Rating Systems Sub-committee

Change of Terms of Reference for the Empirical Handicap Sub-committee

A submission from the Norwegian Sailing Federation

Proposal

Delete Regulation 15.4.6 and replace with:

15.4.6 The Rating Systems Sub-Committee shall:

(a) monitor the activities of all elements of Rating and Empirical Handicapping Systems, report to the Offshore Committee and make any appropriate recommendations from time to time;

(b) set criteria for designation by ISAF as International or Recognised Rating Systems and Listed Empirical Handicapping Systems, to review applications, and monitor such systems so as to ensure that they continue to comply with the criteria set down for designation;

(c) encourage research and development in the application of scientific methods for Rating and Empirical Handicapping of sailboats and monitor the use of such methods;

(d) develop and promote standard parameters and notations for boat descriptions to facilitate global exchange of boat data between different Rating and Empirical Handicapping Systems;

(e) establish and promote criteria for best practices for Rating and Empirical Handicapping Systems based on liaison with administrators of such systems worldwide;

(f) maintain liaison with MNAs and relevant ISAF committees and sub-committees.

Current Position

Regulation 15.4.6

Reason

1. There are two different approaches of designating rating numbers to boats. What is here called “Rating Systems” means systems that designate rating numbers primarily by means of calculations based on scientific formulae for boat performance, such as ORC. Systems that designate rating numbers based primarily on empirical data from races are here called Empirical Handicapping Systems, such as PHRF, Handicap National or LYS, also called Performance Handicapping Systems.
2. The EHSC was created to deal with “Empirical Handicapping Systems”. The mandate of the EHSC was discussed at the annual meeting in 2007, and the chairman Philip Tolhurst asked the chairman of the EHSC to draft terms of reference for a “Rating Systems Sub-committee”, with the purpose of creating cooperation between all “Rating” and “Empirical Handicapping” people. This development was not implemented, possibly because of the fact that the Oceanic representation required a lot of attention at that time.

3. Both Rating and Empirical Handicapping parties are seeking to facilitate racing between different boats by means of rating numbers, but with slightly different approaches. It would highly benefit both parties to be on the same committee. Many “Rating” people would benefit from a closer cooperation with the “Empirical Handicapping” people, who have vast experience with statistical methods for performance analysis, and most “Empirical Handicapping” people would benefit from a deeper understanding of the physical laws which determine boat performance. Many MNAs and their representation at the ISAF meetings deal with both “Rating” and “Empirical Handicapping” Systems, and would fit well into the Rating Systems Sub-committee.