

11. Reports & Opinions of Sub-committees

(b) Empirical Handicap Sub-committee

A report from the Chairman of the Empirical Handicap Sub-committee not based on submissions.

The Council appointed Sub-committee for this quadrennium consists of 3 delegates:-

Chairman	Ken Kershaw (GBR)
Vice Chairman	Enrique Molineli (ESP)
Member	Bruce Bingman (USA)

Owing to this few number and also as all are new appointments the EHSC started its work by considering its terms of reference (see below). From this the members identified two projects for the coming year:-

- i) To re-energise item (b) in the ToR (standard parameters).
- ii) To investigate the feasibility of ISAF producing a turnkey empirical handicap system/scheme that an emerging MNA/Club might easily use without undue complication, cost or organisation.

i) To re-energise item (b) above (standard parameters).

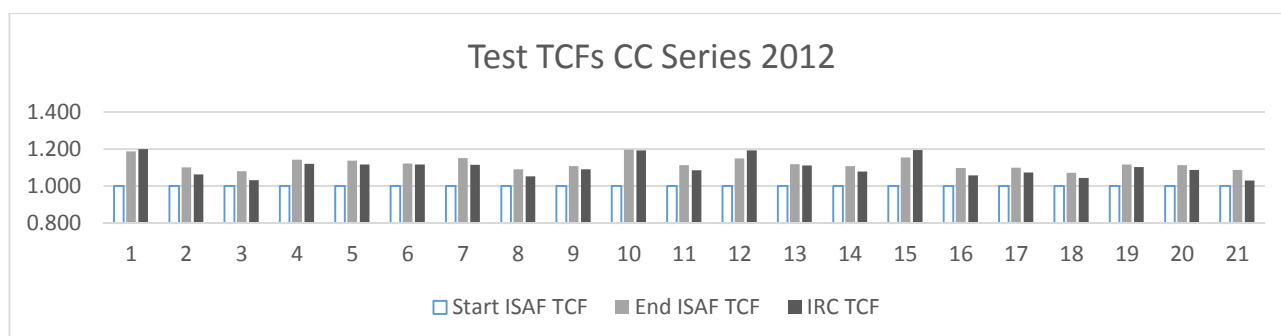
It was acknowledged that the UMS Group was already undertaking this work and so rather than the EHSC developing its own nomenclature from scratch the EHSC believed ISAF would be better served by the EHSC liaising with the UMS Group to best promote its work. To this end firm links have been established between the UMS Group and the EHSC with the EHSC acting as a conduit to the Equipment Rules of Sailing (ERS) Working Party. This latter link is important as the UMS Group are looking to introduce additional equipment definitions into the ERS. 14 new definitions have been suggested to date and these will be given consideration by the ERS WP during next year with a view to appropriate submission for the 2014 conference. It is expected that the EHSC work on this project during 2014 will be similar to this year.

ii) To investigate the feasibility of ISAF producing a turnkey empirical handicap system/scheme that an emerging MNA/Club might easily use without undue complication, cost or organisation.

For this project a number of “Observer Member” were appointed to the EHSC each with knowledge of existing empirical handicap schemes. The Observer member plus the EHSC delegates have exchanging emails during the year from which the following decisions have arisen:-

1. The development of a scheme itself would probably take less time than investigating its feasibility.
2. The work should be in 2 phases – agreeing the method, preparing the computer/web programs.

To date phase 1 progress although slow has been relatively good. Test methodology to calculate the ongoing assessment of a boats handicap from empirical data has been developed and is being tested against the results of the 2012 IRC Commodores Cup series. Still to be address the “start” handicap for a boats first race and so for the tests so far a TCF of unity (1) has been used. This will never give the same results as an existing series but should show if the assessment methodology is okay by comparing the series empirically assessed TCF to the series IRC rating. The graph below shows where this work has go to so far.



Our next job on this project is to develop a simple way to determine a boat's start TCF and to refine the work done this year. Once we have a viable system then the ISAF office will be asked on how best to present this via the ISAF website. It is expected that the project will develop fully over the next 2 years.

KK 29 Oct 13

EHSC

Terms of reference

6.8.7.3 The Empirical Handicap Sub-committee shall:

- (a) encourage research and development in the application of empirical methods for performance handicapping of sailboats and monitor the use of such methods;*
 - (b) develop and promote standard parameters and notations for boat descriptions to facilitate global exchange of boat data between empirical handicapping systems;*
 - (c) establish and promote criteria for best practices for empirical handicapping systems based on liaison with administrators of such systems worldwide;*
 - (d) maintain liaison with Member National Authorities and relevant ISAF committees and sub-committees.*
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