



THE RYA PORTSMOUTH YARDSTICK SCHEME 2006

Personal Handicaps

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RYA House, Ensign Way, Hamble, Southampton SO31 4YA
Tel: 0845 345 0383 Fax: 084 345 0329
Web: www.rya.org.uk*

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PERSONAL HANDICAPS

A Personal Handicap is assigned to an individual boat with a nominated crew. It takes into account not only the design speed of the boat but also the ability of the nominated crew to achieve the best time of which the design is capable. It can be based on the team's average performance in races without adjustment for *Crew Skill Factor* (CSF).

Personal Handicap races are run in the same way as Portsmouth Yardstick races, except that when calculating corrected times Personal Handicaps are used in place of *Portsmouth Numbers*.

There are several ways of developing Personal Handicaps, but for users of the RYA Portsmouth Yardstick Scheme a simple method is to use the Performance Indicators (PI), calculated using the Specimen Race One, Two or Three instructions on pages 9 to 14 of YR2.

The PIs from several assessable races, in which the boat has the nominated crew, are averaged. The average PI is added to the boat's PN (take care to preserve the sign of the PI, e.g. adding PI of -50 to PN of 1180 gives a Personal Handicap of 1130). PIs that are bracketed in the standard race should be included, because such boat/crew teams have been a regular poor performers in Portsmouth Yardstick races, and their Personal Handicaps should reflect this.

If the nominated crew moves to a boat maintained to similar standards but in another class, then an initial Personal Handicap for that crew in that class can be estimated by adding the average PI from the first boat's races to the PN of the new boat's class. Alternatively the Personal Handicap can be changed by the difference between the PNs of the classes.

Care must be exercised in transferring average PI from boat to boat, particularly when:

- a) classes are of different types;
- b) the boats and sail inventories are maintained to different standards;
- c) the PNs of the boats are widely separated.