper and crew become more proficient their PHRF handicap is lowered (reflecting higher speed potential). This may occur as frequently as every six months. "What we found" said Jim Foyer, past president of US PHRF, "is that you're never wrong if you can change your mind".

The LOR rule forms part of the constitution of the LOR Association, and can only be altered as provided in the constitution by a vote of certificate holders. Copies of the LOR constitution are available to those wishing more detail.

PHRF is a decentralized system which originated south of the border in California where an inexpensive alternative to IOR was not available. The PHRF handicap for a given type of yacht can vary from region to region, district to district and club to club depending on such factors as the perceived proficiency of its skippers and crews and typical local wind and current conditions. Because good judgement is required in estimating the MOSS factor and other performance indicators where limited statistical data are available, some groups using PHRF assign this duty to a committee which should meet regularly. PHRF depends on a considerable volunteer commitment without which handicap adjustments would not be possible. In considering adjustments committees refer to various sources of information including IOR, MORC and LOR ratings, CKSP's, FWSP's, race results and US PHRF regional handicaps which are issued each year.

Some interesting observations may be noted when reviewing the US PHRF regional handicaps. In ten regions ranging from Lake Erie to Southern California, the Niagara 35 rates faster than the Niagara 31 except on Lake Ontario and off the coast of Nova Scotia. The Nonsuch 30 rates faster on Lake Ontario than on Lakes Erie, Huron, Michigan and Superior and actually rates on Lake Ontario the same as a Nonsuch 36 on Lake Erie (no handicap is recorded for a Nonsuch 36 on Lake Ontario as of February 1986). Perhaps these variances can be explained by the number of yachts handicapped which, for many classes, was only one or two per region as of February 1986.

Under PHRF a skipper/owner may appeal his/her ASP up through the club committee, district committee which in our case would be Toronto West, and ultimately to the regional committee PHRF Lake Ontario. There, discussion and debate takes place, a motion is proposed and seconded and a vote of delegates taken to or not to adjust the regional handicap for a given class or subclass of yacht (i.e. C+C 32 and C+C 32 shoal draft).

In summary, PHRF differs from measurement rules in that volunteer committees at the club, district and regional level in regions all over North America evaluate performance and generate handicaps. It is interesting to note that the comparison of PHRF regional numbers with LOR shows reasonable agreement in most cases and in some cases closer agreement than between SP's and ASP's.

As requested by the Rear Commodore this brief report is made here. It is merely intended to stimulate further study and discussion on the very involved topic of ratings and handicaps. What QCYC racers have to do at the meeting on May 29, 1986 is to consider and possibly recommend to the Rear Commodore which system(s) to use for Wednesday evening racing.

Kevin Loughborough

Thanks, Kevin (VELEDA III)

NOTICE OF SPRING GENERAL MEETING

Take notice that a General Meeting of members will be held at 7:30 p.m. ^{FRIDAY} May 23rd, 1986, at:

THE GREAT HALL
QUEEN CITY YACHT CLUB
ALGONQUIN ISLAND

For the following purposes:

1. To receive reports of the directors and committee chairmen.
2. To transact such other business as may properly be brought before the meeting.

Brian King,
Secretary.

