

MINUTES – EMPIRICAL HANDICAP SUB-COMMITTEE



A Session of the Empirical Handicap Sub-Committee of the International Sailing Federation was held at 1430 – 1800 on Sunday 6th November 2005 at the Grand Copthorne Waterfront Hotel, Singapore

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Present:

Nils Nordenstrøm (Chairman)

Daniel Pillons

Ken Kershaw

Gunnar Skogby

Paul Ansfield

David Irish (Vice-President)

Apologies:

Miguel Rosa (Vice Chairman)

Carlos Gastelu

Denis Kiely

*Please refer to the ISAF Council minutes of 11-12 November 2005 for the **final Council** decision on all recommendations and opinions contained within these minutes.*

1. MINUTES OF THE PREVIOUS MEETING

(a) Minutes

The minutes were signed of the Empirical Handicap Sub-Committee meeting of 7th November 2004. There were no matters arising not covered elsewhere on this agenda.

2. STATUS REPORTS

(a) NORLYS – Nils Nordenstrøm

LYS system is very strong within Norway. There are currently approximately 1350 certificates in Norway and all are based on measurement by measurers authorised by the NSF. The Swedish LYS lists are used in Norway and about 500 certificates are issued for boats not on these lists. There are also 31 IMS certificates issued in Norway.

(b) LYS – Gunnar Skogby

Very similar situation to that of Norway, LYS is very strong within Sweden. All handicap sailing is under LYS except a couple of offshore races which are run under IMS and ORC club. The Swedish LYS lists of about 700 boats are used and no certificates are issued for boats that conform to the standards in the lists; in addition there are about 450 certificates for boats which are not on the lists or where data departs from the standards in the lists.

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(c) **USPHRF & North American Portsmouth – Paul Ansfield**

Reported a general reduction of USPHRF fleets because several have been combined. Some fleets are no longer affiliated with USPHRF. The actual number of boats racing PHRF among the affiliated fleets remains reasonably constant. The method for arriving at a base handicap is similar nation wide, but the final sailing number or handicap represents regional fleet offsets and appropriate credits and penalties. Approximately 22,000 boats are using PHRF.

North American Portsmouth sees 14,500 are using the system. A base handicap is derived from an analysis 25 standard boats; regional offsets are then applied nationwide.

(d) **RYA Portsmouth Yardstick – Ken Kershaw**

Reported no significant changes over the last few years. This system is run through clubs across the country, although there are no classes and no certificates issued.

(e) **PHRF/IRC –Maximo E. Kelly**

Reported that PHRF is quite successful throughout Argentina. The domestic system of FIC was used prior to the introduction of PHRF and was based on the Gulf Handicap System.

(f) **HN France – Daniel Pillons**

Running with 4000 cabin boats in France. Every year 1000 certificates are delivered or actualized for a 4 years period. (That is the maximum validity when nothing changes). On a national basis, statistic results are used to rank the 1000 best boats and to have a 250 clubs challenge.

3. STANDARD NOTATION FOR DESCRIPTION OF BOATS

Submission 046-05 – from the Norwegian Sailing Federation

The Empirical Handicap Sub-Committee supports submission 046- 05 on a vote of 3 in favour and 2 against. It does however believe that prior to adoption consultation is undertaken within the ISAF of interested parties to ascertain how further work on the proposal should be undertaken. The committee will participate fully in such consultation.

4. LISTED EMPIRICAL HANDICAP SYSTEMS

Nils Nordenstrøm proposed that the Empirical Handicap Sub-Committee discuss and decide on the use of 1, the statistical methods, 2, the certificates and 3, the measurements as a criteria for listing of empirical handicaps. There was a long discussion between committee members regarding the wording of the criteria decided in 2004. Concerns were raised from Ken Kershaw and Paul Ansfield that the list should be educational rather than prohibitive. It was decided that the interpretation of the criteria wording “including statistical methods” is that listed empirical handicap systems have documented statistical methods for the analysis of

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race results. Issuing certificates and the requirements for measurement were not added to the existing criteria.

5. PRESENTATION OF SPECIAL TOPICS

Presentations of the various empirical handicap systems were given, with emphasis on an overview of the empirical handicap systems available worldwide, the management of these handicap systems, the measurement requirements of each system, the translations between individual systems, the statistical methods for analysis of race results and how individual handicap numbers are assigned. The total number of boats using empirical systems to race in the world is more than 60000.

6. RECOMMENDATIONS

(a) SUBMISSION 046-05

(i) Standard Notation for Description of Boats

The Empirical Handicap Sub-Committee supports submission 046- 05 on a vote of 3 in favour and 2 against. It does however believe that prior to adoption consultation is undertaken within the ISAF of interested parties to ascertain how further work on the proposal should be undertaken. The committee will participate fully in such consultation.

7. DECISIONS MADE BY THE COMMITTEE

(a) Listing of Empirical Handicap Systems – based on written applications for listing

(i) Handicap Nationale - France

The Empirical Handicap Sub-Committee decision is to list the system.

(ii) USPHRF – United States

The Empirical Handicap Sub-Committee decision is to list the system, subject to documentation being provided within one month.

(iii) NORLYS – Norway

The Empirical Handicap Sub-Committee decision is to list the system.

(iv) SWELYS – Sweden

The Empirical Handicap Sub-Committee decision is to list the system.

8. ANY OTHER BUSINESS

There being no further business meeting was concluded at 1840.