

Portsmouth Yardstick Racing - How to run them



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Running & Organising Handicap Racing

Andy Wibroe & Bas Edmonds



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Today's Entertainment...

Handicap Racing for:

- Dinghies
 - Keelboats
 - Multihulls
- } RYA Portsmouth Yardstick Scheme (PYS)
- Cruisers?





Handicap Racing For Cruiser Racing?



The New “National
Handicap for Cruisers”
(NHC)

More on this Later...



Topics for today and the common questions/ complaints...

- A Brief History of the PYS
- Why are the RYA Changing or not Changing handicap numbers?
- Which handicap numbers should my club be using?
- How should my club be adjusting handicap numbers without causing a bar brawl?
- What should we say in our race documents to avoid redress claims etc?
- How should we deal with issues such as the wind dying out?



PYS, A brief History...

- Concept established in 1952 by Sidney Milledge of Langstone SC. Known as the “Langstone Tables for Club Handicappers” Used jointly with the “Porstmouth Yardstick”
- 1960 Milledge hands administration of the scheme to the RYA due to volume of post
- 1960’s to 1990’s Clubs actively manage their racing and adjust handicap numbers
- 1990’ to Present Clubs start to become less proactive and see the RYA National list as Gospel!
- 2010 – Present, RYA develop use of an online website to aid number adjustment
- **PYS run jointly by the RYA and CLUBS**



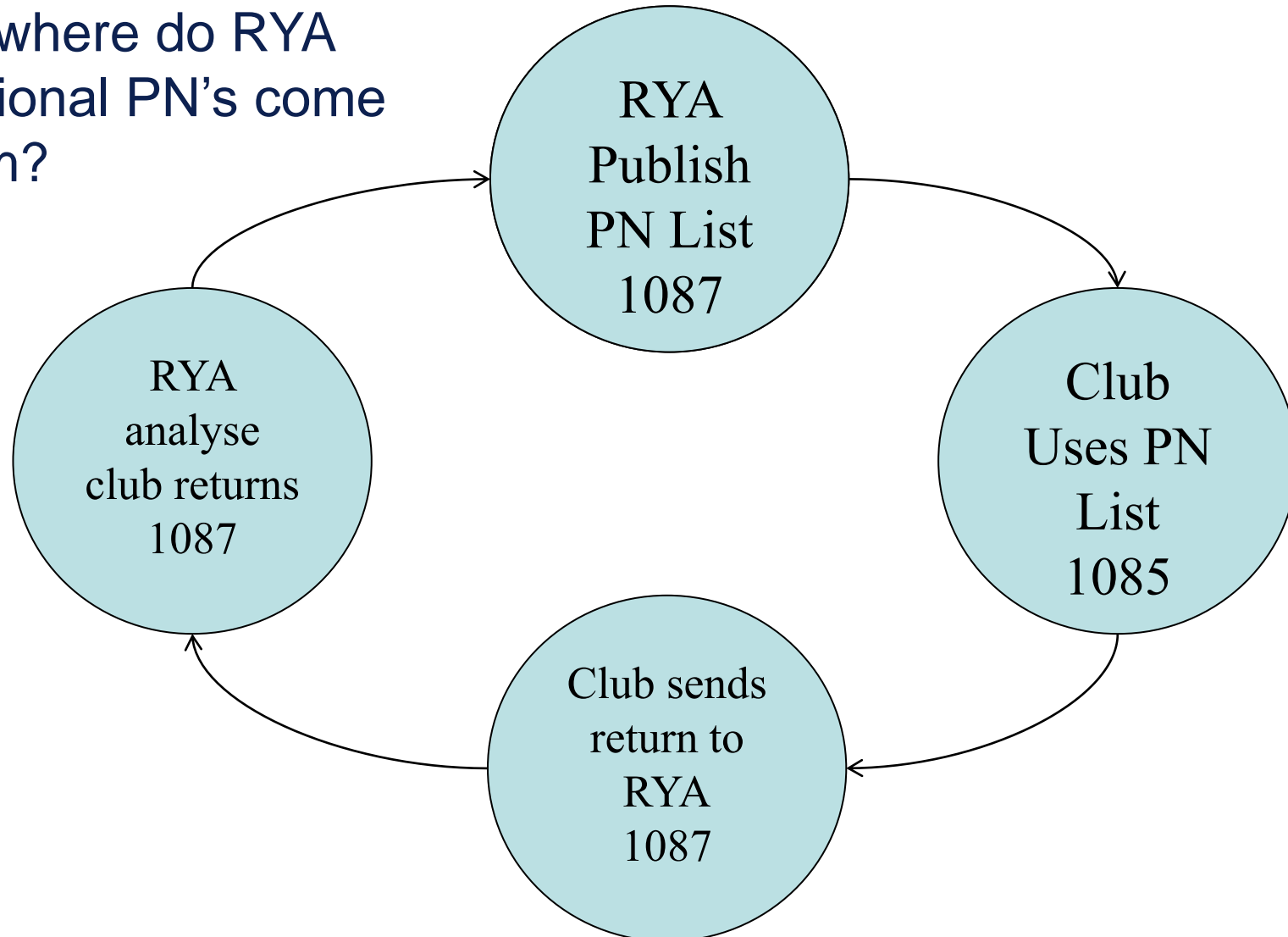
Why are the RYA Changing/ Not Changing Portsmouth Numbers (PN's)?

- Where do National PN's Come from?





So where do RYA National PN's come from?





National PN's

- Allocated by the PYAG on an annual basis
- 1 list for all classes with statistical confidence published
- Experimental numbers for New, Developing or Development classes
- Based on statistics published in the PYS “Digest”
- **!If your club does not return you will not get a say in the national PN's!**



The Digest!

Year	Clubs	Boats	Races	Cal
2008	118	1488	15233	1078.58
2009	98	1695	15360	1081.42
2010	95	1318	9122	1085.04
2011	152	2869	23399	1085.08
2012	117	3111	14753	1092.12
Last Year	1085	P	LASER	U 1 0

LASER U 1 0		
2010 Tot Cal	1081.16	Var PY 1083.53
2011 Tot Cal	1083.90	Var SY 1081.45
2012 EFN	47274	
2012 Tot Cal	1087.27	

The Number of Races for each year

The Weighted average for each year

The weighted average for the last 3 years

The sum of the races for the last 3 years (Statistical confidence)



**?Which Handicap Numbers
should my Club be using?**



Club List of handicap numbers

- As the national list is a weighted average of proposed numbers by clubs it will not work at every club, This is a given!
- Clubs should develop their own local club list of handicap number's;
 - Sailor ability
 - Topography such as sheltered/ exposed waters
 - Tidal influence
 - Type of classes
- Clubs should not rely on the National PN list as no class will perform uniformly at every venue
- Clubs should use the National list as a starting point for new classes to the club and as a reference only!



The Laser will perform very differently at these clubs

A LAKE SC



- Flat water
- Shifty conditions
- Short legs

B-On-Sea SC



- Waves – Planning
- Tide
- Longer legs



So Andy, how do we accurately get our club list active?



Well I've never got on well with Fred...





Without causing stigma in the club or worse cause chaos in the bar post sailing??





PY Online! (www.pys.org.uk) The Future of PY...

- Takes actual race results from a club
- Analyses results on a race by race basis
- Generates a club list of proposed handicap numbers and associated confidence factors
- Clubs can then use this list as a *guide* as to which numbers they should be using.



PYS.org.uk Mini club Digests...

DART 15(2 S 0)	46	62	0.1	886	916
DART 16(2 S 0)		5	Insufficient number of data points		943
DART 18(2 S 0)	11	13	0.0	805	844
ENTERPRISE(2 S 0)	34	41	0.0	1130	1133
EUROPE(1 U 0)	20	22	0.0	1143	1189
FARR 3.7(1 S 0)		1	Insufficient number of data points		1013
FINN(1 U 0)	11	11	0.0	1060	1048
FIREBALL(2 S C)	211	521	0.7	970	964
FLYING FIFTEEN(2 S C)	90	254	0.4	1022	1005
GP14(1 S C)		19	0.0	1030	1109
HARRIER(1 U 0)		1	Insufficient number of data points		1283
HERON 2(S C)		7	Insufficient number of data points		1321

Class Name/
Configuration

Races

Appearances

Confidence
factor

Last used PN

Recommended
PN



**So we have a sensible method for starting/ developing a club list,
How do we ensure there are no other issues such as redress?**

- There are no *Rules* Published by the RYA to govern racing under PYS
- Clubs need to ensure that their NOR & SI's are watertight and are prepared (as best possible) for every eventuality



Avoiding this



Allowing more of this!!



What should our race documents cover?

NOTICE OF RACE (Rules)

- A Club/ Organising Authority should consider the following when publishing NOR
- Give the Sailors as much pre warning about the event/ series they are signing up for, May be part of the club handbook.
- That racing will be run using PYS for scoring purposes.
- The PN's that will be used (Club PN List)
- When and where the PN list is available for viewing (Club notice board etc, before any early entry discount is closed)
- Which class(es) are eligible to race in PYS Fleets (All dinghies/ Skiffs/ multihulls etc)
- If PN's will be adjusted (YES!!!)
- How PN's will be adjusted (The PY Online website)
- How often PN's will be adjusted (After every Nth Race)
- Who will be responsible for making adjustments (RC/ Sailing committee?)
- Any other club policies regarding PY racing!!! (National numbers may be used for new entries etc.)



What should our race documents cover?

SAILING INSTRUCTIONS (Rules)

- Sailing instructions should confirm any policies that were outlined in the NOR and any finer details regarding applying these policies
- Will classes be divided into fleets (PY Class 1, PY Class 2, etc)
- Class Splits (PN's higher than 1000 > Class 1 etc)
- How Often PN reviews will be carried out (Every 4th weekend where racing on has not been abandoned)
- How any PN changes will be applied to subsequent races in the series/ regatta (Adjusted PN's shall be displayed on the club notice board before X prior to taking effect, adjusted PN's shall not be retrospectively applied to finished races.)
- Policies on classes moving fleets after adjustment (The RC may move a boat after its adjusted PN falls into a different fleet split)
- That changes to PN's shall not be ground for redress!!! (Adjusted PN's shall not be grounds for redress by a boat, this changed RRS 62)



Common Race Management issues

- Before embarking on running racing with PY it is important to appreciate which type of racing is best suited to a club or event
 - Standard fleet racing
 - Average lap racing
 - Pursuit racing



Mixed Fleet Racing

- All boats start on the same start line within a fleet, at the same start
- Sail the same course
- Finish at the same finish line
- All boats are scored on their corrected time from the race
 - Good for:
 - Only the start time and finish times are needed
 - Similar race management to a one design race
 - Any number of courses can be used
 - Cons
 - A separate start and finish line are required
 - Potentially two RC boats
 - Potentially two RC crews required
 - Can give “messy” situations if the wind “shuts down”



Average Lap Racing

- All boats start on the same start line within a fleet, at the same start or shortly after
- All boats sail “laps” and pass the start/ finish line after every lap
- Finish at the same line as the start line
- All boats are scored with a factored time to show how long they would have taken to sail the same number of laps as the fastest boat
 - Good for:
 - Only 1 start/ finish line needed which could be the club line
 - A pre defined race duration can be achieved
 - A mix of classes can all sail together on the same course
 - The “slow” boats are not always last to the bar!
 - All boats sail in the same conditions
 - Cons
 - Requires RC to record each individual lap time
 - Hard to assess relative positions in a race



Pursuit racing

- All boats start on the same start line at differing times dependant on their PN, slowest boats first
- Where you finish on the water is your result
- Boats either cross a finish line (based on a guesstimate of race duration), at a shortened course line or positions on the water are recorded.
- Start times are pre defined and published before racing starts
 - Good for:
 - Easy to assess position on the water
 - No need to wait for results on coming ashore
 - Cons
 - Requires start times to be calculated
 - Requires additional race management resources such as finish boat to record positions on water
 - As the start is not congested the PN's used in "standard" club racing may not be appropriate



The most common PY related RM issue...

Starting Racing in this



....Finishing in this



The cure?

- If running average lap racing;
 - If there is a known wind pattern at the club display the “about to finish signal” at an appropriate time (allowing all boats to finish before the wind dies)
 - If ALL boats have finished the same number of laps, however some have finished an extra lap and the others are unlikely to finish the additional lap shorten the course and score the “other boats” on the average of completed laps. (i.e. the I14’s and 49ER’s have done 5 laps and the Solos, Merlin Rockets and Lasers have completed 3 and are unlikely to finish their 4th, score the latter classes on their 3 completed laps)
 - If no fair outcome can be reached consider abandoning the race!
- If running mixed fleet racing;
 - Shorten the course where possible, if there is a normal wind pattern shorten the course with time to spare, allowing for the slowest boats
 - If no fair outcome can be reached consider abandoning the race!



Questions?

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National Handicapping for Cruisers (NHC) *Race Officials Conference 2013*

Bas Edmonds – RYA Technical Manager
Sunday 9th February



Bas Edmonds RYA Technical Manager





RYA Technical Department

- Racing activities
 - National Classes
 - Equipment Rules of Sailing
 - Measurer Training
 - Portsmouth Yardstick Scheme
 - In-House Certification
 - ISAF Representation
- Certifying Authority
 - Coding small commercial vessels
 - Tonnage surveys



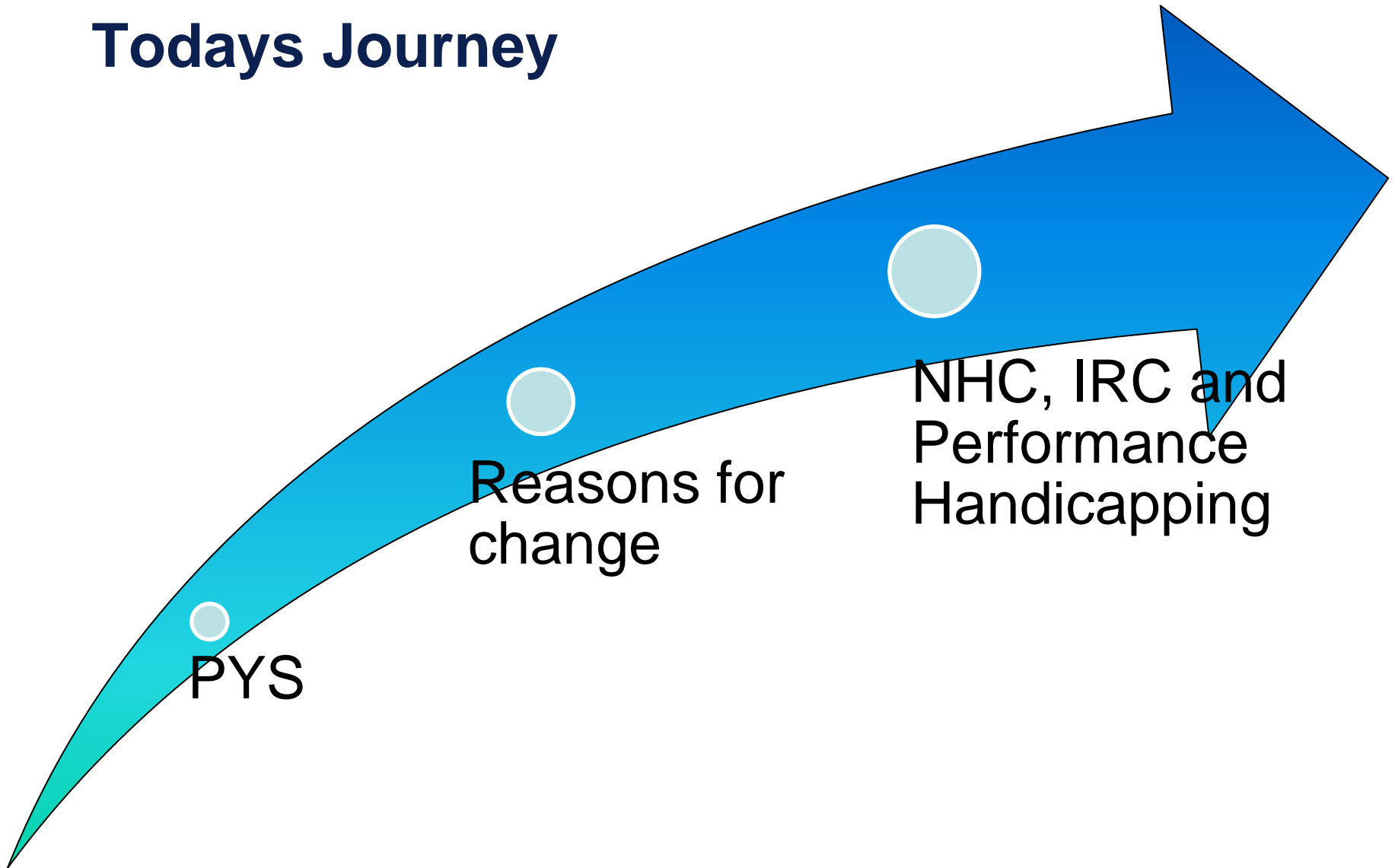
Cruiser Racing for 2013 and beyond

The RYA need to promote a scheme that is Nationally available to provide clubs with a uniform handicapping system which is easily maintained and understood.

The scheme promoted needs to encourage growth and participation, work alongside IRC as well as retaining sailors within the scheme and the sport.



Today's Journey





The Portsmouth Yardstick Scheme

- Concept established in 1952 and available to all UK clubs **free of charge**
- **Is run jointly by the RYA and CLUBS**
- Is applicable to nearly all types of sailing craft
- Relies on club data, to make a relative performance consideration between different types of boat
- Different aspects of PY look to achieve different priorities



Why the Club Data is so vital to the PYS

- The PN list is based purely on Club Data

No data = No PN list

- Builds a general picture of club racing
- Each club has its own factors which could individually effect the performance of its fleet
- Relies on clubs to record the performance differences and then return them to the RYA
- Less data = less reliability = less confidence



Changes in policy and promotion

- Since 2007 RYA actively promoting local adjustments to be made and returned to RYA
- In 2008, less than 15% of clubs returned adjusted PNs
- In 2012, over 90% of clubs returned adjusted PNs
- Change of policy in PYAG to apply the adjustments suggested by the calculations



Situation as we see it today...

- Less data = less reliability = less confidence
- Fragmented scene with clubs creating their own “Club handicap scheme”.
- Each club handicap scheme may not be compatible with its neighbours – no consistency in numbers used



PYS



NHC



N H C – What's in a name?

NATIONAL

HANDICAPPING

CRUISERS





What is NHC all about?

Increasing Participation



What is NHC all about?





The Basics

- Measurement derived handicaps based on a rating formula

To produce a base list

- Base list used to provide level starting point for racing

To produce a race result

- Race results used to calculate the performance factor of each boat

To produce a new handicap



Producing a base list

- Based on known rating formula
- Using “boatshow” data
- Not looking to breakdown into boat details
- Over 1200 boat types on initial list
- Formula will/may be published
- Online calculator open to clubs only



Producing a race result

- Plug in base list to race results program
- Sailwave, Sail 100 and HAL compatible

- Go racing....!



Producing a new handicap

- Just go racing again – its all done for you!
- Program will calculate performance adjustment for EACH boat
- Two options – Club and Regatta versions
- Club based on established principles
- Regatta is new and will be trialled



It's a bit like.....





Why Performance Handicapping?

Why do people go sailing?

Is it winning or taking part that matters?

What motivates your sailors to go sailing?

What motivates your racers to go racing?



Why Performance Handicapping?

All boats are different

*Rig, keels, sails, amount of “stuff” on-board,
dry sailed, age etc*

All sailors have different skill levels

*Number of crew, confidence racing, boat
handling, age etc*

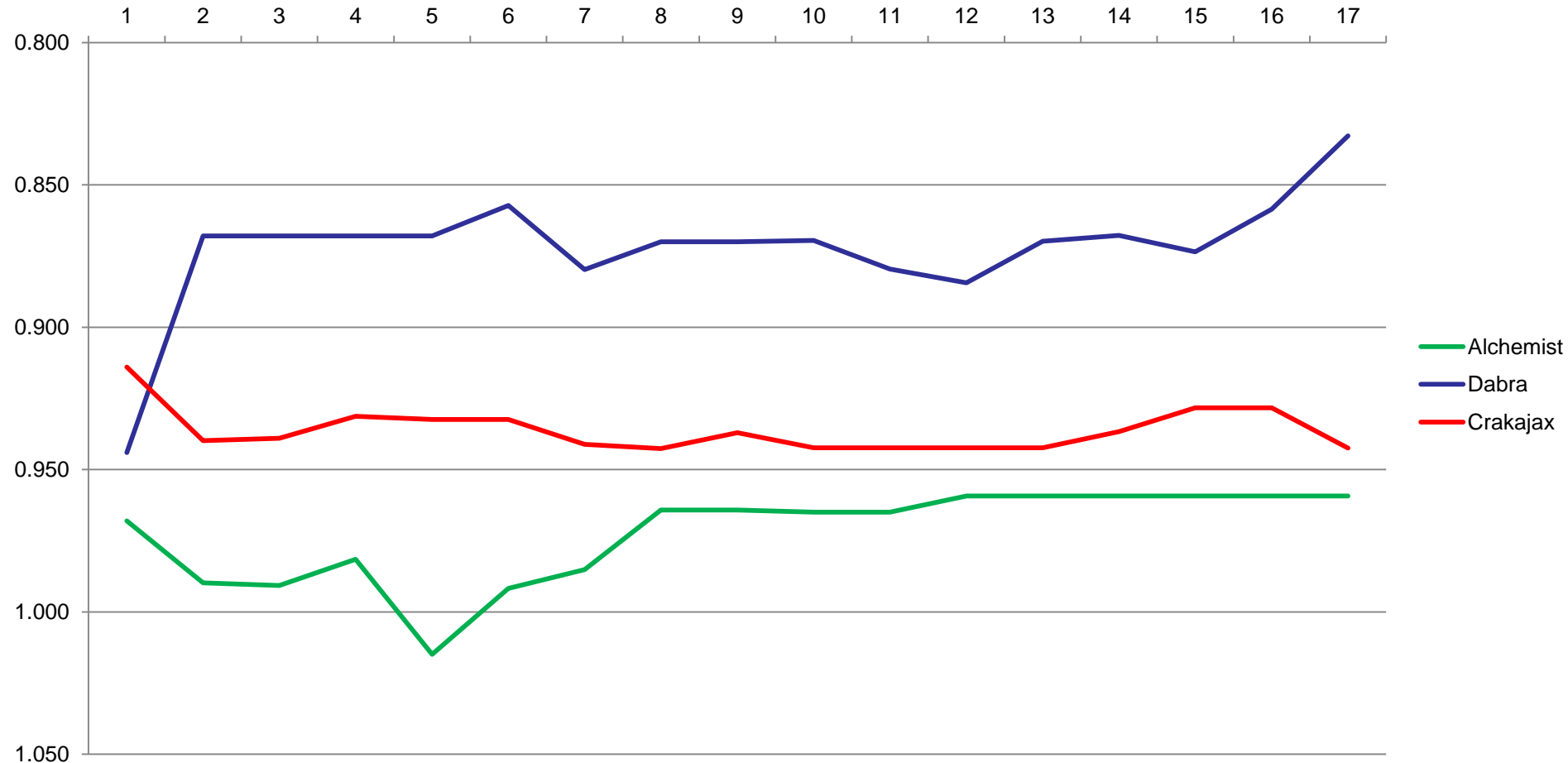


Adjusting for club racing

- Base list – starting point – need to move away from to allow for variants
- Allows any cruiser/racer the chance of winning if sailed to a consistent level
- Identifies those who may wish to consider a different fleet
- Motivates the bottom to take on the top



Club Adjustment – through a series...





The gaps.....

- A base list
- Scoring programs
- Documentation
- *Should club adjustments be returned to RYA?*
- The take up.....



Cruiser Racing for 2013 and beyond

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Questions?

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