

Northport Bay Yacht Club

2026 Racing Program Summary

The 2026 Racing Program will include eleven Saturday afternoon (Applebee/Collins) series races and eleven Tuesday evening (Sutton series) races. Please visit our web page for additional content and references: <https://northportbyc.org>

This reference will provide additional details of the race dates. Briefly, the first Sutton Series race will be held on Tuesday, June 23. The first Applebee Series race will be held on Saturday, June 27. There will be no scheduled races after the Labor Day holiday.

Start times: The start time for the Applebee series is generally at 1 PM (Standard mass starts). 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, but the planned start times will be sent to all participating yacht captains no later than the day prior to the race date, with further updates by text on the day of racing. As there currently is no established race committee, each captain is expected to utilize the national atomic clock as the source of truth in timing. The atomic clock can be referenced here:

<https://www.time.gov>

For pursuit style races, there will be an email and/or text sent to all racers prior to the race showing the specific start time for each yacht, which is calculated by using the course length and the specific yacht handicap. For these races, each yacht will have its own unique start time.

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. A race is considered official for all boats if the first boat finishes within 2 hours (Tuesdays) or 3 hours (Saturdays). If a boat does not finish in this allotted time, then the race will not be scored. Those who start the race will receive one point.

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

For the Tuesday/Sutton series, Mike Cann (415-308-3418) will be managing 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 (Hours:Minutes:Seconds) that you finished, rather than your elapsed or corrected time.

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

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 attachment, "NBYC 2026 season initial handicaps").

Scoring Methodology: NBYC has used the Time-on-Time (TOT) scoring methodology rather than Time-on-Distance (TOD) since 2018. TOT scoring uses each boat's PHRF rating and calculates time corrections as a percentage of elapsed time (actual time from race start time to finish time). Please refer to the "Time on Time Scoring for PHRF" and "Racers Guide to Time-on-Time Scoring" documents for further reading (see attachments).

For TOT scoring, a "Time Correction Factor" formula is utilized. The formula is as follows:

$$\text{Time Correction Factor (TCF)} = (\text{Factor A}) / (\text{Factor B} + \text{PHRF}).$$

Where;

PHRF rating: The handicap assigned to the yacht for that race (Non-spin vs. Spin)

Factor A: A coefficient derived for each race to make the TCF average for the race equal to 1.0, based upon the average of all participating yacht's PHRF ratings.

Factor B: A coefficient based upon race factors, usually wind strength.

Heavy air (6 kts or less) = 480

Average wind (7-12 kts) = 550

Light air (13 kts or more) = 600

When using TOT scoring, the TCF is multiplied by the boats actual elapsed time for the race to determine the Corrected Time

Corrected Time = Elapsed time * TCF

Pursuit races: Importantly, based upon feedback from previous seasons, there is a continued desire to conduct an increasing 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 mass start style races for the "odd" numbered races (Race #1, 3, 5, 7, 9, & 11), and pursuit-style races for the "even" numbered races (Race #2, 4, 6, 8, & 10). We reserve to adjust the race style based upon ongoing feedback throughout the season.

Furthermore, based on the strong desire for sailors to precisely know whether their boat has won or lost at the finish line of pursuit-style races (first place, second place, etc. over the line), it will be necessary to use the Time-on-Distance scoring methodology for pursuit-style races. Accurately determining the staggered starting sequences would be impossible without knowing the exact elapsed time for the first boat to finish, which is a requirement for TOT scoring. Since the duration of that time will never be known in advance, TOD scoring must be used for pursuit-style races to experience race position/results as the boats are finishing.

Finally, for the purpose of applying the golf handicap adjustment to the next week's race, corrected times for each boat will be simultaneously calculated using TOT to determine golf handicap changes for the next race. This calculation will not affect the result of the pursuit race but will continue the constantly adjusting golf handicapping process in the same manner it is carried forward after each standard-style race (non-pursuit races). This is the reason why it remains important to submit your actual finish time for ALL races, regardless if it was a pursuit-style race, so that we can continue to modify the golf handicap for each boat after each race.

Performance Handicapping Racing Fleet (PHRF) Ratings: Each yacht has a standardized region-specific handicap rating which is based upon multiple characteristics of the yacht. For 2026, to recalibrate the handicapping within the fleet and to provide visibility among all teams, it is highly encouraged that all captains obtain a formal Midwest PHRF handicap rating prior to the beginning of the season. This does not need to be done every year, but we suggest that an official rating would be adequate for at least 3 years. For a fee of just \$30, a rating can be determined for your vessel, but it will require that you submit several measurements from your boat and sail inventory for this to be completed. We now have a total of 7 boats who have an active PHRF rating certificate. Their formal rating documents are attached for your review (see attached) and may serve useful as you go through this process. Please contact either Glenn VanOtteren (616-450-3674) or Bill Allen (616) 881-6414, to have them assist you, if desired.

The Midwest PHRF website is listed here: <https://www.mwphrf.org>

If you do not wish to pursue a formal rating with Midwest PHRF, feel free to submit any reference documents that can be useful to assign a rating for your boat. Sometimes this can be obtained by reviewing a formal rating from a "sister boat", which shares the same manufacturer/model/characteristics as your own boat.

Additional adjustments to a rating can occur based upon additional factors such as 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 (since 2018), a yacht’s originally assigned PHRF rating has been adjusted with 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, as decided by the race committee. Separate handicaps are maintained for Applebee and Sutton’s race series.

Additionally, the golf handicap is applied to either the Base rating (DHCP/with spinnaker) or NSHCP (non-spinnaker), but not both, based upon whether the racer utilized their spinnaker in that race.

Attached is the Race Committee 2026 Handicapping Sheet “NBYC Racing Directory & Starting PHRF Ratings” for each of the Applebee & Sutton Series. This document shows the values of the BASE (DHCP)(used for those boats flying a spinnaker) and NSHCP (non-spinnaker) 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 2026, the starting PHRF will simply be a continuation of the season ending PHRF from 2023, 2024 & 2025. This takes advantage of utilizing many races worth of handicapping inputs to ultimately bring all the boats closer together in terms of calculated performance based upon that handicap.

Season Championship Series: As in 2025, for 2026 there will be three championship series.

Tuesdays: Sutton Series – Uses NBYC golf-adjusted handicaps, with no maximum/minimum golf handicapping limits.

Saturdays: Applebee Series – Uses NBYC golf-adjusted handicaps and includes a maximum adjustment limit to the handicap of adding no more than 20% of the reference standard for the yacht and subtracting no more than 15%. E.g. Yacht “X” has a baseline reference DHCP handicap of 100. For the purposes of this series, the process of golf handicapping is not allowed to increase the adjusted value of the DHCP to no more than 120, or no less than 85, at any time throughout the season.

Saturdays: Collins Series – For the second year in a row, the race committee will host an additional 11-race series which will run concordant with the Applebee series. For this series, yachts will use National Standard handicaps, with no additional adjustments. No golf handicapping is involved. This “straight up” method of scoring is a standard manner of fleet scoring nationwide, though it becomes less reliable with fleets with vary wide ranges of performance ratings among the boats.

By running both scoring systems simultaneously during Saturday races, we aim to ensure that all teams have a fair and competitive opportunity to participate in the season’s race series.

Scoring: Every boat to start 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 all 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. In the case of a tie, the boat with the most first place results would be declared the winner. If there is still a tie after counting first place results, then the boat with the most second place results would be declared the winner, and so on as needed.

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

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

Club Dues: Annual membership dues for NBYC club are \$25/year. New members are asked to pay \$50/boat and will be provided a beautiful NBYC burgee (see below).

Racing Dues: Annual racing dues are an additional \$175/year, for participation in all race series.

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](tel:616-450-3674)

<https://northportbyc.org>



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° 07.746' – W085° 36.593' (verified)
Timber Shores mark (38 ft.):	N45° 06.452' – W085° 35.629' (pending verification after deployment)
Gull Island North mark (New, 16 ft.)	N45° 06.289' – W085° 34.034' (pending verification after deployment)
Shallows Midway mark (New, 20 ft.)	N45° 06.873' – W085° 33.865' (pending verification after deployment)
Gull Island South mark (54 ft.):	N45° 05.519' – W085° 34.087' (may not use in 2026)
Gull Island SE shallow offset mark (15 ft.):	N45° 05.874' – W085° 33.776' (may not use in 2026)
Navaid #6 (58 ft.):	N45° 07.684' – W085° 35.153' (verified)
Navaid #4 (28 ft.):	N45° 07.690' – W085° 33.987' (verified)
Navaid Bell Buoy #2 (35 ft.):	N45° 07.722' – W085° 33.138' (verified)
Eastport Navaid #3:	N45° 08.126' – W085° 26.203' (as per chart)
Mission Point Light	N45° 01.095' – W085° 30.360' (as per chart)

Additional Temporary race marks may be added at the discretion of the race committee.

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



