

MYLOR YACHT CLUB HANDICAPPING POLICY 2015

GENERAL

1. The aim of this policy is to assist the achievement of fair racing at Mylor Yacht Club (MYC), as required by the Racing Rules of Sailing Rule 2, by setting a boat's handicap in a fair, open and transparent manner.
2. Boats competing in MYC racing will be allocated a handicap number using the process shown in paragraphs 5 to 9 below.

DOCUMENTATION

3. Receipt of the Entry Form attached to the Notice of Race 2015 (and fee if applicable: see paragraph 6 below) means that a boat is entered for all MYC races in 2015 from the date it is received by the Sailing Secretary. Every effort will be made to issue a handicap number within 48 hours of receipt of the entry form. However, a result will not be given unless the boat has been issued a handicap.
4. All entrants must complete all the information required on the Handicap Form attached to the Notice of Race 2015.

PROCESS

5. A boat's raw number will be generated using the formulae in paragraphs 10 to 12 below. This raw number will then be adjusted to reflect the boat's engine and propeller configuration and rig, using the tables in paragraphs 13 and 14, and to reflect the age of a boat's sails and equipment, crew skill factors and historic performance data. The number so calculated shall be the boat's handicap number for MYC events.
6. Handicap numbers may be adjusted periodically during the sailing season, using a boat's race performance data.
7. Failure to complete the Handicap Form may result in a temporary handicap number being issued until the necessary boat data has been obtained and checked, and the necessary calculations have been completed. Late entries may also be allocated a temporary handicap number, until the appropriate calculations can be completed.
8. A temporary handicap number shall not be altered; any results using this number will stand and will not be altered retrospectively.
9. Queries concerning individual handicaps shall be made in writing to the Sailing Secretary. Note. The boat's raw number adjusted for engine, propeller and rig may be used at other events in the POSFA area.

FORMULAE

10. Fin-keeled boats will be issued a handicap number using the following formula:

$$W_{fin} = kf(2091 - 407d + 86d^2 - 30.5 * LWL - 59.6 (SA/LWL^2) - 810 SA^{1/3}/D^{1/4})$$

where, for flat single keels $kf = 1$, and for long keels $kf = 0.98$; for non-flat keels (bulbs, winged, etc), $kf = 1 - 0.003 * kg$ and kg ranges from 1 for a slight flare or bulb to 5 for a winged keel.

11. Bilge-keeled boats will be issued a handicap number using the following formula:

$$W_{bilge} = kf (2211 - 1389d + 431d^2 - 137 * B/LWL - 54.9 * LWL^{1/2} + 455 * SA/D^{2/3})$$

where for twin bilge keels, $kf = 1$; and for triple bilge keels, $kf = 1.01$.

12. In both formulae, d = draft, B = beam, LWL = waterline length, SA = total sail area (upwind sails only, largest sail area possible), D = displacement.

RIG- AND ENGINE-RELATED ADJUSTMENTS

13. The formula assumes a boat has a two-blade fixed propeller and a conventional spinnaker.
14. Raw numbers will be adjusted to reflect declared engine and sail configurations, using the table below:

Engine related	
2 blade fixed propeller	0%
3 blade fixed propeller	plus 2%
Folding/Feathering propeller	minus 1%
Outboard (able to be lifted clear of the water)	minus 2%
Rig related	
No use of conventional spinnaker or other downwind sail	plus 4%
Use of asymmetric spinnaker	plus 2%
Twin mast ketch	plus 3%
In mast reefing	plus 2%

MYC thanks Professor Linda Wolstenholme (Cass Business School and Emsworth Slipper SC) for her kind permission to use her handicap models.