

**PHRF Non-Spin Results
2004 Fall Series Regatta**

RACE DATE: 10/23/2004

Race #1				Race #1			
Start Time				"B" Factor			
12:25:00				650			
Sail #	Name	PHRF Time on Distance Rating	Boat Type	Finish Time	(ET) Elapsed Time hh:mm:ss	(CT) Corrected Time in minutes	Place
4090	Brosseau	222	Cat-25	14:08:30	1:43:30	77.1502	1
11217	Cobb	270	Cat-22	14:14:55	1:49:55	77.6585	3
1833	Dermody	222	Cat-25	14:09:00	1:44:00	77.5229	2
11287	Klemann	270	Cat-22	14:37:03	2:12:03	93.2962	5
630	Powell	198	Oday-28	14:14:17	1:49:17	83.7667	4
10623	Wernke	270	Cat-22	 	 	DNF	6

Race #2				Race #2			
Start Time				"B" Factor			
NO RACE				NO RACE			
Sail #	Name	PHRF Time on Distance Rating	Boat Type	Finish Time	(ET) Elapsed Time hh:mm:ss	(CT) Corrected Time in minutes	Place
4090	Brosseau	222	Cat-25	 	 	 	
11217	Cobb	270	Cat-22	 	 	 	
1833	Dermody	222	Cat-25	 	 	 	
11287	Klemann	270	Cat-22	 	 	 	
630	Powell	198	Oday-28	 	 	 	
10623	Wernke	270	Cat-22	 	 	 	

"B" Factor	Description
480	Heavy air or all off the wind
550	"Average" conditions
650	Very light air

US Sailing Time on Time Formula:
 $CT = ET \times 650 \div (B + PHRF)$

The denominator, B + PHRF, is the number of seconds it takes to sail a nautical mile in the expected conditions. Another way to look at it is that the denominator divided into 3600 is the average rhumb line boat speed in knots. There are no hard and fast rules for selecting the B coefficient. Basically, the lower you select it, the more favorable it will be to the slower boats. TOT scoring is not a cure-all for all the inequities of handicapping. TOT scoring will not turn a fleet upside down. It usually does not affect the top boats. It usually moves the boats in the middle around a little. If the handicap spread in a class is large, it will tend to tighten things up a bit.

