

# *River Ramblings*

NOVEMBER 2012



The Official Party aboard French Connection during the sail past  
PASC Opening Day Saturday 13th. October 2012

The Newsletter of: **Port Adelaide Sailing Club Inc.**

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## OPENING DAY 13<sup>TH</sup> October 2012

The weather for Opening Day was magnificent, no doubt the best day for many months. Clear, sunny skies, light wind and calm river. Everyone was busy preparing their boats for the Sail Past with lots of frivolity.

Official Guests began arriving at Noon and were greeted with a glass of bubbly and some wonderful platters of food. The Official Party boarded “French Connection” to take their place on the river. The sail past began in an orderly manner with many boats enthusiastically getting into the spirit of things vying for the prize of Best Dressed Boat.

When everyone finally arrived back at the Clubhouse the Official part of the day began.

Doug Gladman, our Emcee for the day, introduced Susan Close, State Member for Labor, who presented the Flag of Officers with their Club Burgees. Craig Ingram from Semaphore Cellars, one our Major sponsors, Gary Johannson, Mayor of Port Adelaide Enfield, and our Commodore all addressed the members and guests taking on a rather light hearted theme.

Mr. Colin Adams, our club Patron then gave the Official Welcome and Opened the Season for us. De Javu won the prize for the Best Dressed boat.

One of our Juniors, Rhys Edwards addressed the members and made a presentation to our Commodore and Vice Commodore, this created an emotional yet hysterical twist to the proceedings. Well done Rhys.

After much social interaction, a lot of noise and lots of laughs we then tucked into a feast for dinner.

It was great to see so many families with young children in attendance. In all about 180 members and guests enjoyed a really special day.

A special thanks to all our Volunteer members who assisted on the day

**Port Adelaide Sailing Club “Summer Series” 2012**  
**Race start 13.00 Warning 12:55**

Wednesday	24/10/12	Twilight	1800	River
Sunday	28/10/12	Presidents Trophy		River
Wednesday	31/10/12	Twilight	1800	River
Sunday	04/11/12	Martindale Shield		Outside
Wednesday	07/11/12	Twilight	1800	River
Sunday	11/11/12	Patrons Trophy		River
Wednesday	14/12/12	Twilight	1800	River
Saturday	17/11/12	Premier’s Cup (CYCSA)	13:10	Start
Saturday	24/11/12	George Robertson Memorial		PRSC/PASC combined event
Wednesday	28/11/12	Twilight	1800	River
Sunday	02/12/12	Stern Chaser		River
Wednesday	05/12/12	Twilight	1800	River
Saturday	08/12/12	Queen of Gulf (CYCSA)	13:10	Start
Sunday	09/12/12	J Nelson Cup		Outside
Wednesday	12/12/12	Twilight	1800	River
Sunday	16/12/12	William Russel Shield		River
Wednesday	19/12/12	Twilight	1800	River

## **Commodores Report November 2012**



### **PASC Opening Day 2012**

What a great day, the weather was perfect and we spent the afternoon on the water.

The Sail past was conducted with precision from all our skippers and the PRSC dinghies joined in the salute with us as well.

I have many encouraging comments about us, as a Club from both The Mayor of Pt Adelaide and Susan Close

Our Junior Sailor, Reece Edwards made his debut to public speaking and whist shaking in his boots he did very well

My thanks go to all the members and committee for their assistance and help on the day, we really appreciate it.

Special thanks to Bob Holyoak and his crew for the use of their yacht French Connection and their hospitality on the day

### **Other Activities**

This time of year is hectic with all sailing clubs having their Opening Days

We have represented The PASC at the following Open Days:

Largs Bay Sailing Club  
Port River Sailing Club  
Garden Island Yacht club  
RSAYS

### **Treasurer's Position**

Rob Jacobs has resigned as Treasurer.

We thank Rob for all his efforts, as he supported Dave Jenkins for several months leading up to AGM and set up our systems for this financial year

Again many thanks Rob, now enjoy retirement, your many yachts and our yacht club

Our thanks go to Dave Jenkins for his help during this difficult period

Ian McDonald has volunteered to take over as treasurer and we welcome him into this position. Ian has now retired from the Police Force and looking forward to sailing his yacht Kookaburra a more relaxed way of life

Our Sailing Season is well under way with three club races and two twilight races under the belt

Our thanks go to Ken Allen and the Sailing Team for their efforts in running these events.

Ray Deiana is still looking for Bar People and we need you guys to step up and help him out.

Recently Serge Ambrose sold a piece of redundant equipment and donated the proceeds of \$150-00 to the Junior Sailing Program

Thanks Serge

**Future Events**

We are representing the PASC at the CYC Premiers Cup on Saturday the 17<sup>th</sup> November 2012 and we are taking our BBQ around for the Saturday night meal please come and join us

We are having a combined PASC at event with the PRSC on the 24<sup>th</sup> November and it is our turn to provide dinner (George Robinson Trophy Race)

We want you all to come along and join us for fun evening with our neighbors

Don't forget the Children's Christmas Party on the 8<sup>th</sup> December 2012

Martin Oates

## **Handicapping At Port Adelaide Sailing Club**

*This paper is taken from TOP YACHT software. It explains a number of points in handicapping. I have put this in River Ramblings so that everyone can read what we can / cannot do with TOP YACHT and also for me to understand what the members of the club want to achieve.*

*At the Skippers meeting planned for December, I would like to discuss the topic*

### **“What does the club want to achieve with handicapping?”**

*Please read that section and I seek your advice as Skippers and also form the Committee as to the direction the Handicapping system should progress.*

*Thank you*

*Serge Ambrose  
PASC Assistant Handicapper*

## **HANDICAPPING**

### **What do you want your HC system to do for results?**

“How come after 10 years of competent sailing I have still not won a single race? What is wrong with our handicap system??”.....Heard that before???

If all keel boats were the same then each race would be won by the best skipper/crew. But there are many types of keel boats so in an endeavour to allow meaningful racing between different types of boats handicapping is used. Handicapping attempts to make all boats “even” OR does it?? OR can it? OR do we really want it to do that anyway???

### **What does the club want to achieve with handicapping??**

Before we can explore handicap alternatives you must first decide what is your club policy on handicapping / results?

Do you want to.....

Reward the “best” skippers/crews? So if your club has 5 really good skippers in a Division of 20 boats then those 5 skippers will win virtually all races between them. The rest of the Division can aspire to join the ranks of the “best”.

Make sure that the same person does not do very well race after race after race.....

Spread the prizes around evenly among all the competitors to maintain interest amongst all competitors.

Spread the prizes around evenly among all the competent competitors.

Make sure the “no hoper” cannot not win any thing and hence encourage him/her to improve.

Create a situation where anyone who sails well can realistically win any race.

Create a situation where the winner of the Series Aggregate is any one of a number of competitors and the Series results are so close that it will be undecided until the last race of the Series.

Make sure that after every race the newly calculated HC moves in the direction of the competitor=s performance in this last race. So if “Betty Loo” performs very well then her handicap will go up for the next race.

Keep HCs more or less fixed with only slight alterations if a boat has a new set of sails or

whatever.

Allow handicaps to automatically adjust as much as necessary to meet the other criteria selected in this paragraph.

Allow no human interference with the automatic handicapping within the computer.

Only allow a human to choose what handicaps should change and by how much.

Allow the boat that is improving to keep being near the top of the fleet on HC corrected time.

### **Who wins?? And why??**

To win a race under a standard HC system you need to have sailed well above your HC. The winner will be the competitor whose performance is the highest percentage above his HC. This “winning” percentage is usually in the order of 4 to 5 percent.

To win a Series a competitor must have sailed fairly well in many races [without actually winning a race in many cases] but most importantly have sailed in the vast majority of the races in the Series. Remember the Series results are the total of all races of the Series less 1 or more discards. So if you are carrying a number of DNC scores then you are not in the running for a top spot in this Series!

### **But how does the handicap get used in calculating the results anyway??**

Each boat has an Elapsed Time = Finish Time – Start Time. For an average club race this is usually around 3 hours.

The Handicap Corrected Time for each boat = Boat’s Elapsed Time multiplied by her Handicap. So “Betty Loo” with a handicap of 0.800 and an elapsed time of 150 minutes has a handicap corrected time of  $150 * 0.800 = 120$  minutes.

Faster boats have larger handicaps, slower boats have smaller handicaps.

“Jezebel” has a handicap of 0.950 as she is a bit quicker than “Betty Loo” In the same race she has an elapsed time of 135 minutes and therefore has a handicap corrected time of  $0.950 * 130 = 123$  minutes. So on handicap corrected time “Betty Loo” wins this race.

### **There are two basic forms of handicapping for keelboats.**

“Measured boat” handicapping and “measured performance” handicapping.

Measured boat handicapping is where a number of dimensions and criteria such as weight of a boat are measured and these are input into a special computer formula. The formula will then provide a handicap figure that is designed to make this boat “equivalent” as possible to other measured boats. Measured boat handicapping is

not the topic of this paper.

Measured performance strives to provide handicaps for all competitors by comparing their performance to the performance of other competitors. You will note that I have deliberately used the term “competitor”. Under this system the boat with its skipper and crew are being compared with other “competitors”. The same boat with a different crew may perform somewhat differently. Measured performance handicapping makes no attempt to distinguish whether the performance is due to the boat or her crew but rather they are considered as a single entity called a “competitor”.

### **What automatically adjusting handicap systems are there and what are their strengths and weaknesses?**

There are innumerable systems in use but most of these belong to one of just a few families of handicapping.

This paper will only consider those which attempt to actually measure relative performance rather than those that simply adjust handicaps by raising the handicap of boats that win and lowering the handicap of boats that lose.

The two most popular forms of club handicapping are the “weighted running average” and “exponential averaging”.

Both rely on a “measured performance” for each competitor in each race. This performance is usually referred to either as the Back Calculated Handicap [BCH] or the “race Time Correction Factor [race TCF]. This is simply the handicap that a competitor needed to have had to have been equally placed with every other competitor in the Division / Fleet *for that race*. This is a simple mathematical calculation and provides a measure of *relative* performance of all competitors in that race. Please note that this is “*relative*” measurement i.e. this competitor’s performance when compared to all others in that race. It is *not* related to “how many minutes it took the boat to get around a particular course in a particular wind speed” i.e. it is not an “absolute” figure.

Exponential averaging has an additional figure known as the “gain”. If you chose a gain of 4 then the new handicap is  $\frac{3}{4}$  of the current handicap plus  $\frac{1}{4}$  of the BCH from this race.

The “weighted running average handicap provides a new handicap after each race by averaging the BCHs of the last “X” number of races. Where “X” is a figure chosen by the club.

These are the two basic systems. In their simplest form they work reasonably well, particularly in longer Series of 10 or more races when there is a reasonable amount of data available for the calculations.

To fine tune either systems there are many options. Which fine tuning option suits your club is almost entirely dependant on your responses to the earlier paragraphs on your club’s handicapping philosophy.

**Now we have covered the background let us explore some handicapping options and what they achieve.**

### **Clamps.**

First you must consider if you will use the BCHs [measures of performance] in calculating the new handicap. What if a boat ran aground and took 5 minutes to get free should you use this BCH. What if a boat was lucky enough to be in just the right spot when an unexpected wind change occurred should you use this BCH?

Lets us consider the case of the boat who ran aground and so recorded a very poor performance [low BCH].

The choice is yours. There are several options available.

Use this BCH or do not.

Use a modified value for this BCH. If the competitor's handicap was 0.800 and the BCH was 0.720. This is 10% below the HC. You could choose to “clamp” the lowest acceptable BCH to say 5% below the handicap so you would substitute 0.760 for the BCH. Observation strongly suggests that most competitors perform within +/- 4% of their handicap for the vast majority of their races. So clamps of +/- 4% makes sense.

### **Limits**

For the competitor who ran aground you may decide to totally ignore the BCH from that race.

To do this you can set a “Lower Limit” of say 6%. Then any BCH that is below this figure will be ignored when calculating the new handicap.

### **Conclusion**

*There is no system that is flawless. The more boats there are sailing, the better the results and Handicap movements.*

*From what has been written here by the TOP YACHT designers it is apparent that the system is very flexible. I am keen to provide to the members a fair system that supports the strategic wants of the PASC.*

*I look forward to your feedback,*

*Thank you Serge Ambrose PASC Assistant Handicapper*

## **A SURPRISE WEDDING**

The other day I was invited to Fred Driver's 65<sup>th</sup> Birthday party and a surprise announcement of his engagement to Kath. Some of you will remember Fred as our River Ramblings Editor, the club cleaner and the owner of the Keel Boat "M and M." Because family members came from far and wide, the pair decided that as they were all together, the birthday party should progress to a Wedding. I'm sure those of you who knew Fred, will be happy for him.

## **OUR PATRON AND SAILABILITY**

I am delighted that Colin Adams has agreed to be the Club Patron. We've been without one for a long time. Colin has contributed in so many ways to the Club over the years and all of us involved in the Sailability Program are proud of him and think of him with affection.

Colin Adams praised John Johnston and me for the work we do for the Sailability Program. I was indeed proud that he took the trouble to mention us in his Speech on the occasion of our Opening Day recently.

From my perspective, I would like to say that the success of the Sailability Program is only in a small part due to my contribution. The success is mainly due to the dedicated Volunteers who support the program. Without their hard work, the program would be a disaster. And so readers, please note that I have the greatest respect for the volunteers, most of whom are Club members, but there's a few who are not. Most of the Volunteers have been involved in the program since its inception. Some of them are affectionately known as the "Grey Army" and they do most of the boat maintenance, apart from helping on Sailability days and events beyond the club, as mentioned in the Club's Annual Report 2011/2012.

If you haven't already purchased a copy of the "History of PASC" you really should, as there is a dearth of information in the Publication including chapter 21 on Sailability.

For those of you not involved in Sailability, 12ft Cadets, Racing, or Committee, perhaps you can find a bit of time to help with the Sailability Program. "Many hands make light work" and there's plenty of work to do. So, please give it some thought and call me or John Johnston.

Margaret Ashton (Assistant Coordinator)

## **Port Adelaide Sailing Club Race Results:**

Race 1 06/10/12 John Leigh Memorial

Division 1:

1<sup>st</sup> Blue Max

2<sup>nd</sup> Bolistik

3<sup>rd</sup> Emma

Division 2:

1<sup>st</sup> De Javu

2<sup>nd</sup> Lyra

3<sup>rd</sup>

Race 2 21/10/12 Patrick Weir Trophy

Division 1:

1<sup>st</sup> Blue Max

2<sup>nd</sup> Peer Gynt

3<sup>rd</sup> Emma

Division 2:

1<sup>st</sup> Lyra

2<sup>nd</sup> Rousabout

3<sup>rd</sup> Mystic

Race 3 28/10/12 Presidents Trophy

Division 1:

1<sup>st</sup> Bolistik

2<sup>nd</sup> Emma

3<sup>rd</sup> Blue Max

Division 2:

1<sup>st</sup> Lyra

2<sup>nd</sup> Sandpiper

3<sup>rd</sup> De Javu

Twilight Series:

Race 1:

1<sup>st</sup> Emma

2<sup>nd</sup> Blue Max

3<sup>rd</sup> French Connection



### **Sailability Opening Day 2012/13**

Commodore Martin Oats surrounded by Sailability Officials John Johnston & Margaret Ashston, after officially declaring the Sailability Season 2012/13 open, after which the Sailors and Crews took to the water to enjoy the first race of the season.

"There is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats. In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not."

Spoken by Ratty to Mole in *Wind in the Willows* a children's book by Kenneth Grahame (1859-1932)

## PASC Committee 2012-2013

### Office Bearers, etc.

Commodore	Martin Oates	0419 823 487
Vice Commodore	Allan Beswick	0411 427 184
Rear Commodore	Bob Smedley	0407 619 178
Hon Secretary	Liz Knolder	0414 509 905
Hon Treasurer	Ian McDonald	0415 227 008

### **Committee**

Ken Allen	0422 029 844
Steve Edwards	0409 677 243
Doug Gladman	0439 002 044
Craig Henderson	0431 420 509

### **List of Duties**

Events Officer	Ian McDonald	0415 227 008
Cruising Officer	Craig Henderson	0431 420 509
House Officer	Craig Henderson	0431 420 509
Slipping	Allan Beswick	0411 427 184
Sailability	John Johnston	0417 813 188
	Margaret Ashton	0409 678 737
Safety Officer	Bob Smedley	0407 619 178
Sailing Officers	Allan Beswick	0411 427 184
	Ken Allen	0422 029 844
Handicappers	Serge Ambrose	0420 224 774
	Kevin Stewart	0407 292 591
Network Mgr.	Kel Watson	0450 252 321
Bar Manager	Ray Deiana	0415 676 285
Assistant Bar Manager	Steve Edwards	0409 677 243
Moorings	Doug Gladman	0439 002 044
Web Master	Des Strudwick	0419 808 3 77
Librarian	Keira Bennett	0427 702 181
LMC Delegate	Denis Walter	8242 1248
River Ramblings	John Longbottom	0407 858 050

### **Appointed**

Minuet Secretary	Margaret Ashton	0409 678 737
YSA Delegates	Steve Edwards	0409 677 243
	Craig Henderson	0431 420 509

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