



## 2016 CYAA Cup Regatta

### Handicapper's Trophy

## Section Timing for Classic Yachts

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### Introduction

To add another level of competition during the Cup Regatta, the handicapper has devised a procedure, known as **Section Timing** to increase the number of individual race trophy opportunities across the fleet.

### What is section timing

Section timing is a process used to allocate new allocated changed handicaps during the conduct of a race.

### Why use section timing.

To increase the chances of all Classic Yachts to be recognised as a section corrected time honours champion during Regatta racing.

### How section timing works.

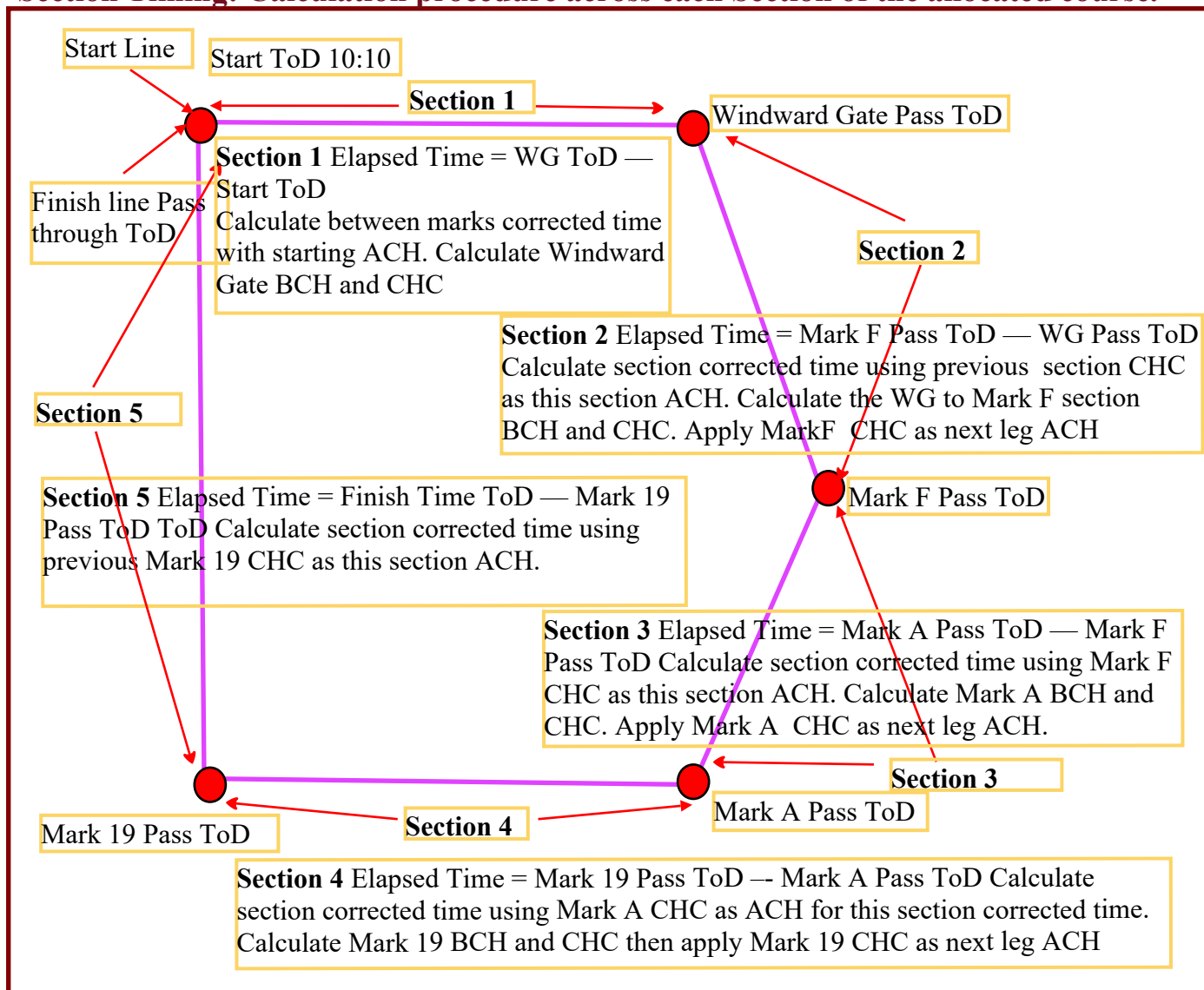
Section timing uses the current weather conditions to calculate new allocated handicaps after each mark rounding of the course by each starter. Points allocated at the time of rolling handicap changes during each race will be accumulated for an both an section time and aggregated section time Regatta trophy.

### How is Section timing implemented.

1. Each competing yacht is required to log the time of day at each mark rounding. These logs are to be passed to Regatta Race Control (RRC) asap after each race. Either by paper, SMS or email is acceptable. Any Classic Yacht with incomplete mark rounding information will be removed from the Section Time calculations for that race.
2. The RRC will enter all the mark passing data of each yacht into the section timing (ST) program based on the alpha order of the Classic Yacht name.
3. Based on the race start time, the ST program will calculate the elapsed time of each mark rounding. To obtain the elapsed time between marks, the elapsed time at a mark will be subtracted its elapsed time at the next mark to determine the actual elapsed time between marks.
4. At the first rounding mark these elapsed times will be applied against the starting handicap of each competing Classic Yacht to determine the section corrected time.
5. The corrected times will be sorted in order shortest to longest to determine the best performing Classic Yacht on that section of the course.
6. The Back Calculated Handicap) BCH calculation based on the boat at the 45% mark of the number of Classic Yachts that are competing for section timing honours.
7. The Changed Handicap calculation is calculated using 2/3<sup>rd</sup>'s of the ACH for the particular section and 1/3<sup>rd</sup> of the BCH for that section.
8. The boat names will be sorted back to alpha order.
9. The CHC from this section is then applied to the next section as the new ACH for that next section.

10. The procedure as described in step 4 to 9 is repeated for each section
11. Each section time winner of each race receives a trophy.
12. Points allocated for each Classic Yachts section corrected time performance. These points, as shown on page 3, are aggregated for each race and then all races. Classic Yacht with least points is awarded the Handicapper Trophy.
13. A sample of the section time calculations for the 2014 Cup Regatta Race 1 is shown on page 3.

### Section Timing: Calculation procedure across each Section of the allocated course.



### Acronyms

**ACH** Allocated Calculated Handicap. The starting handicap of each boat based on it's previous race performance.

**WG** Windward Gate

**ToD** Time of Day in hours/mins/seconds.

**BCH** Back calculated handicap (performance of each finisher compared to the corrected time of the finishing boat that is at the 45% location of the list of actual starters. EG 20 starters, boat that is 8<sup>th</sup> on the finisher list)

**CHC** Changed Handicap Calculation (2/3<sup>rd</sup>'s of boats ACH 1/3<sup>rd</sup> of it's BCH) This handicap is used as the boats ACH for the next race.

**Section 1 Elapsed Time = WG ToD — Start ToD** ( Windward Gate Time of day minus Start Time of Day. The time of day at both end points of each section is converted to minutes. The Time of Day in minutes at the start point of a section is subtracted from the section end point to give a section elapsed time, in minutes.

**Extract of spread sheet to calculate 2014 Cup Regatta Race 1 Section timing**

| Yacht      | Gate     | Mark F   | Mark A     | Mark R4  | Mark 19  | Mark 20  | Finish   |
|------------|----------|----------|------------|----------|----------|----------|----------|
|            | Pass ToD | Pass ToD | Pass ToD   | Pass ToD | Pass ToD | Pass ToD | ToD      |
| MARTINI    | 10:25:00 | 11:55:00 | 12:28:00   | 12:51:00 | 13:03:00 |          | 13:08:12 |
| DINGO      | 10:25:00 | 11:58:00 | 12:30:00   | 12:49:00 | 13:05:00 | 13:07:00 | 13:12:05 |
| PASTIME II | 10:23:00 | 11:13:00 | 1:45:00 AM | 12:23:00 | 12:31:00 |          | 12:37:46 |
| BOAMBILLEE | 10:23:00 | 11:21:00 | 11:56:00   | 12:24:00 | 12:34:00 | 12:36:00 | 12:39:00 |
| SAYONARA   | 10:24:00 | 11:21:00 | 11:53:00   | 12:23:00 | 12:36:00 | 12:38:00 | 12:40:48 |

**2013 Cup Regatta Sector Challenge Calculations**

This minus this equals that

| Race 1 Section 1       |            |                 | Inter Mark  | Starting | Elapsed | Inter Mark | Correc ted |         |     |     |
|------------------------|------------|-----------------|-------------|----------|---------|------------|------------|---------|-----|-----|
| 10:10:00               | Start time | Gate Pass       | Elapsed     | ACH      | Time    | Corrected  | Time       |         |     |     |
| Start to Windward Gate |            | Skipper         | Time of Day | Time     | H'cap   | Placing    | Time       | Placing | BCH | CHC |
| R502                   | MARTINI    | Williams/ Clark | 10:25:00    | 15       | 630     | 6          | 9.45       | 1       | 737 | 666 |
| 200                    | DINGO      | Jim Hutchinson  | 10:25:00    | 15       | 635     | 5          | 9.52       | 2       | 737 | 669 |

**2013 Cup Regatta Sector Challenge Calculations**

| Race 1 Section 2        |            |                 | Inter Mark  | Starting | Elapsed | Inter Mark | Correc ted |         |     |     |
|-------------------------|------------|-----------------|-------------|----------|---------|------------|------------|---------|-----|-----|
| 10:10:00                | Start time | Mark F Pass     | Elapsed     | ACH      | Time    | Corrected  | Time       |         |     |     |
| Windward Gate to Mark F |            | Skipper         | Time of Day | Time     | H'cap   | Placing    | Time       | Placing | BCH | CHC |
| R502                    | MARTINI    | Williams/ Clark | 11:55:00    | 90       | 666     | 8          | 59:91      | 11      | 597 | 643 |
| 200                     | DINGO      | Jim Hutchinson  | 11:58:00    | 90       | 669     | 10         | 62:22      | 14      | 577 | 638 |

| 2014 Regatta | Section Timing | Sector 1 | Sector 2 | Sector 3 | Sector 4 | Race Aggregate |
|--------------|----------------|----------|----------|----------|----------|----------------|
| Race 1       | Aggregate      | Points   | Points   | Points   | Points   | Points         |
| R102         | BUNGOONA       | 16       | 3        | 1        | 1        | 21             |
| 200          | DINGO          | 10       | 8        | 2        | 2        | 22             |
| Sm23         | RENENE         | 11       | 5        | 4        | 4        | 24             |
| 96           | AVIAN          | 8        | 13       | 3        | 3        | 27             |
| C46          | LOAMA          | 15       | 1        | 7        | 7        | 30             |
| C97          | C97            | 4        | 17       | 5        | 5        | 31             |
| 3712         | OENONE         | 7        | 6        | 11       | 11       | 35             |
| Sm70         | FAYLENE        | 12       | 4        | 10       | 10       | 36             |
| R502         | MARTINI        | 9        | 9        | 9        | 9        | 36             |
| KA1          | ML III         | 13       | 12       | 6        | 6        | 37             |
| Sm36         | TRIM           | 6        | 7        | 13       | 13       | 39             |
| R5888        | CYAN           | 14       | 11       | 8        | 8        | 41             |
| G23          | CARDINAL       | 17       | 2        | 12       | 12       | 43             |
| R609         | FAIR WINDS     | 5        | 10       | 14       | 14       | 43             |
| R6           | SAYONARA       | 2        | 14       | 16       | 16       | 48             |
| S51          | BOAMBILLEE     | 3        | 16       | 15       | 15       | 49             |
| H161         | PASTIME II     | 1        | 15       | 17       | 17       | 50             |