

2010 LSYC Spring Series PHRF

Race Identifier: Wednesday, 2 June 2010
Course Distance (nm): 2.1
Start Time: 19:15:00
Minimum Fleet Rating: 126

***** Finish Time *****

	Boat	Rating	Actual	Allowance	Corrected
1	UV Warning	171	19:43:18	0:01:35	19:41:43
2	Sand Dollar	144	19:42:30	0:00:38	19:41:52
3	Mystery Machine	171	19:46:21	0:01:35	19:44:46
4	Blueprint	171	19:46:57	0:01:35	19:45:22
DNC	T-Ten (Beal)	126	19:48:09	0:00:00	19:48:09

Race Identifier: Wednesday, 9 June 2010
Course Distance (nm): 4
Start Time: 19:00:00
Minimum Fleet Rating: 126

***** Finish Time *****

	Boat	Rating	Actual	Allowance	Corrected
1	UV Warning (2404)	171	19:58:25	0:03:00	19:55:25
DNC	Sand Dollar(31928)	144	DNC	0:01:12	DNC
3	Mystery Machine (3890)	171	20:01:09	0:03:00	19:58:09
4	Blueprint (4909)	171	20:02:28	0:03:00	19:59:28
DNC	Instant Karma (22013)	126	19:58:39	0:00:00	19:58:39
2	Great Scot (11901)	195	20:02:29	0:04:36	19:57:53
5	Kodiak (52068)	144	20:05:00	0:01:12	20:03:48

Race Identifier: Wednesday, 16 June 2010
Course Distance (nm): 4
Start Time: 19:14:00
Minimum Fleet Rating: 126

***** Finish Time *****

	Boat	Rating	Actual	Allowance	Corrected
2	UV Warning (2404)	171	20:08:03	0:03:00	20:05:03
6	Sand Dollar(31928)	144	DNF	0:01:12	#VALUE!
1	Mystery Machine (3890)	171	20:07:28	0:03:00	20:04:28
4	Blueprint (4909)	171	20:10:47	0:03:00	20:07:47
DNG	Instant Karma (22013)	126	20:03:40	0:00:00	20:03:40
7	Great Scot (11901)	195	DNC	0:04:36	#VALUE!
3	Kodiak (52068)	144	20:07:34	0:01:12	20:06:22
DNG	Palmero (1564)	174	20:08:36	0:03:12	20:05:24

Race Identifier: Wednesday, 23 June 2010

Course Distance (nm): 4.2

Start Time: 19:00:00

Minimum Fleet Rating: 126

***** Finish Time *****

	Boat	Rating	Actual	Allowance	Corrected
BYE	UV Warning (2404)	171	BYE	0:03:09	#VALUE!
1	Sand Dollar(31928)	144	19:56:21	0:01:16	19:55:05
2	Mystery Machine (3890)	171	20:04:20	0:03:09	20:01:11
3	Blueprint (4909)	171	20:06:08	0:03:09	20:02:59
DNG	Instant Karma (22013)	126	19:59:03	0:00:00	19:59:03
7	Great Scot (11901)	195	DNC	0:04:50	#VALUE!
7	Kodiak (52068)	144	DNC	0:01:16	#VALUE!
DNG	Palmero (1564)	174	19:57:51	0:03:22	19:54:29

Race Identifier: Wednesday, 30 June 2010

Course Distance (nm): 3

Start Time: 19:25:00

Minimum Fleet Rating: 126

***** Finish Time *****

	Boat	Rating	Actual	Allowance	Corrected
1	UV Warning (2404)	171	20:27:29	0:02:15	20:25:14
3	Sand Dollar(31928)	144	20:29:12	0:00:54	20:28:18
5	Mystery Machine (3890)	171	20:38:13	0:02:15	20:35:58

2	Blueprint (4909)	171	20:29:32	0:02:15	20:27:17
DNC	Instant Karma (22013)	126	20:28:34	0:00:00	20:28:34
7	Great Scot (11901)	195	DNC	0:03:27	#VALUE!
4	Kodiak (52068)	144	20:33:33	0:00:54	20:32:39
DNC	Palmero (1564)	174	20:28:57	0:02:24	20:26:33

Process

1. Collect required information. This information includes:
 - a. Fleet Start Time
 - b. Course Distance in nautical miles
 - c. Actual Finish time of each competitor
 - d. PHRF Ratings of each competitor
2. Determine the minimum PHRF rating. The boat(s) with the lowest rating is/are known as the "Scratch" boat(s).
3. Calculate each boat's Allowance for the course.
 - a. Find the delta between each boat's PHRF rating and the rating of the Scratch boat
 - b. Multiply the delta by the distance in nautical miles. This is each boat's allowance.
4. Enter each boat's actual end time. This information helps to assure each skipper that they've been properly recorded.
5. Deduct the allowance from the actual end time to calculate the corrected end time
6. Sort the list by corrected end time. This is the finish order.

Notes about calculating distances:

A minute of arc at the earth's equator is equal to 1 nautical mile of distance. Hence this is also true along lines of latitude. You can use dividers to measure distances between points on any chart and then use that chart's latitude scale to determine distance in nm. You should always measure course distance based on the distance of each navigable leg of the course. On the open lake that distance is simply the distance between buoys. On a distance course that might include land obstructions you should measure based upon the most likely sailed legs in waters deep enough to assume all boats (regardless of draft) can navigate the same legs. For example sailing from Rocky River to Lorain is not the line-of-sight distance but longer since Avon Point and its shoal must be passed in a leg to the NW around the point and then SW into Lorain.