

# CLUB MIXED DIVISION YACHT ALLOCATION POLICY

The aim of this policy document is to provide SoPYC with an objective and transparent method of properly allocating yachts to mixed Divisions for the purpose of competitive sailing.

This policy is intended to support the objectives of encouraging:

- o member participation and satisfaction, and
- o fair and competitive sailing between yachts of varying designs.

## 1. Club Division Performance Handicapping

SoPYC uses performance handicapping to encourage yachts of differing size, design and performance qualities to compete at the Club within an assigned division. This policy is on the club website via the link:-

<https://sopyc.com.au/race-documents-keelboats/>

## 2. New Yachts

2.1 A new yacht joining the Club should be initially allocated to a Division based upon available yacht design rating data (AMS, SMS, IRC, Sail to Displacement ratio, etc).

2.2 The Division Handicappers (acting as a group) shall discuss and agree on the initial allocation of the new yacht prior to its commencing racing. The decision made shall be advised (in writing) to the Sailing Administrator.

2.3 The Sailing Administrator will implement the Division allocation of the new yacht and advise the yacht owner accordingly.

2.4 The initial Division allocation of the new yacht should be reviewed after a reasonable number of races (say 4-6) based on its performance.

## 3. Existing Yachts

3.1 An existing yacht may be re-allocated to a different Division based upon its racing performance in the currently allocated Division.

3.2 A review may be conducted by the Division Handicappers (acting as a group) for each Division on a regular basis (end of series, or end of season); whenever an individual yacht has affected a material change in performance; or when a yacht owner has requested a review.

3.3 A yacht owner has the right to request a review of the allocated Division at any time, by applying in writing to the Sailing Committee setting out the desired change and the reasons for the change requested. This will be passed to the Division Handicappers for action.

3.4 The Division Handicappers (acting as a group) should review yacht performance based on the calculated average boat speed over a reasonable number of races and conditions to determine the proper Division Allocation of a yacht. The following should be used as a guide to allocation (noting that the underlying principle is to encourage improved yacht on yacht competitive sailing experience where possible):

- a. Yachts which are consistently placing fastest in any Division should be compared with the slower group of yachts in the Division above (if any). Where a material overlap in average boat speed exists such a yacht may be re-allocated to the Division above.

- b. Yachts which are consistently placing slowest in any Division should be compared with the faster group of yachts in the Division below (if any). Where a material overlap in average boat speed exists such a yacht may be re-allocated to the Division below.
  - c. Where no material overlap of average boat speed with either the Division above or below can be reasonably demonstrated, then a yacht should be re-allocated or remain within the Division in which the yacht owner would prefer to compete.
4. Where the Division Handicappers determine that an existing yacht should be allocated to a different Division, the rationale for this decision should be stated in writing and the decision advised to the Sailing Administrator.
5. The Sailing Administrator will advise the yacht owner and implement the re-allocation of the existing yacht (at the appropriate end of the series or season).
6. The yacht owner affected has the right to appeal the re-allocation decision made by the Division Handicappers. This should be made in writing to the Sailing Committee setting out the reasons for disputing the decision. The Sailing Committee will consult with the Division Handicappers and determine if the appeal should be upheld or not. The decision made shall be advised (in writing) to the Sailing Administrator who will in turn advise the yacht owner.
7. Yachts of the same design type should be allocated to the same Division regardless of individual yacht performance within that design fleet. These single design fleet allocations currently include:
 

i. SS27	Division 3
ii. SS22	Division 3
iii. S80	Division 2
iv. Cole 32	Division 2
v. Viking 30	Division 2
vi. UFO 34	Division 2
vii. S97	Division 1
viii. Foundation 36	Division 1
8. In general, an existing yacht should only be re-allocated to a different Division at the end of a Midweek series, or a full season of Saturday racing. In special circumstances a yacht may however be allocated to a different Division part way through a series or season but only with the approval of the Sailing Committee, and following recommendation by the Division Handicappers. The yacht owner must be aware that any award points accumulated in the series or season to date, will not be transferrable to the new Division in this circumstance.
9. A yacht may be allocated to different Divisions for either a Midweek series (jib & main only) or a Saturday season, based solely upon its racing performance in each separate event. (ie. for example it is possible for a yacht to be in Division 2 Midweek, whilst sailing Division 1 on Saturdays).

### **Twilight Sailing**

For the purpose of this policy, Twilight sailing is considered a socially oriented sailing activity and this policy shall be loosely applied. A yacht owner may nominate to sail in any Division.