Metung Yacht Club

HANDICAP RULES

Sailing Season 2019 – 2020

Division 1, Division 2 and Division 3.

The Organising Authority is Metung Yacht Club Inc.

MYC's Handicap Committee

1. The Handicap Committee is a subcommittee of MYC's sailing committee.

2. The role of the Handicap Committee is to administer MYC's Handicap Rules in a fair and even handed way, and, where necessary, to adjust them from time to time.

3. The Handicap Committee shall:

- **3.1.** Approve any adjustments to a boats handicap outside the operation of the Top Yacht handicap system, such changes to be recorded;
- **3.2.** Approve the allocation of provisional handicaps and adjustments to handicaps;
- **3.3.** Administer MYC Yardstick Handicaps as described above
- **3.4.** Meet monthly, or as frequently as appropriate, to review the operation off the handicap system.
- **3.5.** Consider and adjudicate as necessary on any complaints concerning the Handicapping System and its application, (Such complaints should be in writing and be supported by factual details)
- **3.6.** Conduct a pre-season briefing for competitors and volunteers.

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1 Performance Handicaps

1.1. Handicaps based on historical performance will be used to allow boats of different designs and ages and crews of varying abilities to compete together on an equitable basis. This handicap system will function properly if the configuration of the boats and the majority of the crew remain unchanged.

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1.2. RRS rule 2 states that a boat and her owner shall compete in compliance with recognised principles of sportsmanship and fair play. Skippers and crew are reminded that this rule extends to matters to be declared under section 2 of MYC's Handicap Rules and also to the boat's on water performance. The skipper retains the final decision about how a boat is sailed in a race on the day. However, MYC

expects all boats to be sailed in a manner that maximises their performance on the day

1.3. The analysis of past performance shall be carried out in accordance with these rules.

1.4. The MYC Handicap Committee may vary the percentages quoted in parts 4 & 5 below in response to fleet handicap movements throughout the season. Any such variation shall be published by way of a Notice to Competitors.

2. Conditions for the Maintenance of a MYC Performance Handicap

2.1. The MYC Handicap is the measure of performance achieved by a boat/crew combination and with her hull, rig and crew substantially unchanged.

2.2. Any substantial change in hull, rig or crew combination, which is likely to change performance, shall be declared to the Race Committee on the form provided 24 hours prior to the race. In exceptional circumstances the Race Committee will accept declarations up to 30 minutes before the Warning Signal.

2.3. Interpretation of such substantial changes will include:

- change of helmsman (This does not include co-owners of the boat or a member of the regular crew taking the helm)
- more than half of crew who have not competed in past 5 races
- hull or rig changes
- new or different sized sails
- changes to ballast
- changes to powered systems
- hull cleaning to remove substantial marine growth

2.4. The Race Committee requires owners/skippers to declare that these requirements have been met.

2.5. Failure to declare such changes would normally be considered to be a breach of sportsmanship which could result in disqualification under the Basic Principles or RRS 69.

2.6. The Handicap Committee will review all declarations with a view to adjusting the handicap for the boat. The following indicative loadings will normally be applied to the handicap

- One new sail - no change
- New set of sails - 3% increase
- Larger spinnaker - 3% increase
- Change of helmsman - 3% increase
- More than half of the crew who have not competed in past 5 races - 3% increase

2.7 These loadings may be applied cumulatively to reflect the number of changes.

2.8 In the interests of fair competition the Handicap Committee needs to be made aware of apparent breaches of this rule.

3. MYC Performance Handicap procedures

3.1. Handicaps are issued and updated by the Handicap Committee. With the exception of Stern Chasers they will be based upon the TopYacht Exponential mathematics as detailed in parts 4 & 5 below.

3.2. Any handicap query is to be resolved by the Handicap Committee and if necessary referred to the Sailing Committee.

3.3. Abbreviations

AHC	Allocated Handicap
BCT	Base Corrected Time
BCH	Back Calculated Handicap
LBCH	Limited Back Calculated Handicap
LBCHU	Limited Back Calculated Handicap Upper
LBCHL	Limited Back Calculated Handicap Lower
CHC	Calculated Handicap
IPH	Initial Provisional Handicap
P	Provisional Handicap

4. Method of Calculation of MYC Performance Handicap for Division 1 – Club championship races

4.1. Select the Corrected Time of the boat positioned 50% of the way down the fleet from the winning boat on Corrected Time. This then becomes the "Base Corrected Time" for that particular race.

4.1.1. In the case where a race has only two finishers the Base Corrected Time shall be the average of their corrected times.

4.2. Back Calculate the handicaps for each boat by dividing the Base Corrected Time by the boat's Elapsed Time: viz:-

BCH = BCT / Elapsed Time (for each boat)

4.3. Apply Limited Back-Calculated Handicaps

4.3.1. If the BCH is below 90% of the Allocated Handicap then the recorded LBCH shall be LBCHL (i.e. 90% of the Allocated Handicap).

4.3.2. If the BCH is above 112% of the Allotted Handicap then the recorded LBCH shall be LBCHU (i.e. 112% of the Allocated Handicap).

4.3.3. All other BCH values (i.e. between 90% and 112%) shall be used as calculated.

4.4. From the Allocated Handicap and the BCH (or LBCH) for the last race, the new Calculated Handicap shall be:-

Calculated Handicap = (Allocated handicap + BCH (or LBCH))/2

4.5. This new handicap is the Calculated Handicap.

4.6. At the discretion of the Handicap Committee, the Calculated Handicap becomes the new Allocated Handicap.

5. Method of Calculation of MYC Performance Handicap for Division 2 – Classic Wooden Boat Series

5.1. Select the Corrected Time of the boat positioned 50% of the way down the fleet from the winning boat on Corrected Time. This then becomes the "Base Corrected Time" for that particular race.

5.1.1. In the case where a race has only two finishers the Base Corrected Time shall be the average of their corrected times.

5.2. Back Calculate the handicaps for each boat by dividing the Base Corrected Time by the

boat's Elapsed Time: viz:-

BCH = BCT / Elapsed Time (for each boat)

5.3. Apply Limited Back-Calculated Handicaps

5.3.1. If the BCH is below 90% of the Allocated Handicap then the recorded LBCH shall be LBCHL (i.e. 90% of the Allocated Handicap).

5.3.2. If the BCH is above 110% of the Allotted Handicap then the recorded LBCH shall be LBCHU (i.e. 110% of the Allocated Handicap).

5.3.3. All other BCH values to be recorded as calculated without applications of limits (i.e. between 90% and 110%), in these cases BCH=LBCH.

5.4. From the Allocated Handicap and the BCH (or LBCH) for the last race, the new Calculated Handicap shall be:-

Calculated Handicap = 1/2 Allocated handicap +1/2 BCH (or LBCH)

5.5. This new handicap is the Calculated Handicap.

5.6. At the discretion of the Handicap Committee, the Calculated Handicap becomes the new Allocated Handicap.

6. Alterations to a MYC Performance Handicap

6.1. A boat may cease to qualify for a MYC Performance Handicap and revert to a Provisional Handicap at the Handicap Committee's discretion if the boat has less than five Performance Handicap analysed results in the preceding 12 months.

7. Handicap Arrangements for New Competitors

7.1. The Handicap Committee wants new entrants to the fleet to be able to compete on a fair basis as soon as possible. The intent of the following provisions is that the normal handicap arrangements detailed above can be applied after no less than an initial 3 races.

7.2. Where practical an Initial Provisional Handicap will be allocated accordingly, by the MYC Handicap Committee. This will be based upon an optimistic estimate of the boat's performance.

7.3. This Provisional Handicap will be adjusted after each of the initial 3 races and the boat's performance included in the results for that race.

7.4. Normally this would be using the methods defined in Clauses 4 and 5, however the Handicap Committee may intervene to hasten the process.

7.5. Exceptional performances for a boat on a Provisional Handicap should be reviewed by the Handicap Committee and the Provisional Handicap changed if required.

7.6. The Handicapper has the authority to set provisional handicaps on race day if it is not practical for the Handicap Committee to meet beforehand. The initial handicap can be reviewed at a later date.

This performance handicapping system is based on the Yachting Victoria Performance Handicap rules 2012-2013.

MYC Yardstick Handicaps – MYRC Trophy Series

1. “Yardstick” numbers are utilised to establish a common basis for allocating time correction factors to determine results in races based on performance of the boat design.

2. The concept of the “Yardstick” is to represent a well sailed and equipped boat and determine the “best” sailors. This is distinct from the “Personal” handicap system which measures the improvement of each sailor/boat combination against averaged previous performance and each boat of a class/design has a different handicap number.

3. Hence all boats of the same class/design iteration will sail off the same Yardstick.

4. For the MYRC Trophy Series, the Handicap Committee will develop a set of MYC Yardsticks that are appropriate for our fleet.

5. The basic source for the MYC Yardsticks is from the Yachting Victoria Yardsticks, which have been primarily compiled for OTB boats but with some keelboat types added. YV also list a conversion factor to calculate their Yardstick number from a Trail-able boat CBH.

6. There remains however a significant group of boats sailing, or likely to sail, at MYC for which neither of the above sources is applicable and/or valid. For these boats the MYC Handicap Committee will establish a MYC Yardstick number using any relevant source.

7. Therefore the MYC Yardsticks may not directly correlate to the YV Yardsticks or other Yardsticks.

8. The task of the Handicap Committee each year is to review ALL existing MYC Yardsticks and decide if any adjustments or additions are required for the next season with a view to achieving an even spread of results over a season’s racing..

9. The Handicap Committee is further responsible to review requests from owners of boats for which an existing MYC Yardstick does not exist or from owners of boats that have been modified such that the existing MYC Yardstick may not be valid eg: changes to keel, rig, sail-plan and/or configuration and significant variation in crew numbers against that for which a previous yardstick was issued.

10. Owners have a responsibility to respect the class/design parameters and to notify the Handicap Committee of any changes that might require a revision of the MYC Yardstick number. Such advice or request shall be submitted to the MYC Handicap Committee.

11. Failure to declare such changes would normally be considered to be “unfair practice” and result in disqualification.

12. Whilst MYC Yardsticks will normally remain fixed for the duration of a season, the Handicap Committee shall be empowered to make adjustments during the process of the season if a MYC Yardstick is shown to be incorrect. In so doing the Committee shall take careful cognisance of the crew capability of the boat/s from which data is

being taken.

13. Any change to a MYC Yardstick during the process of a season will be applicable only from the date of issue of the change forward and shall not be a basis for recalculation of prior races.

14. Handicap calculation is

Corrected time = Elapsed time x 100 / Yardstick MYC YARDSTICK

HANDICAPS 2018 - 2019

(The higher the number/ the slower the boat)

Cavalier 28	107
Dragon	104
Elliot 7	96
Elliot 7.8	92
Etchells	93
Farr 740 Sports	109
FF15Mk1	112
FF15 Mk 2	109
J80	94
Hood 23	110
Lidgard 25	112
Magnum 8.5	105
Northshore 27	111
Laser SB3	96
Thunderbird	107
Top Hat	119
Laser	114
505	97.5
14’ skiff	84

Non Class Boats

Alexa	117
Saracen of Huon	108
H28	127
Walker H28	117
Southerly Buster	117
Etoile	118
Cavalier 28+2	117