

## **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 FYCA Handicap Committee shall publish an annual 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 in its annual review and update of 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.

### **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) IRC rating certificate 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 IRC 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 open ratings should be periodically reviewed and upgraded by the Handicap committee at least twice throughout the season.

### **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 Ratings. This data shall be used to generate a formula to convert IRC ratings to equivalent PY numbers based on a 'best fit' across a wide range of yachts.

### **FYCA Handicap Committee,**

**Chairman** - Andrew Downie                      Port Edgar Yacht Club                      01506 671 681

**Members** - Phil Walter                      Port Edgar Yacht Club  
Mike Christie                      Port Edgar Yacht Club  
Stewart Shearer                      Dalgety Bay Sailing Club  
Neil Wood                      Port Edgar Yacht Club  
Fiona Brown                      Royal Forth Yacht Club  
Jim Scott                      Port Edgar Yacht Club

**Allowances for configuration of keels, engines and propellers differing from RYA YR2**

**Percentages**

**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

Because numbers published in the FYCA list are intended for use at regattas or open events 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.