

Northport Bay Yacht Club 2025

Commodore Notes

Can you believe it?

Summer is just a few days away.

Racers Get Ready!

Reminder:

Race Committee Chairperson Bill Allen and Glenn VanOtteren have prepared the following results from the winter race committee meetings:

Thanks to Glenn and Bill's efforts we have exciting information regarding this season. A quick note, The Collins series is now a series based on our boat's actual PHRF ratings and will be scored concurrently with the Applebee series. The Applebee series will remain our honored golf handicap scoring system. All racers will be encouraged to have their boat PHRF rated, please see the website for the complete racing details. Flags will again be awarded weekly in the Applebee series.

POINTS FOR PLACING AND PARTICIPATION

5 points for 1st (+1 Race/Event Participation Point), 4 points for 2nd (+1 Race/Event

Participation Point), etc. through 5th place. All other finish positions will be awarded "1 Race/Event Participation Point".

POSTING RACE INFORMATION; Flyers promoting our club racing to be posted at or near the visitors' center, captains lounge, Bath House entry points. Perhaps at the Harbor Master facility as well?

Please see the following information for the race schedule.

northportbyc.org

It's always a great day in Northport on the Bay

Northport Bay Yacht Club

The 2025 Northport Bay Yacht Club race series schedule is listed to the right.

The Sutton Series (Tuesday) race start time is 5:00 PM just outside the Marsten Dane Marina.

The Applebee Series (Saturday) race start time is 1:00 PM just outside the Marsten Dane Marina.

If you'd like to be a crew member on a boat, enter your sailboat into the races join the Yacht Club we welcome your interest.

Contact

Mike Finazzo 269-207-1953

or

Bill Allen 616-881-6414

It is our desire that all enjoy the wonderful gifts that Northport Bay has to offer.

Mike Finazzo, Commadore 2025

Sutton Series

JUNE 17TH
JUNE 24TH
JULY 1ST
JULY 8TH
JULY 15TH
JULY 22ND
JULY 29TH
AUGUST 5TH
AUGUST 12TH
AUGUST 19TH
AUGUST 26TH

Applebee Series

JUNE 21ST
JUNE 28TH
JULY 5TH
JULY 12TH
JULY 19TH
JULY 26TH
AUGUST 2ND
AUGUST 9TH
AUGUST 16TH
AUGUST 23RD
AUGUST 30ST Finton Cup



Annual Dues remain the same,

\$25 for renewal

\$50 for new membership (this includes a club burgee).

The race dues have increased to \$175 as the cost of flags continues to increase.

Mail your dues to:

Glenn VanOtteren

1600 Beard Dr SE

Grand Rapids, MI 49546



Check made out to Northport Bay Yacht Club

Please review the racing information below:

Time on Time Scoring for PHRF®

by John Collins

August 2011

The vast majority of handicap racing in North America is scored by the Time on Distance (TOD) method.

Here a fixed time allowance, based on the length of the course, is used to compute the corrected time. An

The advantage of TOD is that is simple and you can tell exactly where you stand at any point in the race.

In Europe the Time On Time (TOT) scoring method is popular. Here the time allowance for a given race depends on the time of the race. The reasoning being that smaller boats are at a disadvantage if the race is a slow race if the time allowance doesn't change to account for the conditions of the race. This TOT method is only slightly harder to understand than TOD as the allowance at any point in the race can be affected by a change of conditions later in the race.

Over the past few years a number of PHRF fleets have started using TOT scoring. It has been found to help some when there is a very large handicap spread in a class or if the race conditions are "abnormal".

The following is a TOT conversion formula that is commonly used to convert the standard PHRF TOD handicap into a TOT Time Correction Factor (TCF).

A

TCF = -----

B + PHRF

The denominator, B + PHRF, is the number of seconds it takes to sail a nautical mile in the expected conditions. Another way to look at it is that the denominator divided into 3600 is the average rhumb line

boat speed in knots. Here are some commonly used B factors:

B Factor When Used

480 Heavy Air or all off the wind

550 Average conditions

600 Light air or all windward work

There are no hard and fast rules for selecting the B coefficient. Basically, the lower you select it, the more favorable it will be to the slower boats.

The numerator, A, is merely a coefficient that makes a “nice” looking TCF. Select it so that the TCF for the middle of the fleet is about 1.000. The A coefficient has absolutely no effect on the corrected finish order.

Changing it will only affect the various margins. Thus if your middle handicap is about 100 and your conditions are average, then the TCF formula would look like the following:

650

TCF = -----

550 + PHRF

To get the corrected time, simply multiply the elapsed time by the TCF.

TOT scoring is not a cure-all for all the inequities of handicapping. TOT scoring will not turn a fleet upside down. It usually does not affect the top boats. It usually moves the boats in the middle around a little. If the handicap spread in a class is large, it will tend to tighten things up a bit.

Understanding Your Handicap

MWPHRF issues handicap certificates that are valid for the remainder of the calendar year in which they are issued (the year is displayed as part of the title on the certificate) unless superceded by a more current (updated) certificate.

Your MWPHRF handicap certificate contains four different handicaps: BHCP, HCP, NSHCP and DHCP. The BHCP handicap value is calculated by the technical committee within MWPHRF and is voted upon by the entire MWPHRF Council. The others are derived from the BHCP. Let's delve into each of these handicap values in more detail...

BHCP

This is the "base handicap" for the standard version of the the model of your boat. When the BHCP value is calculated, it is assumed that the boat will be sailed in wind conditions of 8-12 knots. How it is determined is described in detail [here](#).

HCP

This is the unique handicap assigned to your boat by the MWPHRF Council. It reflects all of the differences between how your boat is setup and sailed vs. the standard version of your boat. Many factors are analyzed, including hull modifications, rig modifications, sail sizes, etc. How the HCP value is determined is described in detail [here](#).

NSHCP

This the non-spinnaker handicap and is used whenever your boat is sailed in a non-spinnaker division (frequently referred to as JAM or jib and main). The difference between your HCP and NSHCP value is described in detail [here](#).

DHCP

The Distance Handicap or more correctly the random course handicap is recommended to be used for:

1. Closed course races where less than 40% of the race is a true tacking to weather beat and/or 40% is not a true run.
2. Random course races with fixed mark placement. Example: Sunday afternoon series 10-mile triangle course using fixed marks.
3. Distance or point to point races regardless of length.

For most boats, the DHCP is equal to the HCP. Several factors are used to determine if the DHCP should be different from the HCP. They are described in detail [here](#). DHCP adjustments are always negative, hence a DHCP is always less than an HCP.

I'm Looking forward to seeing you all this summer.

Mike Finazzo, Commodore 2025