

YACHTING VICTORIA YARDSTICKS - 2013-14

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Version: 1.0

INTRODUCTION

These yardsticks are prepared to provide the fairest possible calculation of results for mixed fleet racing. New and modified classes appear every year and it is important to gather information and review results as quickly as possible.

For dinghy classes there have been no changes to the original Yardsticks published for the 2013/14 season, as results for review have not been forthcoming. In the absence of race results data for dinghy classes and new internationally sourced classes, where there is yardstick data from overseas available, a comparison is made with other international classes to derive an equivalent Yachting Victoria yardstick value. This is explained further down in this document.

Fortunately for catamaran classes, there has been significant work done by the Kurnell Catamaran Club in reviewing various catamaran ratings, as well as validating the ratings against the international SCHRS system. This work has now been incorporated into the YV yardsticks for catamaran classes. Much appreciation goes to KCC for this good work.

Catamaran yardsticks are now contained in a separate document:
"YV - Cat Yardsticks13_14 v1.0"

USE OF THE YV YARDSTICKS

A club which intends to run a race or event under the Yachting Victoria Yardstick system should include in the Notice of Race and in the Sailing Instructions clauses based on the following:

1 The version of the YV Yardstick System that is to be used in calculating the mixed class fleet racing results.

2 The YV Yardstick numbers to be used for each class, adjusted as necessary for variations from Base Rig.
- or

2 The YV Yardstick numbers will be those published by the Race Committee 'n' minutes prior to the start of the first*/each* race.
- or

2 YV Yardstick numbers will be those listed hereunder:-

3 Boats without YV Yardstick numbers published in the current listing will be allocated an estimated Trial Number

- or

3 Boats without YV Yardstick numbers published in the current listing will be allocated numbers

4 Whether or not YV Yardstick numbers will be adjusted during the series.

When deciding upon which of the Sailing Instructions listed at 2 above a club should use, the club should remember that the listed YV Yardstick numbers are derived from Yardstick Returns of racing on all kinds of water: sea, estuary, river and lake. The YV Yardstick numbers are therefore an average and thus, particularly with dinghies, may not necessarily be applicable to any one club. Accordingly, if after racing, a listed YV Yardstick numbers appears to be inequitable, a club may consider a change to the YV Yardstick numbers. All such changed YV Yardstick numbers rank as Trial or Club Numbers.

ONGOING VALIDITY OF YARDSTICKS

In order to assure the continued validity of yardsticks, mixed fleet race result returns must be received. Electronic submission of results containing the information set out below is encouraged as it enables processing of the information in a timely manner.

Yachting administrators are encouraged to ensure that results are submitted as soon as possible.

Event organisers are reminded that it is their responsibility to ensure that sufficient data is provided to YACHTING VICTORIA to validate the yardsticks of the classes. To ensure the ongoing reliability of YACHTING VICTORIA yardsticks for all forms of interclass racing at club and regatta level a consistent and steady supply of results are necessary.

Data for each heat of an event needs to include the following:-

Date and location of the event.

Contact details of results officers.

Event grade:

- State based or open interclass championships.
- Whether sailors have achieved National, State or Club champion status.

Conditions:

- Wind strength, wind state (gusty, shift, etc.)
- Sea state: wave height, effects of current
- Local conditions, such as land effects, currents

Course sailed by each division. This needs to include:

- leg length (this is desirable but not mandatory),
- course angles (desirable - relative to wind direction or compass bearing)
- course configuration (desirable: W-L; Triangle, W-L; etc.)
- number of legs sailed (desirable)
- overall distance for each division (required).

Race results for each boat, including:

- Class
- Sail number, skipper's name
- Elapsed times for competitors (or start time and finish times).

Other information:

- Suggested review of ratings for specific classes.

The above race result data needs to be submitted in an electronic format, such as spreadsheet or CSV extract from your race software. A sample submission spreadsheet is included below.

Yachting Victoria OTB Results return form V1.0
Results to be used for Yardstick calculations

Date and location of event.

Contact details

Event grade: *e.g. State based or open interclass championships.*

Conditions:

Wind strength

Sea state *e.g. 1 metre*

Current effects

Local conditions *e.g. SW breeze, open water, nill land effect*

Example race details

Class	Start time	Course length	distance (required)	Course sailed (e.g. WL, TST)	leg lengths (desirable)	course angles (desirable)	course config (desirable)	number of legs sailed (desirable)
Optimist	10:05:00	2.05						
Sabot	10:10:00	2.05						
CadetInternational	10:15:00	2.05						
Laser	10:20:00	2.05						
Minnow	10:10:00	2.05						
LaserRadial	10:20:00	2.05						

Race results (example extraced from Top Yacht)

Finish Times for Race 1

HR	MN	SC	DidNot	Sail No	Class	Boat	From	SKIPPER	CREW
10	37	23	0	737	Optimist	CRACKERJ	SYC		
10	40	59	0	7056	Sabot	TIGER BITE	BRYC/SYC		
10	44	26	0	9551	CadetInte	SEA-YA	ASC		
10	43	2	0	196446	Laser	DUCK N W	SYC		
10	37	53	0	0610	Optimist	JACKA	SSCBC		
10	42	37	0	1145	Minnow	BLONDES	BYS		
10	44	51	0	9285	CadetInte	UNCUT	ASC		
10	43	40	0	1	LaserRadi	-	SYC		
10	38	45	0	564	Optimist	GOANNA	SSCBC		
10	41	44	0	4465	Sabot	I SPY	RBYC		
10	44	59	0	5509	CadetInte	SAMARAN	SYC		



Microsoft Excel
97-2003 Worksheet

YV race results return sheet - V1

To obtain an electronic copy of the return sheet, go to www.vic.yachting.org.au and follow the links "Sailing & Boating" / OTB.

Enquires with regard to new classes or classes not listed should be directed to the Yardstick Co-Ordinator c/o YACHTING VICTORIA at:
otbyardsticks@yachtingvictoria.com.au.

REVISION OF RATINGS

Class Associations wishing to question their ratings must ensure that YACHTING VICTORIA receives sufficient data to conduct that review. This involves ensuring that clubs that are organising multi class events (in particular Regattas and Class titles), where several classes sail the same course, forward the results to the YACHTING VICTORIA Yardstick Co-Ordinator in the required format.

Where a rapid review is required the Class Association should forward sufficient data to allow that review to be conducted.

USE OF THE YARDSTICK

The aim of the yardstick is to provide a basis for yachts of different ratings to compete fairly when sailed well. The yardstick is not intended to compensate for differences in skills or competence of individual sailors (that is a handicap). The yardstick is calculated and maintained on a statistical basis and within broad limits remains valid for a variety of wind strengths and courses sailed. Comparison of yachts of different classes sailing different courses is outside the scope of the current rating system.

Yardsticks are based on the current design of a class unless otherwise noted. It normally takes 12 months for a major change in class rules to be incorporated into the yardstick, as results have to be gathered and assessed. For example the current yardsticks for Cherubs and Javelins are for boats with an asymmetric kite not for the previously standard symmetrical kite. Where major changes are occurring within class designs the associations should inform the yardstick co-ordinator of these changes and try and ensure that results submitted indicate the boats sailing under the changed design.

DEFINITIONS

Elapsed Time (ET) is the time taken (in minutes and decimal minutes, or in seconds) for a boat to sail a proper course.

Corrected Time (CT) is the elapsed time divided by the boat's class yardstick (YS) and multiplied by 100

Standard Boat Time (SBT) is the corrected time for the first boat on corrected times to sail a proper course. Alternatively, a consistently sailed boat finishing in the top five of the fleet, on corrected time, can be taken as the standard boat

Back Calculated Yardstick (BCYS) is the corrected time divided by the standard boat time and multiplied by its own yardstick.

Performance Factor (PF) is the BCYS divided by the boat's class yardstick. This is used to rate the class yardstick

$$CT = \frac{ETxIOO}{YS}$$

$$BCYS = \frac{CT \times YS}{SBT}$$

$$PF = \frac{BCYS}{YS}$$

FURTHER HANDICAPPING

Further assistance with regard to handicapping on a club basis may be obtained by contacting the Yardstick Co-Ordinator c/o YACHTING VICTORIA or via Email at otbyardsticks@yachtingvictoria.com.au

TRAILABLE YACHT CONVERSION FACTOR

The Class Basic Handicap system (CBH) is recommended for trailable yachts. For occasions when trailable yachts compete with off-the-beach yachts, it is possible to convert CBH to Tentative Yardstick by the formula:

$$\text{Yardstick} = \frac{K}{CBH}$$

For 2011/12 season K = 80.25

When using K to create tentative yardsticks for trailable yachts the result should be rounded down to the **nearest 0.1** to preserve the differential between trailables given by their CBH's

MIXED CLASS RACING

The best racing occurs when the fleet consists of only one Class, as in State Titles. So, whenever possible, clubs should arrange for a Class to race separately if there are sufficient numbers. For other yachts, divisions should be formed by grouping yachts as shown below:

First preference

- Monohulls
- Catamarans
- Trailable yachts
- Sailboards

This may be subdivided into fast and slow divisions related to yardsticks or if sufficient yachts of a class are present they may form a separate division.

Second preference

- Monohulls / trailable yachts
- Catamarans
- Sailboards

In this case it will be necessary to apply the Trailable Yacht conversion factor to obtain tentative yardsticks.

Third preference

- Fast monohulls and sailboards
- Slow monohulls and trailable yachts
- Catamarans

Where fewer than four sailboards compete in an event, they may be grouped with the monohulls. Owing to the many types of sailboards, whose performance varies with sail area and wind strength, their yardsticks should be treated as tentative.

Mixed Class Correction Factor

The Mixed Class Correction Factor (MCCF) applies to fleets containing multihulls and monohulls or sailboards and monohulls. The MCCF is derived by dividing the sum of the 5 lowest corrected times for monohulls by the sum of the 5 lowest corrected times for the multihulls or sailboards.

The corrected time for each multihull or sailboard is now further corrected by multiplying it by the MCCF

Notes:

- 1. Where the fleet contains multihulls, monohulls and sailboards 2 separate MCCF's must be calculated**
- 2. MCCF's will give extraneous results with very small groups. They should not be used where there is less than 5 of either of the groups under consideration.**

NEW INTERNATIONAL CLASS PROVISIONAL RATINGS

For new classes that do not have a current YV yardstick but have a yardstick under either the UK Portsmouth (RYA) or US Portsmouth systems, a yardstick comparison is made with a base set of international classes.

The comparison classes are 470, 505, Contender, Fireball, Laser Radial, OK dinghy and Tasar. This mix was chosen as it represents a good cross mix of international classes sailed under the YV system and has a consistent comparison between the three systems. Other classes have not been chosen as they are not in both the RYA and US systems or the variances were too great to be considered.

YARDSTICKS 2011 - 2012 MONOHULLS

These yardsticks are valid as at 1st December 2012.

	RELIABLE	PROBABLE	TENTATIVE	NOTES
125			123.0	
12' Skiff			91.5	
14' Skiff		86.5		
16' Skiff			85.5	
18' Skiff			68.0	
145			113.0	
29er			96.5	
420			112.0	
470			101.0	
49er		79.9		Based on comparison with RYA and US yardsticks
505			97.5	
5/50			99.0	
ACCESS 2.3 DINGHY			175.0	
ACCESS 303 DINGHY			166.0	
ACCESS Liberty			132.0	
B14			94.40	Based on comparison with RYA and US yardsticks
BANSHEE			113.0	
Byte			121.1	Based on comparison with RYA and US yardsticks
Byte CII			114.8	Based on comparison with RYA and US yardsticks
CANOE INTERNATIONAL		93.5		Nethercott rule - Pre 2008
CANOE INTERNATIONAL			90.0	Post Jan 2009 Design - Results Needed
CADET INTERNATIONAL			153.0	
CADET 12'			127.0	
CHERUB		106.5		
CONTENDER			107.5	
CORSAIR			119.5	
E CLASS (LAZY E)			113.0	
EUROPE DINGHY			120.0	
FIREBALL			101.0	
FINN			113.5	
FLYING ANT			136.0	
FLYING 11			131.0	
FLYING DUTCHMAN			93.0	
Formula Fifteen			92.0	
HARTLEY TS 16 W/O MOTOR			125.0	
HERON			145.0	
IMPULSE		118.5		
IMPULSE 6.6			124.5	Smaller than full rig Impulse
International 2.4			137.0	
JAVELIN			97.5	
JUBILEE			129.0	
JOLLYBOAT			106.0	
LASER		113.0		
LASER RADIAL		116.0		
LASER 4.7			122.0	
LEADER CAT			117.0	
MANLY GRADUATE			106.0	
MICRON 3			128.0	
MINNOW			168.5	
MIRACLE			130.0	
MIRROR		143.0		Gunter Rig
MIRROR			142.0	Bermuda Rig- Results needed
MUSTO SKIFF			94.0	Based on comparison with RYA and US yardsticks

	RELIABLE	PROBABLE	TENTATIVE	NOTES
MOTH SKIFF			103.0	
Moth Scow			115.0	
Moth - Foiler			78.0	
Moth - Bladerider RX (One Design)			78.0	
NS14		108.0		
OK DINGHY		115.5		
Optimist			166.5	
PACER		127.5		
P class			157.7	Based on comparison with NZ yardsticks
Rooster			110.7	Based on comparison with RYA yardsticks
RS100			105.0	Based on comparison with RYA yardsticks
RS200			111.4	Based on comparison with RYA yardsticks
SABRE		127.0		
SPARROW			145.0	
SOLO			125.0	
SABOT		160.5		
SABOT Junior (2 UP)			167.0	
SHARPIE			95.0	
SPORTSKIFF			104.5	
SPIRAL			124.0	
TASAR		108.0		
Vee Jay			135.0	

* Where any doubt exists as to which type the boat is. The Lower Yardstick for the class **MUST** be used

Note, those highlighted with **green** above have been derived from RYA and/or US yardstick values using the method described above.

YARDSTICKS 2011 - 2012 KEELBOATS

	RELIABLE	PROBABLE	TENTATIVE	NOTES
DIAMOND			103.0	
DRAGON			107.0	
E22			93.0	
FLYING FIFTEEN **		109.0		
FLYING FIFTEEN Mk 1 Hull**			112.0	
SOLING			97.0	
STAR			98.0	
YNGLING			103.0	

** Where any doubt exists as to which type the boat is. The Lower Yardstick for the class MUST be used

YARDSTICKS 2012 - 2013 CATAMARANS

Catamaran yardsticks are now contained in a separate document:
"YV - Cat Yardsticks13_14"

Please refer to the following link:

http://www.vic.yachting.org.au/default.asp?MenuID=Sailing_@_Boating/21673/0/,OTB/10638/0/

ARCHIVAL YARDSTICKS

The archival yardsticks listed below are ratings recorded for each class. The year indicates when the last information was recorded. This is a partial list.

MONOHULLS

Class	Handicap	Year
X3 RESORT	164.0	2005
X3 ED	161.0	2005
X3 FUN	147.0	2005
Vee Ess	102.0	2007

CATAMARANS

Class	Handicap	Year
SUNDANCE 5.0	84.0	2005
Hobie 20	73.0	2007
Hobie 17 Sport	79.0	2007
Alpha Omega 4.3	88.0	2007
Alpha Omega 5.0	82.0	2007
Aquakat	87.0	2007

Change to Rig	Adjustment to Yardstick
Non Asymmetric to Asymmetric Spinnaker	- 1.5%
Asymmetric to Non Asymmetric Spinnaker	+1.5%
Spinnaker to No Spinnaker	+2.3%
No –Spinnaker to Spinnaker	-3.1%
Reduction in crew size	-2.0%
Sloop rigged cat sailed 1 up	-4.5%
Single hander sailed 2 up Base yardstick 140+	+4.2%
No Trapeze to Trapeze	-3%

SAILBOARDS

The following yardsticks are provided for guidance for handicapping sailboards in mixed fleet racing. Mixed fleet results involving sailboards are urgently required, as these yardsticks have not been reviewed for many years.

Class	Sail Area sq.m.	Yardstick Lightweight	Yardstick Heavyweight
International Raceboard(Flat bottom planing boards)	7.5 max	97	99
Division II Round bottom, displacement boards open class	7.3 max	102	104
Division II Funboards pre 1987	7.3 max	107	110
Open Class			93
Windsurfer one design	6.5 max	112	116
Junior under 16 any board	6.5 max	115	
Under 13 years any board	5.5 max	127	

Weight is the sailor's dry weight fully equipped including harness and safety gear. Heavy weight is greater than 81 cgs. In wind strengths consistently over Force 4 (15 knots) the yardstick for heavyweight sailors shall be the same as the yardstick for lightweight sailors..