

Paradise Radio Yacht Club (Inc).

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IOM GUIDE TO CONDUCTING HANDICAP RACING (AMMENDED 12 MAR 18)

Introduction:

1. Handicap events are conducted to provide more competitive racing for skippers of different skill levels and to compensate for differences in boat speed. A well run handicap event will result in close finishes and provide all skippers an opportunity to win each race and the day. The system used to adjust handicaps must be unbiased, consistent, take into consideration the prevailing conditions, and be easy to administer. With fleet size increasing it has become necessary for the club to develop a standard policy for running handicap events.

Aim:

2. The aim of this instruction is to provide guidelines for the conduct of club run handicap events. Fleets may amend these guidelines to best meet their requirement.

Conduct of Races:

4. All club handicap events are to be conducted in accordance with RRS 2017 TO 2020. Scoring of these events shall be in accordance with RRS A4 as amended by this instruction. Racing is open to all club member's and visitor who are current member of the ARYA. All Club members and visitors are to register, pay the entry fee and sign the registration book. All boats are welcome to participate in racing for three events, but only those which are correctly measured and registered are eligible to receive series points.

Initial Handicap:

5. The initial handicap may be established by either of the following methods:

a. **Method One.** The initial handicap is established by conducting one scratch race, the results of this race are to be included in the days score. Based on the results of this race boats will be allocated one of the following handicaps:

- (1) Scratch;

- (2) 20 sec;
- (3) 40 sec; or
- (4) 60 sec.

- b. The number of boats allocated to each handicap is based on the number of boats competing, as shown in Table 1.
- c. **Method Two:** Boats are allocated handicap based on their results in previous events. This method is recommended if the skippers ability is known.

Example Method One:

6. If there are 17 boats competing table 1 shows that the first three boats to finish in the scratch race would receive a handicap of 80 sec, boats that finished 4 to 6 would be off 60 sec, 7 to 10 off 40 sec, 11 to 14 off 20 sec and 15 to 17 would be off scratch.

Adjusting Handicaps:

7. Handicaps are to be adjusted after each race with a number of boats being promoted and dropped one handicap level. The number of boats to be promoted or dropped for the next race is determined by the number of boats competing. To obtain the number of boats to be allocated to each 10 seconds, see Table Two.

Example:

8. If there are 17 boats in the fleet, Table Two shows the first four boats to finish will go back 10 seconds and the last four boats will go forward ten seconds [***except for any boat that had started on scratch would remain on scratch and no boat would get a handicap higher than 120 sec***].

9. A boat that started on the 80 sec would increase his handicap 10 seconds per race they finished in the first four until he reaches 120 sec. It would then stay on 120 sec until it finished in the last four or it has stayed on a 120 for two consecutive races a (see para 10) at which time its handicap would be reduced by 10 seconds.

10. If a boat handicap does not change for two consecutive races, its handicap will be reduced by 10 sec.

11. Boats that arrive after the seating race has been conducted will be given a handicap determined by RO based on the known performance of the skipper. In the event that a visiting skipper arrives after the seating race [whose sailing ability is unknown] shall be given an initial handicap of 40 sec. The RO, at his discretion, may adjust the handicap of these boats up to a maximum of 60 sec after its first race to better reflect the boats true handicap.

12. The RO, at his discretion, may adjust a boats handicap up to a maximum of 80 sec after the seating race, to better reflect the handicap of a boat of whose finishing place may have been affected by:

- a. entanglement with a buoy or another boat,
- b. doing penalty turns,
- c. picking up weed or other obstructions,
- d. mechanical or electrical problems with the boat,
- e. radio interference, or
- f. a skipper sailing well below his known ability.

Number of Races/ Discards:

13. A club handicap event is to have a minimum of five races to be considered a club championship event, but can have as many races as time permits or as determined by the Race Committee. A competitor's worse score [including the seating race] **shall be excluded as follows** from their final event score:

After 4 races have been completed, 1 score excluded.

After 8 races have been completed, 2 scores excluded.

After 16 races have been completed, 3 scores excluded.

Then another race shall be excluded for every further 8 races completed.

Race Scoring:

14. Scoring shall be in accordance with RRS A4 Low Point Scoring System except RRS A4.2 is replaced by "All other competitors shall be scored one point more than the number of boats in the largest race conducted on the day". The results of each heat shall be recorded on a Score Sheet [see Appendix B.]

Series Scoring:

15. At the end of a days sailing, a series score will be allocated on a boats race score for that day. Boats which did not compete shall receive one more point than the maximum number of boats which sailed on that day. For example, the boat that wins the days will be allocated a series score of one point, the boat that finishes second, two points etc. The boat with the lowest series scores wins the series and the others shall be ranked accordingly. Fleets are to maintain a register of all series scores together with a file containing all the day's Score Sheets. This register is to be the base document for determining places in all series.

Redress:

16. Redress may be given in accordance with RRS 62, 64.2, E6.6. For club events redress should be calculated on the boats average score for the day. The seating race score is not to be included when calculating the boats average score. As a general rule redress should only be given to a boat that has completed over half the course. Other

boats may be given redress in exceptional circumstances but this must be considered on a case by case bases.

Scoring on the Water:

17. The RO, may at his discretion, score boats which are still racing on the water. Boats so scored shall be awarded a point based on their position on the course at the time. Should their place be uncertain at the time the RO may awarded a tied finish.

Breaking of Ties:

18. Ties shall be broken using the method given in RRS A8.

Scores Determined By RO/Scorer:

19. RRS A5 is replaced by, "The RO/Scorer can adjust a boats score without a hearing if a boat, does not start or finish correctly, or has been scored on the water. Only a protest committee may take other scoring action that will worsens a boat score.

Personnel Requirements:

20. For this system to be used affectively a RO and Scorer should be assigned to each handicap event. If a dedicate RO is not available, skippers should take turns at performing the duties of RO and receive average points for the days sailing for that race. If the RO is also recording the finish, the first boat to finish is to call the finish.

- Annex A: Table One and Two
- B: Heat Finishing Sheet
- C. Handicap Sheet

TABLE ONE:

Table one is used to allocate boats their initial handicap. Boats are assigned an initial handicap based on the number of boats registered to sail and a boats finishing place in the seating race:

Number of boats per handicap

NUMBER OF BOATS	80 sec	60 sec	40 sec	20 sec	SCRATCH
30	1 to 6	7 to 12	13 to 18	19 to 24	25 to 30
29	1 to 5	6 to 11	12 to 17	18 to 23	24 to 29
28	1 to 5	6 to 10	11 to 16	17 to 22	23 to 28
27	1 to 5	6 to 10	11 to 16	17 to 22	23 to 27
26	1 to 5	6 to 10	11 to 16	17 to 21	22 to 26
25	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25
24	1 to 4	5 to 9	10 to 14	15 to 19	20 to 24
23	1 to 4	5 to 8	9 to 13	14 to 18	19 to 23
22	1 to 4	5 to 8	9 to 13	14 to 18	19 to 22
21	1 to 4	5 to 8	9 to 13	14 to 17	18 to 21
20	1 to 4	5 to 8	9 to 12	13 to 16	17 to 20
19	1 to 3	4 to 7	8 to 11	12 to 15	16 to 19
18	1 to 3	4 to 6	7 to 10	11 to 14	15 to 18
17	1 to 3	4 to 6	7 to 10	11 to 14	15 to 17
16	1 to 3	4 to 6	7 to 10	11 to 13	14 to 16
15	1 to 3	4 to 6	7 to 9	10 to 12	13 to 15
14	1 & 2	3 to 5	6 to 8	9 to 11	12 to 14
13	1 & 2	3 & 4	5 to 7	8 to 10	11 to 13
12	1 & 2	3 & 4	5 to 7	8 to 10	11 & 12
11	1 & 2	3 & 4	5 to 7	8 & 9	10 & 11
10	1 & 2	3 & 4	5 & 6	7 & 8	9 & 10
9	1	2 & 3	4 & 5	6 & 7	8 & 9
8	1	2	3 & 4	5 & 6	7 & 8
7	1	2	3 & 4	5 & 6	7
6	1	2	3 & 4	5	6
5	1	2	3	4	5

TABLE TWO:

Table Two is to be used to determine the number of boats to be promoted and dropped ten seconds:

No of BOATS	UP/DOWN
25 to 30	6
20 to 24	5
15 to 19	4
10 to 14	3
Less than 10	2

PRYC FINISHING SHEET

FLEET:EVENT: SCRATCH/HANDICAP SCORER:-----DATE: -----

POS.	RACE 1.	RACE 2.	RACE 3.	RACE 4.	RACE 5.	RACE 6.	RACE 7.	RACE 8.	RACE 9.	RACE 10.	RACE 11.	RACE 12.
1.												
2.												
3.												
4.												
5.												
6.												
7.												
8.												
9.												
10.												
11.												
12.												
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14.												
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22.												
23.												
24.												
25.												
DNS/ DNF												
DNS/ DNF												
DNS/ DNF												
DNS/ DNF												
DNS/ DNF												
DNS/ DNF												
RO												

HANDICAP SHEET

EVENT: DATE:

SER	SKIPPER	S/N	1	2	3	4	5	6	7	8	9	10	11	12
1.														
2.														
3.														
4.														
5.														
6.														
7.														
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