

## NATIONAL HANDICAP FOR CRUISERS (NHC)

### Rules and Guidance for Clubs



#### Rules:

*The following rules apply to clubs and boats taking part in handicap racing using the RYA's NHC, the associated base list and/ or the adjustment module within approved results software. A club or Race Organisation that does not adhere to these rules brings the scheme into disrepute.*

Definitions; where a word or initial is underlined it is used in its defined sense as follows;

Base Number (BN): An initial handicap number derived from a measurement based rating formula. Base numbers can be seen in the base list published on the RYA website, in the NHC pages.

Base List (BL): The list of standard handicap numbers published by the RYA. This list contains the base numbers for a large number of designs of cruiser/ racers.

Club Number (CL) A handicap number for use in a club series that a boat develops over time. At the end of a series the final handicap number that the results software provides is the club number to be used in the next series.

Club Series: A series of races held by a club or clubs where all the competitors are regular competitors at that club or clubs. A club series will usually take place over a number of days which may not be consecutive i.e. Sunday Series, Wednesday evening series.

Regatta Series A series of races held by a club or clubs where the competitors may not be regular competitors at that club or clubs. The race(s) will usually be held over a number of consecutive days (Monday to Friday).

#### **Fundamental rules**

1. A club using the NHC Base list or NHC Base number calculator for calculating results shall use an approved adjustment module within an approved results software
  - a. The approved software's is currently SailWave, HAL & Sail100 (Correct as of 1<sup>st</sup> March 2013)
2. For a regatta series; all boats shall start the regatta on their base number.
3. For a club series all boats will start on their base number when they take part in their first race at that club. Thereafter boats will use their club number in club series races at that club.
4. Boats shall not compete using their club number in club series at other clubs. If a boat competes at a different club and takes part in a club series their handicap in the first race in which they compete shall be their base number as in rule 3.

### Scoring

5. Boats shall be scored on their corrected times with the lowest corrected time scoring 1<sup>st</sup> place etc.
  - a. Corrected times shall be calculated as follows:  $C = E \times \text{NHC\#}$   
Where:  
C = Corrected time  
E = Elapsed time  
NHC# = The handicap number used to score the race in question
  - b. All corrected times shall be rounded to the nearest second with 0.5 seconds being rounded up.

### Guidance Notes

*The following are guidance notes ONLY! These are not rules and are intended to give advice to clubs looking to adopt NHC for their club or regatta racing for cruiser/ racers.*

Because NHC is a progressive handicapping system EVERY boat that takes part in a race WILL have its handicap adjusted by the results software. Accordingly a club should have the following clause in their Sl's: "A boats handicap will be adjusted after every race. An adjustment in handicap number is not grounds for redress, this changes RRS 62."

If a boat wishing to compete at your club is not featured on the base list the club should contact the RYA Technical department ([technical@rya.org.uk](mailto:technical@rya.org.uk)) with a photo of the boat and as much detail as possible, i.e. design, manufacturer, model, approximate design/ manufacture year etc. and request a base number. If the RYA cannot issue a base number, they will issue the club with the NHC Base calculator which allows a club to input basic "boat show" dimensions to calculate a base number.

If a club running racing under NHC also has boats holding valid IRC certificates, the RYA strongly encourages the use of dual scoring! Dual scoring allows all boats to race in the same fleet regardless of the scoring system they are racing under, avoiding the need to split an already small fleet in to "club" and "IRC" classes. This means that all boats, in the fleet get scored under NHC and the boats with an IRC TCC also get IRC results. This allows the keen racers to see their IRC results, and the less experienced sailors to view the results under NHC. In many cases the winner under NHC may have beaten the winner of the IRC results.

An example could be as follows; 10 boats racing at a club, 4 have a valid IRC rating, 6 do not. All the boats race on the same race course and start together. At the end of the race all boats get scored under NHC and the results are published. There is a second set of results published for the 4 boats that have an IRC rating. Dual scoring encourages the less experienced racers and prevents fragmentation: all the boats benefit from racing in a larger fleet.