

Notes on the Administration of the C.Y.C.A. HANDICAP SYSTEM

The Handicap Committee meets as required during the season, and exchanges information extensively via email. The process addresses New Handicap Applications, Notifications of Changes, and Appeals requesting increases in Handicaps. The Handicap Committee also considers input from clubs and associations on results, as a consequence of which there may periodically be reviews of existing handicaps. These may also result in appeals from affected owners.

Details on handicap administration are available from the CYCA website – www.cyca-online.org.uk

Notes on the use of Stored Power

The CYCA Spring Delegates Meeting on Monday 21st March 2005 endorsed an Executive Committee recommendation to follow the IRC rating rule change (rule 14.1, January 2005) allowing the use of Stored Power for adjustment of rigging, etc. Race Committees are **strongly encouraged** to ensure that, when competitors may wish to take advantage of this relief, the NOR and SIs make specific reference to the writing-out of the relevant RRS – currently RRS 52 in the 2009-12 ISAF Racing Rules of Sailing.

Key to the Variation-from-Standard Information

The Standard/Non Standard column (S/N) has a single character entry against each yacht as follows;

S	Standard Class Yacht
N	Non Standard yacht which has been awarded an allowance for one or more variations from the Class standard
O	One-Off design
C	Cruising Yacht without a handicap

The columns headed **EPFMTO** show the individual allowances relation to the **E**ngine configuration, **P**ropeller type, **F**urling Headsail, **M**ainsail, **B**ow **T**hruster or **O**ther Adjustment. Where applicable, one or more characters in the appropriate columns indicate the configuration and the allowance(s) as shown in the table below:

Variation	Code	Allowance (min/hr)	Qualification
Inboard Engine fitted contrary to the Class standard	I	+0.25	where the standard Class Yacht is equipped with a standard Outboard Motor
Folding Propeller	-	-	including feathering propeller (regarded as the Standard Configuration other than for yachts with keel apertures)
Fixed Two Blade propeller	2	+0.25	where the propeller is exposed and not located close to the keel or in a keel aperture
Fixed Three Blade propeller	3	+0.50	as above
Three Bladed propeller	K	+0.25	where the propeller is close to the keel or in a keel aperture and cannot feather or fold
Furling Headsail or optionally	F G	+0.25 variable	the Furling Sail must be the only sail used* 0.25 plus increment for Furling Drum Height
In-Mast Furling Mainsail	M	+0.75	where not normally standard, and where no vertical battens are fitted.

	V	+0.25	as above, with vertical battens
In-Boom Furling Mainsail	B	+0.25	as above, in-boom rather than in-mast
Thruster Allowance	T	+0.50	must either be non-retractable and /or have no baffles, flaps or shuttering device fitted.
Adjustment Factor	n (+/-1, 2, etc)	0.05 x factor value	at the discretion of the Handicap Committee

* To qualify for an additional handicap allowance as a roller reefing headsail, the headsail must be:

- tacked onto the furling drum gear only, which will normally be fitted above deck level;
- be capable of being rolled/increased to maximum without the need to detach or attach any fitting, or require any folding of the sail;
- an overlapping sail for which the LP/J ratio must be greater than 130%.

Although other headsails may be carried on board the furling headsail must be the only headsail used for racing. As an exception a storm jib may be used in the interest of safety and good seamanship. No changing of headsails is allowed during racing with the exception of the storm jib.

Example

Sail No.	Boat Name	TCF	Min/Hr	Allowances			Class Name
				SNOC	EPFMT	O	
1234C	Idest	0.681	19.15	N	2F-2	Exempli Gratia	

The Non Standard yacht “Idest” of the Class Exempli Gratia has allowances for a fixed Two Bladed Propeller and a Furling Headsail. She has had 0.10 min/hr deducted from her handicap because a sophisticated furling headsail arrangement does justify her being awarded the full 0.25 min/hr variation allowance.