



# Metung Yacht Club **HANDICAP RULES**

Sailing Season 2021 – 2022

Division 1, Division 2, Division 3, and Division 4.

The Organising Authority is Metung Yacht Club Inc.

## **1. MYC Handicap Committee**

- 1.1. The Handicap Committee is a subcommittee of MYC Sailing Committee.
- 1.2. The role of the Handicap Committee is to administer the MYC Handicap Rules in a fair and even handed way, and, where necessary, to adjust them from time to time.
- 1.3. The Handicap Committee shall:
- 1.4. Approve any adjustments to a boat's handicap outside the operation of the Top Yacht handicap system, and such changes shall be recorded;
  - Approve the allocation of provisional handicaps and adjustments to handicaps;
  - Administer MYC Yardstick Handicaps as described above,
- 1.5. Meet monthly, or as frequently as appropriate, to review the operation off the handicap system.
- 1.6. 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)
- 1.7. Conduct a pre-season briefing for competitors and volunteers.

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## **2. Performance Handicaps**

- 2.1. 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, the courses and the majority of the crew remain unchanged.
- 2.2. RRS rule 2 states that a boat and her owner shall compete in compliance with recognised principles of

sportsmanship and fair play.

- 2.3. The analysis of past performance shall be carried out in accordance with these rules.
- 2.4. The MYC Handicap Committee may vary the percentages quoted in part 4 below in response to fleet handicap movements throughout the season. Any such variation shall be published by way of a Notice to Competitors.

### 3. Conditions for the Maintenance of a MYC Performance Handicap

- 3.1. The MYC Handicap is the measure of performance achieved by a boat/crew combination and with her hull, rig and crew substantially unchanged.
- 3.2. The Handicap Committee reserves the right to arbitrarily alter a boat's AHC for any given race if it becomes aware the boat gained an "unfair" advantage as a result of a significant change to its regular skipper/crew combination. The Committee will be relying on the basic rule of Sportsmanship, and will not be concerned with the random changes to skippers/crew that occur. Boats can expect handicap rules 2 and 3.1 to be applied retrospectively. By way of example, should the best skipper/crew combination take control of a boat usually sailed by the least experienced skipper/crew combination, that boat can expect a change to its usual handicap for the race(s) concerned.

### 4. MYC Performance Handicap procedures

- 4.1. 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 part 4 below.
- 4.2. Any handicap query is to be resolved by the Handicap Committee and if necessary, referred to the Sailing Committee.

#### 4.3. 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

### 5. Method of Calculation of MYC Performance Handicaps

- 5.1. Select the Corrected Time of the boat positioned 55% of the way down the fleet, rounded up, from the winning boat on Corrected Time. This then becomes the "Base Corrected Time" for that particular race.
- 5.2. In the case where a race has only two finishers the Base Corrected Time shall be the average of their corrected times.
- 5.3. Back Calculate the handicaps for each boat by dividing the Base Corrected Time by the boat's Elapsed Time: viz:-

$$BCH = BCT / \text{Elapsed Time (for each boat)}$$

**5.4. Apply Limited Back-Calculated Handicaps**

- If the BCH is less than 95% of the Allocated Handicap then the recorded LBCH shall be LBCHL (i.e. 95% of the Allocated Handicap).
- If the BCH is above 106% of the Allotted Handicap then the recorded LBCH shall be LBCHU (i.e. 106% of the Allocated Handicap).
- All other BCH values (i.e. between 95% and 106%) shall be used as calculated.

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

$$\text{Calculated Handicap} = (\text{Allocated handicap} + \text{BCH (or LBCH)})/2$$

**5.6. This new handicap is the Calculated Handicap.**

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

**5.8. A boat's AHC for her next Club Championship race will be her CHC from the previous Club Championship race. See the table at the end of this document for a flow-chart of how AHCs change between Championship and non-Championship races.**

## **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.**

## **8. MYC Yardstick Handicaps**

- 8.1.** “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.
- 8.2.** 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.
- 8.3.** Hence all boats of the same class/design iteration will sail off the same Yardstick.
- 8.4.** For the MYC Trophy Series, the Lady Skipper’s and Crew Skipper’s races, the Handicap Committee will develop a set of MYC Yardsticks that are appropriate for our fleet.
- 8.5.** The basic source for the MYC Yardsticks is from the Australian Sailing Yardsticks, which have been primarily compiled for OTB boats but with some keelboat types added. AS also list a conversion factor to calculate their Yardstick number from a Trailable boat CBH.
- 8.6.** 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.
- 8.7.** Therefore the MYC Yardsticks may not directly correlate to the AS Yardsticks or other Yardsticks.
- 8.8.** 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.
- 8.9.** 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.
- 8.10.** 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.
- 8.11.** Failure to declare such changes would normally be considered to be “unfair practice” and result in disqualification.
- 8.12.** Whilst MYC Yardsticks will normally remain fixed for the duration of a season, the Handicap Committee shall be empowered to make adjustments during the progress 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.

8.13. Any change to a MYC Yardstick during the progress 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.

8.14. Handicap calculation is

$$\text{Corrected time} = \text{Elapsed time} \times 100 / \text{MYC YARDSTICK}$$

**MYC Yardsticks** (The higher the number/ the slower the boat)

Adams 10	92
Castle 650	111
Cavalier 28	107
Dragon	107
Elliot 7	96
Elliot 7.8	92
Etchells	93
Farr 740 Sports	109
FF15 Mk1	112
FF15 MK2	109
J80	94
Hood23	110
Lidgard 25	112
Magnum 8.5	105
Northshore 27	111
Laser SB3	96
Thunderbird	107
Top Hat	119

**Non Class Boats**

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

**9. MYC Handicaps – Stern Chasers**

9.1. Handicaps for Stern Chaser races will be calculated as an individual boat's start time delay after the published start time. These handicaps will be based on a 90 minute race, and will be adjusted as follows:

- In line with the boat's most recent Performance Handicap for all divisions except Divisions 3 and 4
- For Division 3 races, the boat finishing
  - First will have 3 minutes added to their next handicap,
  - Second will have 2 minutes added to their next handicap
  - Third will have 1 minute added to their next handicap
- For Division 4 races, the boat finishing
  - First will have 5 minutes added to their next handicap,
  - Second will have 3 minutes added to their next handicap

- Third will have 1 minute added to their next handicap

- 9.2.** All boats in the fleet will have their own stern chaser handicap. On any given day, the slowest competing boat shall start at the published Start Time, then all remaining boats wishing to start, will start at a time that is equal to the difference between the slowest boat's handicap and their own.
- 9.3.** For example Boat A is the slowest boat in the club and has a published handicap of 0. Boat b has a handicap of 4. Boat C has a handicap of 12. If all three boats race, Boat A will start at the published Start Time of say, 1600. Boat B will start at 1604. Boat C will start at 1612. If only boats B and C compete: Boat B will start at say, 1600. Boat C will start at 1608.