

Club Performance Handicapping Policy

South of Perth Yacht Club (SoPYC)

South of Perth Yacht Club (SoPYC) uses handicapping to encourage boats of differing size, design and performance qualities to compete at the club within an assigned fleet or Division.

The principles of handicapping endorsed by SoPYC and amended from time to time are:

- The methodology used shall be open and transparent and will use a Performance Handicap System
- Rewards sailors for competing and finishing races
- To allow any boat who has established a fair and reasonable handicap the opportunity to win a race
- Skippers have the right to query their respective handicaps
- Fleets or Divisions will be appropriately represented by a designated handicapper
- Carry forward known handicaps to a similar but new series (Summer Saturday to Summer Saturday, Frostbite to Frostbite etc)
- Maintained by SoPYC with assistance from the fleet or Division handicappers
- Use an Australian based computer software package

BACKGROUND

Prior to the winter series of 2017, the club utilised a computer software package called "Finishing Line". The software used a performance based handicap system for the club. As of the winter series 2017, the club changed software systems and endorsed the use of the software system "Top Yacht" for results and fleet management, which continued to utilise a performance based handicap system.

How are race results calculated?

Simply.....

Elapsed Time x Allocated Handicap = Corrected Time, with the boat with the lowest Corrected time, will be declared the winner.

METHODOLOGY for calculating your handicap

Step One - Work out the Base Corrected Time

Select the Corrected Time of the boat positioned 45% of the way down the fleet from the winning boat on Corrected Time. This then becomes the "Base Corrected Time" for that particular race.

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Step Two - Working out your Back Calculated Handicap

In order to calculate your Back Calculated Handicap, you divide the Base Corrected Time by the boat's Elapsed Time: i.e.

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

Step Three - Apply Limited Back-Calculated Handicaps

If the BCH of the boat competing is less than is 96% of the Allocated Handicap then the recorded LBCH shall be LBCHL (i.e. 96% of the Allocated Handicap).

If the BCH is above 104% of the Allotted Handicap then the recorded LBCH shall be LBCHU (i.e. 104% of the Allocated Handicap).

All other BCH values to be recorded as calculated without applications of limits (i.e. between 96% and 104%), in these cases BCH=LBCH.

Step Four - Calculated Handicap

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

$$\text{Calculated Handicap} = 2/3 \text{ Allocated handicap} + 1/3 \text{ BCH (or LBCH)}$$

This new handicap is the Calculated Handicap (CHC)

Abbreviations Used

AHC	Allocated Handicap (Handicap allocated for a race)
BCT	Base Corrected Time
BCH	Back Calculated handicap
LBCH	Limited Back Calculated Handicap
LBCHU	Limited Back Calculated Handicap Upper (104% of the Allocated handicap)
LBCHL	Limited Back Calculated Handicap Lower (96% of the Allocated Handicap)
LBCHD	Limited Back Calculated Handicap Discard (Discard results less than 92% AHC)
CHC	Calculated Handicap
IPH	Initial Provision Handicap

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WHAT IS THE ROLE OF THE FLEET OR DIVISION HANDICAPPER

The role of the handicapper, is to ensure that the allocated handicaps are fair and reasonable based on known information for the next race. As outlined above, the system is simply calculating a future handicap based on your past performance. The system does have clamps or limitations placed on the variance that you handicap may move.

There are several instances in which the handicapper may intervene, these are but not limited to:

- An unknown (new) boat and unknown (new) skipper entering the fleet or division at any point
- An unknown boat and known skipper entering the fleet or division
- The handicapper is not convinced that the allocated handicap is fair and reasonable and needs adjustment
- Ensuring the boats previous handicap from a comparable series is carried forward to the new series

Handicappers may

When issuing a new handicap to a boat, it may:

- Allocate a 1 or equivalent maximum fleet handicap
- Allocate a handicap equivalent to the highest known handicap in the fleet/division
- Allocate a handicap equivalent to a boat of the same design within the fleet, and to that of the highest known handicap of that design
- Allocate a handicap that is similar to a similar type of yacht with the fleet or division
- Allocate a different handicap (handicappers will need to justify)

Recalculating Handicaps

If for some reason, evidence is produced which will affect results for the last race, then the handicaps and race results shall be recalculated.

The type of scenarios may be but not limited to:

- Incorrect entering of start time or finish time
- The results of a protest
- A boat retires after the race

SoPYC Keelboat Handicappers

Division 1	Richard Evans	A Fleet	Richard Evans
Division 2	George Ruul	B Fleet	George Ruul
Division 3	Bevan Cole	C Fleet	Peter Lewis
SS27	Brian Easterbrook	C Fleet (Frostbite)	John Pierzak
SS22	Peter Lewis	H28 (Midweek)	Andy Lane
H28	Rita Nesdale		
Red Witch	Kelvin Uren		
Viper 640	Jon Stubb		