

## Tollesbury Cruising Club

# PERSONAL HANDICAP SYSTEM

I do not intend to lay out exactly how personal handicaps are calculated here, but just briefly outline the policy for this sometimes thorny subject.

The idea behind this system is to try and “level the playing field” so that all competing, will have an equal chance to a place or win. This system has been used for several years within the club. Thus inhibiting the stronger crewed boats winning everything whilst stopping the less strong boats getting demoralised by not seeing their efforts rewarded.

Nowadays with the multitude of new boats on the market, not all boats are listed in the Portsmouth Yard Stick System, nor are they published by Byron Software. If your boat is listed, all well and good, at least we have a starting point for your handicap; it is then adjusted for your keel configuration, type if any downwind sails are carried, and type of propeller etc.

If however your boat class is not listed, then you will be given a trial handicap number, which will be adjusted over the first three races you compete in, in any one year.

For all Club Races we use our “Personal Handicaps.” This is a brief explanation of how these are calculated.

After each race your corrected time is calculated, which is your race time in seconds adjusted by your handicap. This will give the race positions (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>.etc.) I then calculate what is called the “Standard Corrected Time” which is averaging all the times for the fleet. From this I can calculate the “Performance Number” that would be the handicap for each boat if the race were a dead heat. Further information on how this is calculated is given in the “Portsmouth Yardstick Scheme” publication.

This performance number is plotted and over several races an average handicap, to what you are sailing to, can be taken. Then twice a year (more if necessary) a percentage of this adjustment is added or taken away from your base handicap thus allowing for crew skill factor.

This adjustment “raises the bar” for more experienced crew, needing them to sail harder and faster, whilst less experienced boats can still compete on an equal footing.

This personal handicap system only applies to the club races, for inter-club events we revert to the Portsmouth Yard Stick base handicaps, and/or use a race committee to discuss any variations.

I am more than happy to discuss handicaps with any members and am prepared to breakdown how their “Personal Handicap” is calculated.