

Northport Bay Yacht Club

2024 Racing Program

The 2024 Racing Program will include eleven Saturday afternoon Applebee series races and eleven Tuesday evening Sutton series races.

Start times: The start time for the Applebee series is generally 1 PM. For the Sutton series, the start time is generally 5 PM. Start times are subject to change based upon weather conditions and other potential marina activities.

Approximately 4 hours prior to each race, a text message will be sent to all racers with the time and course for that day's race. Occasionally, a start time or course may have to be adjusted due to a substantial change in conditions and will be announced via a text message sent at least 15 minutes prior to the scheduled start on VHF Channel 72.

For Saturday/Applebee series, Glenn VanOtteren (616-450-3674) will be doing the scoring.

For the Tuesday/Sutton series, Mike Cann (415-308-3418) will be doing the scoring.

Accordingly, please be sure to text your finish time to these individuals as soon as is safely possible, and please be sure to include Mike Finazzo in these texts. When you submit your time, please simply indicate the clock time that you finished, rather than your elapsed or corrected time.

A complete list of all the skippers' phone numbers is included in the attached document, "NBYC Racing Directory...".

Spinnakers: The Race Committee allows spinnakers to be used for both the Applebee Series and the Sutton Series. Each skipper must "opt in" to use a spinnaker for a given race. If a skipper uses a spinnaker during a race, the skipper must text the racing communication text to opt in for a spinnaker use when reporting the boat's finishing time. Failure to opt in when using a spinnaker during a race can result in a DSQ. This will apply to both Applebee and Sutton race series. We will use two different PHRF handicaps – the Base PHRF ("Base Handicap") for those racing with a spinnaker (including asymmetrical, drifter, traditional spinnaker with a pole, etc.) or the non-Spinnaker handicap "NSHCP" for those racing without a spinnaker. The Base PHRF (when using a spinnaker) is generally 5-15 seconds per mile higher than the NSHCP (see attached NBYC 2024 season initial handicaps).

Scoring Methodology: NBYC has used the Time-on-Time (TOT) scoring methodology rather than Time-on-Distance since 2018. TOT uses each boat's PHRF ratings and calculates time corrections as a percentage of elapsed time (actual time from race start time to finish time) as follows: Corrected time = Elapsed time X 650/(550 + PHRF). (Please see the attached article "Racers Guide to Time-on-Time scoring to brush up on the potential advantages of TOT scoring).

Pursuit races: Importantly, based upon feedback from last year, there is a desire to continue to conduct a portion of the season's races as pursuit-style races, alternating with standard mass start races. As there will be eleven Saturday races this season (Race #1-11), we will conduct standard style races for the "odd" numbered races (Race #1, 3, 5, 7, & 9), and pursuit-style races for the "even" numbered races (Race #2, 4, 6, 8, & 10). However, we will hold judgement on Race #11 (Finton Cup) until that week of racing, at which time we will decide whether to host a standard mass start vs. a pursuit-style race.

Furthermore, based upon the strong desire for sailors to precisely know whether their boat has won or lost at the finish line of a pursuit-style races (first over the line), this will require that we use Time-on-Distance scoring methodology, as it is impossible to determine the staggered starting sequences without knowing the time it will take for the first boat to finish (which is a requirement for TOT scoring). Since we won't ever know that duration of time in advance, we therefore can only use TOD scoring for pursuit-style races.

PHRF Handicapping Ratings: A boat's original PHRF rating had been adjusted dating back to 2018 from the national standard based upon certain characteristics of the boat. Factors that were involved in adjusting the standard PHRF rating included the following:

Presence of roller furler: + 3 sec/nm

Propellor type:

2-blade solid propellor exposed; + 6 sec/nm

3 or more blade folding prop; + 3 sec/nm

3 or more blade fixed prop; + 9 sec/nm

Overlapping jib:

<= 155%; 0 sec/nm

>155 – 170; -6 sec/nm

> 170%; -9 sec/nm

Golf Handicaps: Over the past several years, a boat's originally assigned PHRF rating has been adjusted after each race based upon the performance of that boat, relative to the others. This mechanism adds or subtracts time from the boat's handicap based on how each boat finished. This is called a "golf" handicap adjustment, since it adjusts the handicap slightly after each race. The amount of adjustment is calculated by designating a reference boat, which is the boat that finishes about 40% from the first place. If there are more boats racing, then the reference boat is further down in the order among the fleet. For a specific example, if there are eight boats racing, the reference boat is determined to be the third boat to finish. That boat's corrected race time, measured by "seconds per mile" is using as the reference time. Then, the difference between each boat's corrected finish time and the reference boat's corrected finish time is calculated. Boats with corrected time that is less than the reference boat, get a subtraction from their handicap while boats with corrected times more than the reference boat get an addition to their handicap, equal to 10% of the time per mile difference (this will apply both the Saturday Applebee Series and the Tuesday Sutton Series races). There is a maximum adjustment that can be applied, and this is equal to no more than +/- 3 seconds per mile per race. Separate handicaps are maintained for Applebee and Sutton's race series.

Attached is the Race Committee 2024 Handicapping Sheet "NBYC Racing Directory & Starting PHRF Ratings" for each of the Applebee & Sutton Series. This document shows the values of the BASE and NSHCP PHRF ratings. From the start many years ago, the race committee had used the New England PHRF data base to obtain the BASE and NSHCP handicaps (where available). At the start of 2023, we used a hybrid PHRF from the three previous years to determine the seasons' starting PHRF for each boat. For 2024, the starting PHRF will simply be a continuation of the season ending PHRF from 2023. This takes advantage of all the yearlong handicapping that was done throughout the past year, to bring all the boats closer together in terms of calculated performance.

Season Championships: There will be two championship series again in 2024. There will be standings scored for both the Sutton series (Tuesday nights) and the Applebee series

(Saturday). Scoring is as follows: Every boat to start a race receives 1 point for participation. In addition, boats finishing in the top five positions of each race will receive additional points as follows: 1st place receives 5 points, 2nd place receives 4 points, 3rd place receives 3 points, 4th place receives 2 points, and 5th place receives 1 point.

As an example, the boat finishing in first position on corrected time will earn 6 points for that race. For both series, the boat with the most points at the end of the season is the Series Champion. There will be two (2) mandatory “throw out” races in each of the 11-race series. Said another way, a boat will be scored by the total of its’ best nine races of the series. If for some reason there is a cancellation of a single race, then the season score will be derived from the boat’s best eight races.

No extra points will be awarded for participation in special events.

Collins race championship: New to this year, the race committee has decided to host an additional series within the Applebee race series. The intent here is to keep as many racers interested in entering as many races as possible throughout the season. For those that can’t attend all the Applebee series races, there will be an additional “Collins series champion” determined by taking the best score from a smaller number of races. The Collins series will consist of six races, those of which are determined by the skipper of each boat. They must declare in advance of the Saturday race if they wish for that race to be scored as a Collins series race. There will be one “throw-out” race within the Collins series, so only the best five races will be included in the season ending score.

Please contact me, Glenn, if you have any questions or comments on PHRF ratings or scoring.

Race Dues: Annual membership dues for NBYC are \$25/year.

Annual racing dues are an additional \$125/year, for participation in all season races. Dues can be paid as follows:

- 1) Venmo: “@Glenn-VanOtteren” (last four 3674)
- 2) PayPal: “@lungdocgvo”, or
- 3) Personal check addressed to “NBYC”; mailed to Glenn VanOtteren at 1600 Beard Drive, SE, Grand Rapids, MI 49546.

Contact info: Glenn VanOtteren, lungdocgvo@aol.com, 616-450-3674

Race Marks and Course Data: All the buoys and race marks are in place. Their locations are verified and listed as follows. In addition, some standard courses are listed below, with course and heading data for your review.

Start/Finish line (mid-position) (30 ft.):	N45 ⁰ 07.746’ – W085 ⁰ 36.593’
Timber Shores mark (38 ft.):	N45 ⁰ 06.442’ – W085 ⁰ 35.486’
Gull Island South mark (54 ft.):	N45 ⁰ 05.519’ – W085 ⁰ 34.087’
Gull Island SE shallow offset mark (15 ft.):	N45 ⁰ 05.874’ – W085 ⁰ 33.776’
Navaid #6 (58 ft.):	N45 ⁰ 07.682’ – W085 ⁰ 35.161’

Navaid #4 (28 ft.): N45° 07.693' – W085° 33.997'

Navaid Bell Buoy #2 (35 ft.): N45° 07.723' – W085° 33.139'

Eastport Navaid #3: N45° 08.126' – W085° 26.203'

Communications: Please always monitor channel 72 for possible changes to course design, start time, or mid-race course shortening.

SUTTON AND APPLEBEE SERIES COURSES

Sutton Series Courses:

Long: 5.0 nm

Short: 3.8 nm

Short Sutton Series (Tuesday) (3.8 nm)

South Start (Counter-Clockwise)

Start/Finish line: Course 154° for 1.5 nm

Timber Shores: Course 016° for 1.3 nm

Red Nun #6: Course 279° for 1.0 nm

Start/Finish:

East Start (Clockwise)

Start/Finish line: Course 099° for 1.0 nm

Red Nun #6: Course 196° for 1.3 nm

Timber Shores: Course 334° for 1.5 nm

Start/Finish:

Long Sutton Series (Tuesday) (5.0 nm)

South Start (Counter-Clockwise)

Start/Finish line: Course 154° for 1.5 nm

Timber Shores: Course 045° for 1.7 nm

Red Nun #4: Course 277° for 1.8 nm

Start/Finish:

East Start (Clockwise)

Start/Finish line: Course 097° for 1.8 nm

Red Nun #4: Course 225° for 1.7 nm

Timber Shores: Course 334° for 1.5 nm

Start/Finish:

Applebee Series Courses:

Standard/Long: 7.6 nm

Medium: 6.9 nm

Short: 6.1 nm

Standard/Long Applebee (Saturday) (7.6 nm)

South Start (Counter-Clockwise)

Start/Finish Line: Course 147° for 2.8 nm

Gull Island South: Course 037° for 0.5 nm

Gull Island SE Offset: Course 018° for 1.9 nm

Red Bell Buoy #2: Course 276° for 2.4 nm

Start/Finish Line

East Start (Clockwise)

Start/Finish Line: Course 096° for 2.4 nm

Red Bell Buoy #2: Course 198° for 1.9 nm

Gull Island SE Offset Mark: Course 217° for 0.5 nm

Gull Island South: Course 327° for 2.8 nm

Start/Finish Line

Medium Applebee (Saturday) (6.9 nm)

South Start (Counter-Clockwise)

Start/Finish Line: Course 147° for 2.8 nm

Gull Island South: Course 037° for 0.4 nm

Gull Island SE Offset Mark: Course 000° for 1.9 nm

Nun #4: Course 274° for 1.8 nm

Start/Finish Line

East Start (Clockwise)

Start/Finish Line: Course 094° for 1.8 nm

Nun #4: Course 180° for 1.9 nm

Gull Island SE Offset Mark: Course 217° for 0.4 nm

Gull Island South: Course 327° for 2.8 nm

Start/Finish Line

Short Applebee (Saturday) (6.1 nm)

South Start (Counter-Clockwise)

Start/Finish Line: Course 154° for 1.6 nm

Timber Shores: Course 058° for 2.1 nm

Red Bell Buoy #2: Course 276° for 2.4 nm

Start/Finish Line

East Start (Clockwise)

Start/Finish Line: Course 096° for 2.4 nm

Red Bell Buoy #2: Course 238° for 2.1 nm

Timber Shores: Course 334° for 1.6 nm

Start/Finish Line