

FYCA Yacht Handicap Policy

The policy agreed by FYCA member clubs is that all FYCA open yacht racing results shall be calculated with numbers derived by using the RYA Portsmouth Yardstick handicap system. The opinions of member clubs were polled in the 2002 FYCA questionnaire and the policy was ratified at the FYCA Handicap Workshop in October 2002. The policy was updated in March 2009.

The FYCA Handicap Committee shall publish a list of racing yachts on the Forth with appropriate handicap values and corresponding status for use in open events. The Handicap Committee shall consider the annual RYA YR2 list of handicap values, performance data from races, submissions from member clubs and data from other relevant sources when it reviews and updates yacht handicaps.

The list of yacht handicaps shall be maintained and updated on the FYCA web site.

The process for applying for a new handicap or appealing an existing one shall be published on the FYCA web site.

The FYCA Handicap Committee shall explain the rationale for any new or changed handicap, giving a brief description against each change or addition, and highlighting these on each update of the FYCA handicap list.

The FYCA Handicap list shall only be altered with the sanction of the FYCA Handicap Committee.

FYCA Handicap Committee

Chairman –

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Members -

Div 1

Iain Loudon

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Neil McDougall

Port Edgar Yacht Club

Willy Barr

Forth Corinthian Yacht Club

Primary Yardstick (PY), Secondary Yardstick (SY) & Recorded Number (RN) Handicaps

Forth based yachts that are included in the current RYA Portsmouth Yardstick YR2 edition as Primary Yardstick (PY), Secondary Yardstick (SY) or Recorded Number (RN) status shall be given the listed YR2 handicap and status unless there is compelling evidence to justify changes. Extensive achieved performance evidence or a recent (current or previous year) IRC rating certificate are examples of evidence that may be considered in justifying alterations.

Club Number (CN) Status Handicaps

CN status handicaps shall be included in the YR2 Standard Corrected Time (SCT) calculation for any race as part of the achieved performance analysis. CN status shall be applied on the following basis:-

Yachts that differ from the current YR2 listing of PY, SY or RN types by minor configuration details (e.g. IB2 instead of IBF) and have been adjusted by the standard FYCA allowances.

Yachts with a handicap based on a record of achieved performance from results on the Forth reviewed either by the club concerned or the FYCA Handicap Committee.

Yachts included as PY, SY or RN status in the YR2 list, but whose handicaps have been modified by the FYCA Handicap Committee based on Forth performance evidence.

Yachts with a recent (current or previous year) rating certificate from another handicap system that has been converted to an equivalent PY number using the current FYCA conversion formula.

Trial Number (TN) Status Handicaps

Yachts without any YR2 handicap, previous type evidence on the Forth or specific rating certificate, shall be given an estimated handicap with Trial Number status. Yachts that have a generic IRC rating, e.g. from the Irish Sailing Association ECHO list, shall be given an equivalent PY number using the current FYCA conversion formula, with TN status. TN status yachts shall not be included in the YR2 Standard Corrected Time (SCT) calculation for any race.

Clubs should regularly review the achieved performance of TN status yachts and upgrade them to CN status, at club level, as soon as some performance consistency is apparent. This will allow them to contribute to the SCT calculation for races and improve the averaging across the fleet.

FYCA TN ratings will be periodically reviewed and upgraded by the Handicap Committee as required throughout the season. A TN status will be upgraded to a CN status by the Handicap Committee when there are six or more assessable race results for the yacht that show that the rating number is appropriate for the yacht. If subsequently the handicap is found to be inappropriate the Handicap Committee may alter the handicap but this number will stay as a CN number and will not revert to a TN number.

Other Rating Systems

The FYCA Handicap Committee recognises the increasing use and widespread acceptance of IRC Ratings at major yacht events such as Cowes Week, Scottish Series, Cork Week, etc. Individual yachts apply for an IRC rating based on extensive measurement data using a performance prediction formula that is reviewed annually. IRC ratings must be renewed annually to be valid. The FYCA Handicap Committee shall maintain a database of Portsmouth Yardstick Numbers, FYCA Achieved Performance Data and individual yacht IRC and NERR Ratings. It will also take cognisance of other ratings such as CYCA and the Irish ECHO system. This data shall be used to generate

a formula to convert IRC / NERR ratings to equivalent PY numbers based on a 'best fit' across a wide range of yachts.

It must be emphasised that although the Portsmouth Yardstick System is based on recorded results, handicaps are assigned to yacht designs irrespective of crew skill factor.

Furling Headsails

The FYCA handicap numbers reflect that where a yacht has a furling headsail that can be changed for a No3 type headsail, then the allocated handicap makes no allowance for the furling headsail.

If however the yacht sails with a roller furling headsail that cannot be changed to a smaller headsail and has to use this sail in a furled manner then an allowance may be made by the Handicap Committee. (This combination will however allow the yacht to carry a storm jib without penalty)

One Design Yachts

There are several racing yacht designs racing on the Forth that can be described as "one designs". These include Sonatas, 707s and SB3s. One Design yachts that sail to their class one design rules will be given a set handicap for the class. The FYCA Handicap Committee however reserves the right to set different handicaps should they sail out with these class rules.

Similar Yachts

There are also yachts that can be described as similar, rather than one design, such as X-332, GK24, Corby 29 and Projection 762s. Similar boats will be handicapped individually depending on their IRC or other rating, sail, keel and propeller configurations.

Removal of Standard Equipment

The FYCA Handicap numbers assume that yachts are raced in the trim and with the standard equipment that was onboard when the handicap was originally allocated.

If the owner of a boat wishes to remove such standard equipment to save wear and tear when racing, then an equivalent weight replacement must be carried. This weight replacement must be carried in a position to represent the missing equipment and should not be placed in an advantageous position ie lower in the boat or removed from the ends.

In particular the removal of bunk cushions from the ends of the boat during winter sailing is permissible, but replacement weights must be added to the boat to represent the original weight distribution.

Allowances for configuration of keels, engines and propellers

The tables below show the allowances that should be applied to calculate the handicap of a yacht that changes from one configuration to another. Yachts with a CN or higher status will retain at least CN status after a configuration change.

Propellers (%)

	OB	IBF	IB2	IB3
OB	0	+1	+2.5	+5
IBF	-1	0	+1.5	+5
IB2	-2.5	-1.5	0	+2.5
IB3	-5	-5	-2.5	0

Keel Configuration (%)

	F	D	2K	3K
F	0	-1	+5	+6
D	+1	0	+6	+7
2K	-5	-6	0	+1
3K	-6	-7	-1	0

Club Racing Allowances

Numbers published in the FYCA list are intended for use at regattas or open events, and it is always assumed that yachts will have full racing rigs, including spinnakers. For club racing it is acceptable that yachts may be given allowances if they want to race with reduced rig or reduced crew. It must be accepted that yachts will not be given these handicaps at open events unless it is permitted in the sailing instructions.

For guidance the recommended allowances for different sail configurations are as follows:

Yachts with all headsails smaller than base rig	+ 4%
Yachts with no spinnaker	+ 4%
Yachts with mainsail other than Bermudan	+ 2%
Yachts with cruising chute and no spinnaker	+ 2%

N.B. It must be emphasized that these allowances should be made on a trial basis, and adjusted if analysis of results shows them to be unsatisfactory.