

# **BBSC PERFORMANCE HANDICAP SYSTEM v1**

## **AN OVERVIEW**

The aim of the BBSC Performance Handicapping System (PHS) is to provide a fair result for each boat in the fleet.

The PHS takes into account both boat and crew. Thus, a fast boat with an inexperienced skipper and crew may have a lower handicap than a slow boat with an experienced skipper and crew.

Taking into account factors such as the experience of a boat's skipper and crew, the age of her sails and weather conditions on the day, the PHS rewards improvement in a boat's performance, enabling a boat sailed better than it has been to obtain a first, second or third placing.

The PHS continually adjusts a boat's handicap based upon her performance from race to race relative to:

- the rest of the fleet; and
- and her past performance.

## **HOW THE PHS IS ADMINISTERED**

The Performance Handicap System is based on the 'Top Yacht' software program as outlined below.

### **1. An Applied Handicap (AHC)**

For the first three races in a season, a boat's AHC is equal to either:

- the initial provisional handicap given to a boat that is new to the Club, as described below; or
- a boat's previous season's Calculated Handicap based on her performance in the previous season's Bay Cup Series, as described below.

Provided a boat sails the first three races in the Bay Cup Series, by Race No 4 her AHC will be based purely on her performance in the first three races.

### ***The Initial Provisional Handicap***

A boat that is new to the Club is allocated an initial provisional handicap determined by reference to the handicaps of similar boats, the experience of her skipper and crew compared with others in the fleet, available rating numbers, the age of her sails and other like factors.

An initial provisional handicap is used for the first 3 races in the series. It is reviewed after three races and, if appropriate, adjusted retrospectively.

***The previous season's Calculated Handicap***

As a general rule, a boat's previous season's Calculated Handicap is based on her Back Calculated Handicap (BCH) in the last race in the previous season's Bay Cup Series.

A previous season's Calculated Handicap may, however, be adjusted if:

- if between seasons there has been in terms of the Notice of Race a substantial change to a boat's hull, rig or crew; or
- a boat did not sail many races towards the end of the previous season's Bay Cup Series.

A boat's previous season's Calculated Handicaps will be posted.

**2. A Back Calculated Handicap (BCH).**

A boat's BCH is calculated by comparing her elapsed time to the corrected time of a reference position in the fleet, being the average of a group of boats.

**3. A Calculated Handicap (CHC).**

A boat's CHC is determined using a weighted running average of a boat's BCH. At the start of a season it is determined using a boat's initial provisional handicap or previous season's Calculated Handicap as follows:

- For Race No 1 it is determined by using the boat's initial provisional handicap or previous season's Calculated Handicap.
- For Race No 2, it uses the BCH of Race No 1 and the initial provisional handicap or previous season's Calculated Handicap.
- For Race No 3, it uses the BCH for Race No 2 and the initial provisional handicap or previous season's Calculated Handicap.

**HANDICAP ADJUSTMENT CRITERIA**

In deciding whether to adjust a boat's handicap in accordance with the Notice of Race, the Handicapper may have regard to the following criteria.

- A change in helmsman or 50% of the crew who sailed the past 5 races.
  - At the Handicapper's discretion, an increase to a maximum of 2%.

### 3

- A change in a sail.
  - New sail, same size – no penalty.
  - New sail, larger size – at the Handicapper’s discretion, an increase to a maximum of 2%.
  - Other sail variation – at the Handicapper’s discretion, an increase or decrease to a maximum of 5%.
- A change in a mast, spar or rig.
  - Longer spinnaker pole - at the Handicapper’s discretion, an increase to a maximum of 5%.
  - Other rig variations – at the Handicapper’s discretion, an increase or decrease to a maximum of 5%.
- A change in hull shape, rudder, ballast, keel.
  - At the Handicapper’s discretion, an increase to a maximum of 5%.
- A change in a propeller.
  - Three blade fixed to two blade fixed – 1%.
  - Three blade fixed to a folding propeller – 2%.
  - Two blade fixed to a folding propeller – 1%.

**RCD**

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