

## A Program That Relies On Corinthian Spirit

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CHRF racing is for those who enjoy a fair and competitive experience for each race so that any fleet member has an opportunity to win. This is made possible by a system that adjusts and equalizes handicaps after each race to achieve a theoretical tie between every boat for first place in the next race.

Handicap adjustments are based on a boat's performance; how it is sailed and how it is configured. With experience, boat performances continue to improve because of better crew work, tactics, and added equipment such as spinnakers. The system continually adjusts accordingly.

To make it work, all boats are expected to go all out in every race right from the beginning including qualifying races; otherwise the system does not work for all. *It is especially important that all boats sail as they have been previously configured and crewed when there is a perpetual trophy race. The time to add new performance enhancement is when it is a non-trophy race to insure that any changes are reflected by the handicap; otherwise it is unfair to the rest of the fleet.* Recognizing that every boat is always out to win fairly, no specific rules are necessary, because that is what Corinthian racing is all about.

### How It Work

The system adjusts handicaps each time a boat races using performance averages. Each boat that races in a given race has its elapsed time calculated and converted to seconds per mile. The median boat in the fleet (i.e. boat 6 in an 11 boat race) is used to calculate a "wind factor". The "wind factor" equals the median boat handicap divided by the median boat seconds per mile. All boats participating in the race then have their seconds per mile multiplied by the wind factor to arrive at an adjusted seconds per mile. When there is an even number of boats, two median boats are averaged. The wind factor is an important component in the handicapping calculations because it insures that boats participating in high wind races don't unfairly have their handicaps lowered by the fast conditions while the ratings of the non-participating boats remain unchanged. The same applies to participants in low wind races. It would not be fair for a boat to gain a

substantially higher handicap just because there was little wind. So the wind factor insures that ratings cannot be substantially affected by the speed of the wind.

For each boat, the last five adjusted seconds per mile are used in handicap calculations; values for the race just run, and the last four races run by that boat. The largest value is discarded and the remaining four are averaged; the resulting value is the boat's handicap for the next race. That handicap will not change until the boat races and finishes the next time.

For staggered starts, the boat with the largest handicap is scheduled to start first, usually at 1400 during Daylight Saving Time and 1300 the rest of the year. The next largest handicap is scheduled next, at an interval calculated based handicap and the race distance in nautical miles. The Race Committee records actual start and finish times to determine seconds per mile. For staggered start races, place is determined by actual finish order. For mass start races, place is determined by corrected time. For staggered start races, skippers are provided with a spreadsheet showing the start times for each boat based on the selected course.

#### Course Distances

CHRF handicaps are based on adjusted seconds per mile. Therefore, course distances must be accurate, and must reflect the theoretical distance actually traveled. PHRF distances are based on point to point distances so those distances cannot be used when calculating true seconds per mile.

The theoretic distance traveled assumes a prevailing wind of 225 degrees. If any weather leg of the course requires a tack to lay a mark, the leg distance will include the additional distance required to be traveled based on a 90-degree tack. A computer program is used to calculate all course distances.

New boats entering the fleet may be assigned a start time, or they may start at the same time as a similar boat in the fleet. Their adjusted seconds per mile for that first qualifying race becomes their handicap fore the next race. After three qualifying races, a boat becomes eligible to win trophies and compete for season High Point honors.

For the purpose of calculating the high point trophy winner at the end of the year, points are awarded as follows: 1st=20, 2nd=17, 3rd=15, 4th=14,5th=13, 6th=12, 7th=11, 8th=10, 9th=9, 10th=8,11th=7, 12=6, boats 13th place and higher each get 5 points.

Each boat serving race committee duty receives 19 points towards the high point total. To determine the High Point winner, only the best ten races count.

We usually have about 23 races including 10 perpetual trophy races and three 4-race series per year. Also we hold fleet meetings once a month, open to all members & guests. At these meeting we review past races and plan future activities. Each year in January we hold our annual meeting to transfer command and select the Race Committee for each race. Race Committee choice priority is based on a boat's participation the prior year.