



Cruiser Handicap Update 2011

The usual adjustment exercise has been carried out based on the 2010 season's results. Only boats that completed at least 3 race days (including the Ladies race, but excluding the Regatta) were considered for handicap adjustment. Only relatively minor adjustments have been made, all falling within the range -4 to +5.

We continue to make adjustments for features (folding propeller etc.) on a percentage basis. Also the usual +4% adjustment for no use of downwind sail in Back Passage races. Note that the definition of a downwind sail is wider than simply a traditional spinnaker.

The experimental adjustment applied last year in respect of keels with centre of gravity lowered by shape or weight design at the bottom of the keel appears valid. This is primarily a reflection of the increased efficiency of modern keels. The adjustment for all keel factors relating to single keels is now integrated into the basic formula below. The adjustment is a reflection of performance when compared with a flat 'standard' fin boat of the same draft. The value of all adjustments will be under ongoing review in the light of more data gathering.

Formulae 2011

$$\text{Fin/IB2 : } FN = \left(1556 - 89d^2 - 525 \frac{B}{LWL} - 42.5\sqrt{LWL} + 1460 \frac{SA}{D} \right) kf$$

where kf = 1 for flat 'standard' fin keels
= 0.995 for non-flat fin keels
= 0.985 for drop keels
= 0.970 for long keels

$$\text{Bilge/IB2 : } FN = \left(2211 - 1389d + 431d^2 - 137 \frac{B}{LWL} - 54.9\sqrt{LWL} + 455 \frac{SA}{D^{2/3}} \right) kf$$

where $kf = 1$ for 2K, $kf = 1.01$ for 3K

[d = draft, LWL = waterline length, B = beam, SA = sail area, D = displacement (metric).

NB - these formulae cannot be 'unpicked', in the sense of viewing each term individually - due to the fact that the terms are not independent of each other.]

Adjustments 2011

Engine related	3 blade fixed propeller	+2%
	folding propeller	-1%
	outboard (able to be lifted clear of the water)	-2%
Rig features	twin mast ketch	+4%
	high-tech sails	-1%
	in-mast reefing	+2%

There are occasionally other boat characteristics which are in some way unusual and information on suitable handicap adjustment limited. In those circumstances the handicap committee will do its best to estimate an adjustment which is both fair to the boat concerned and to the rest of the boats in the fleet. Once a season of performance data is to hand, suitable changes can be made.

LW, March 2011