

## CYC Cup Aggregate - Handicap System.

The CYC Cup aggregate series year will have yachts racing against each other using Top Yacht auto adjusting handicaps and race lap normalisation.

The reason for this is to open the series to all competitors where the results are based on relative performance not absolute performance. The main benefit is to produce fairer more family orientated social sailing over a season with sailors competing against each other across divisions. This will require boats eligible to compete in the aggregate to sail the same course but with a differing number of the laps depending on the division. (eg Multihulls would sail more laps of the same course). A handicap cut off of 145 or less will be applied for Div C boats as it is not practical or safe to sail the same course as the fast mono or multihulls. A shorter inshore course will be set by the Officer of the Day for boats with a handicap greater than 145.

### **Auto adjusting Handicaps:**

The system considered develops a Handicap in response to the measured performance of each boat when compared to all other boats in the race/series. It is this measured, relative performance that determines the new Handicap *not* whether a boat won, came second or came last.

CYC will use the most commonly used auto adjusting handicap system of weighted running average.

### **Weighted running average handicap system.**

The calculated handicap(CHC) is the average of the weighted back calculated handicaps(BCH) (I.e. measured relative performance for each of the last four races.)

I.e.  $CHC = (BCH1 + BCH2 + BCH3 + BCH4)/4$ .

Top Yacht found that from a number of tests this system provides the most satisfactory handicapping over most racing series. This judgement is based on several criteria:

- The tightness of handicap corrected finish times on a race by race basis,
- The fact that a good variety of boats receive firsts, seconds, thirds etc. within a series,
- The tightness of the series scores for those boats who are in contention i.e. have not lost the series through a number of the DNC's etc.

### **The disadvantages:**

- Because it is a running average, after each race one performance is removed from the averaging process and a new one added. This may result in apparent anomalies where say a winning boat could actually have their handicap improve. This is simply because of an old BCH taken from the averaging system is replaced with one which is more favourable. Sailors can find this very difficult to understand.
- This system does not work particularly well in short series i.e. series with only five or six races, hence the need to run this system over a higher number of races, in our case for around 30 races.

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## Further points or clarification:

- Race Lap normalisation: The CYC Cup will use Top Yacht to correct for the number of laps (for each Div) to produce one overall CYC Cup winner covering all competing divisions. Race lap normalisation means each competing division must sail the same course but the number of laps can be increased for Div A. An example would be Div A does 4 laps, Div B 2 laps and Div C one lap of exactly the same course. Top Yacht will then normalise to four laps across all divisions before doing the handicap calculation.
- The CYC Cup will be the top prize at Cowes Yacht Club because all eligible divisions compete for the one prize.
- Races will continue to be divided into three divisions run on Yachting Victoria yardstick as per the current split of A: Multihulls, B: Monohulls <131, C: Monohulls >=131 - <146. Yachts with a handicap greater than 145 are not eligible for the CYC Cup aggregate but will race their own course as set by the OOD. It should be noted that yachts with a handicap >145 should not sail more than 0.5nm from Cowes Yacht Club.
- Each div will also compete for the overall perpetual trophy for that division on YV yardstick not weighted running average handicap.
- Please remember that rolling weighted average weighted handicap values calculated are simply ratios or relative performances of boats within a particular fleet, they have no absolute value and do not interrelate with values used at any other club.
- The race series scoring is as per the CYC Sailing instructions ie Yachting Australia RRS 2009-2012 Low point scoring system Appendix A (as modified in the CYC sailing instructions which also covers scores for those rostered on duty)
- Each competitor will have in the Aggregate CYC Cup series scoring up to 35% discard races of the worst individual race scores over the series. Please see sailing instructions for details on the discard or drops.
- **Race Control please note:** Individual races and race day places in the Aggregate series will be in CYC divisions: handicapped, calculated and announced on race day, using the standard Yachting Victoria yardstick and calculation method.
- Updates to the series running weighted average progress results will be posted regularly on the notice board.

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