

## ALLCOMERS HANDICAPS

**Portsmouth Yardsticks** are supplied by the RYA with annual adjustments issued during the *RYA Dinghy Show*. Local club adjustments are made continually throughout the sailing season.

Clubs are recommended to start by using this national list for boats for which they have a Portsmouth Number.

Once a club has compiled a list of handicaps they should be carrying out a number adjustment calculation regularly to analyse their race results; from this, a club will be able to decide if any of the handicaps need adjusting to maintain fair racing.

Throughout the process it is important for the club to establish its known performers to ensure that clubs are fair adjusting classes which do not need it.

Clubs submit race data to the RYA throughout the year via the [www.pyonline.org.uk](http://www.pyonline.org.uk) website; the RYA analyses the returned data and publishes a new national list of performance based numbers.

Clubs can then decide if it's appropriate to use any of the national numbers within their club list; as such, both the national list and club list evolve as more data is captured.

**Percentage Handicaps** listed below are representative of those used at various Broads locations with differing sailing conditions; they have been supplied by the Clubs concerned and are subject to adjustment from time to time.

In allcomer (handicap) races, it is recommended that Class boats that do not comply with their class rules be penalised 2%, but boats carrying additional crews should not be penalised if such crews are under the age of 12 years.

### CRUISER CLASS Percentages:

If a club needs to convert from percentages (which range ~ ±32) into **Portsmouth Numbers**, the following formula does this reasonably:

$$PN = 1000 - 10 \times \text{Percent} \dots \text{it provides fair results, as well as being something easily worked.}$$

### BROADS CLUBS' Percentages:

Likewise for converting these percentages (which range ~ 0→45) into **Portsmouth Numbers**, an appropriate formula becomes:

$$PN = 900 + 16 \times \text{Percent}$$

*The Portsmouth Range of approximately ±300 is much less sensitive than the equivalent small Percentage Ranges, therefore the converse calculation of PN→% could, to be fair, perhaps need ten-fold lesser arbitrary adjustment of the outcome.*

*Obviously Handicaps are very subjective, depending upon the waters being raced within, conditions, helming-skills etc.*

### Portsmouth Number List and % Handicaps in local use at Broads Sailing Clubs:

Class Name	PN, 2026	% EACC	% NBYC	% HSC River	% HSC Broad	% NFSC	PN, WOBYC
420	1110	-	12	-	-	-	-
2000	1122	-	-	-	-	-	-
29ER	900	-	-	-	-	-	-
49ER	(697)	-	-	-	-	-	-
505	892	-	-	-	-	-	-
ALBACORE	1037	-	-	-	-	11	-
ALTO	910	-	-	-	-	-	-
B14	858	-	-	-	-	-	-
BITTERN	-	-	-	29	29	30	-
BROADS ONE DESIGN	(1087)	13	14	-	-	-	1142
BLAZE	1030	-	-	-	-	-	-
BRITISH MOTH	1160	-	-	-	-	-	-
BUZZ	1009	-	-	-	-	-	-
BYTE C1	(1223)	-	-	-	-	-	-
BYTE CII	1123	-	-	-	-	-	-
CADET	(1455)	32	-	36	36	-	-
COMET	1208	-	-	-	-	-	-
CONTENDER	973	-	-	-	-	-	-
D-ONE	957	-	-	-	-	-	-
D-ZERO	1029	-	-	-	-	-	-
ENTERPRISE	1137	14	13	14	14	11	-
EUROPE	1140	-	-	-	-	-	-
FINN	1049	-	-	-	-	-	-
FIREBALL	960	-	-	-	-	-	-
FIREFLY	1178	-	-	-	-	-	-
FLYING FIFTEEN	1028	-	-	-	-	-	-
GP14	1145	-	-	-	-	-	-
GRADUATE	1110	18	15	-	-	-	-
GULL	1385	-	-	29	29	-	-
GULL (1-HANDED)	-	-	-	27	27	-	-
HADRON H2	1045	-	-	-	-	-	-
HANSA 303	-	-	-	-	-	-	(1570)
HORNET	950	-	-	-	-	-	-
INTERNATIONAL CANOE	(858)	-	-	-	-	-	-
INTERNATIONAL 14	(758)	4	-	-	-	-	-
ISO	(940)	-	-	-	-	-	-
JAVELIN	(932)	3	-	-	-	-	-
KESTREL	1042	-	-	8	7	-	-

<i>Class Name</i>	<i>PN, 2026</i>	<i>% EACC</i>	<i>% NBYC</i>	<i>% HSC River</i>	<i>% HSC Broad</i>	<i>% NFSC</i>	<i>PN, WOBYC</i>
K1	1060	-	-	-	-	-	-
LARK	1060	-	-	11	11	-	-
LASER / ILCA.7	1103	-	11	10	10	5	-
LASER 4.7 / ILCA.4	1218	-	-	-	-	-	-
LASER 4000/ 4000	926	-	-	-	-	-	-
LASER EPS	(1035)	-	-	-	-	-	-
LASER II	(1117)	-	9	-	-	-	-
LASER RADIAL / ILCA.6	1156	-	13	-	-	-	-
LASER STRATOS	1108	-	-	-	-	-	-
LEADER	1115	-	-	-	-	9	-
LIGHTNING 368	1171	-	-	-	-	-	-
MERLIN-ROCKET	980	8	-	8	7	-	-
MIRACLE	1196	-	-	-	-	-	-
MIRROR	1364	34	32	32	32	33	-
MIRROR 1-HANDED	1375	-	-	-	-	-	-
MUSTO SKIFF	830	-	-	-	-	-	-
NATIONAL 12	1070	13	12	-	-	-	-
NORFOLK DINGHY	(1248)	23	24	23	23	23	-
NORFOLK PUNT	(886) - but see page 93						
OK	1092	13	-	-	-	-	-
OPTIMIST	1629	43	43	43	43	-	-
OSPREY	932	3	-	-	-	-	-
OULTON RATER	(980)	-	-	-	-	-	980
PHANTOM	998	10	5	-	-	-	-
REBEL	(1070)	12	-	12	14	-	-
REEDLING	(1036)	9	-	8	8	-	-
RIVER CRUISER	River Cruiser Handicaps - see pages 95 to 101						
ROOSTER 8.1	1016	-	-	-	-	-	-
RS 100 8.4	1002	-	-	-	-	-	-
RS 100 10.2	(981)	-	-	-	-	-	-
RS 200	1050	-	-	-	-	-	-
RS 300	965	-	-	-	-	-	-
RS 400	945	-	5	-	-	-	-
RS 500	963	-	-	-	-	-	-
RS 600	921	0	-	-	-	-	-
RS 700	845	-	-	-	-	-	-
RS 800	797	-	-	-	-	-	-
RS AERO 5	1141	-	-	-	-	-	-
RS AERO 6	1098	-	-	-	-	-	-
RS AERO 7	1062	-	-	-	-	-	-
RS AERO 9	1005	-	-	-	-	-	-
RS FEVA XL	1248	-	22	-	-	-	-
RS TERA PRO	1368	-	-	-	-	-	-
RS TERA SPORT	1452	-	-	-	-	-	-
RS VAREO	1095	-	-	-	-	-	-
RS VISION	1150	-	-	-	-	-	-
SCORPION	1042	-	-	-	-	-	-
SLIPSTREAM	(889)	17	-	-	-	-	-
SOLO	1139	-	16	17	17	-	-
SOLUTION	1112	-	-	-	-	-	-
SPLASH	1247	-	19	19	19	18	-
SQUIB	(1142)	-	-	-	-	-	1142
STAR	(917)	0	+4	0	0	-	-
STREAKER	1121	-	-	-	-	-	-
SUPERNOVA	1075	-	-	-	-	-	-
TASAR	1022	-	-	-	-	-	-
THURNE	-	15	-	-	-	-	-
TOPPER 4.2	1450	-	-	-	-	-	-
TOPPER	1369	27	27	27	27	26	-
VORTEX	(960)	-	-	-	-	-	-
WANDERER	1201	-	-	-	-	-	-
WAVENEY OD	(1087)	13	-	-	-	-	1142
WAYFARER	1107	-	-	-	-	-	-
YARE AND BURE ONE DESIGN	(1117)	13	14	14	15	-	1142
YARMOUTH ONE DESIGN	(1142)	-	-	-	-	-	-
YEOMAN	(1108)	13	13	14	13	-	1142