

Just a Hypothetical race

Race 24 ABN

Wednesday Wonders Winter 2017

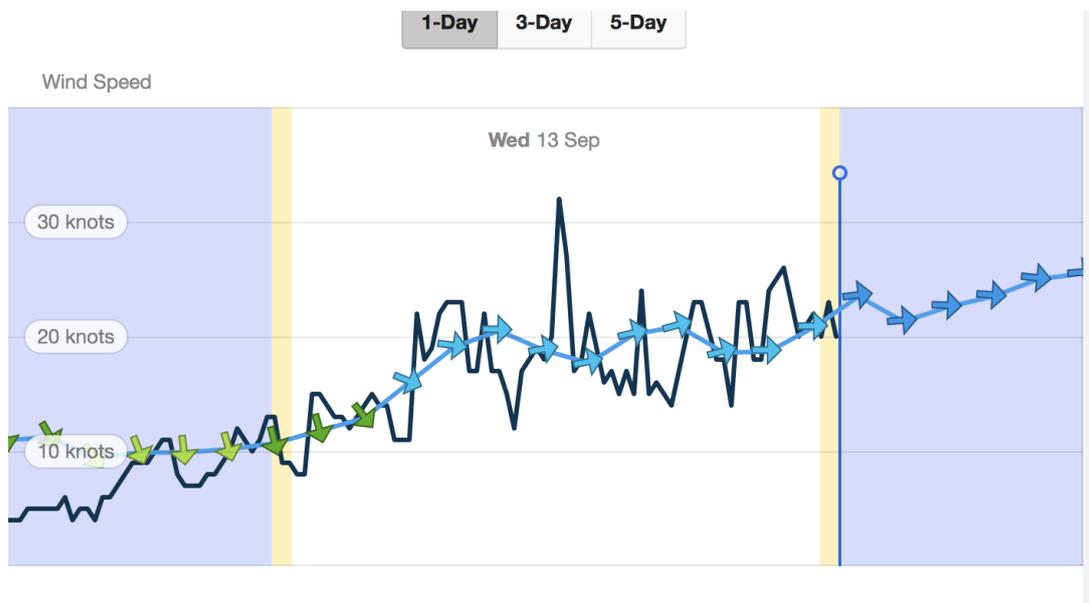
13/9/2017

If you noted the skippers in the bar that were still hanging around long after the race had been officially cancelled, and compared them with the top ten series places you would have got a high correlation. One extra race in similar conditions to Race 23 with a small fleet would possibly have assisted those in the top ten to retain their positions.

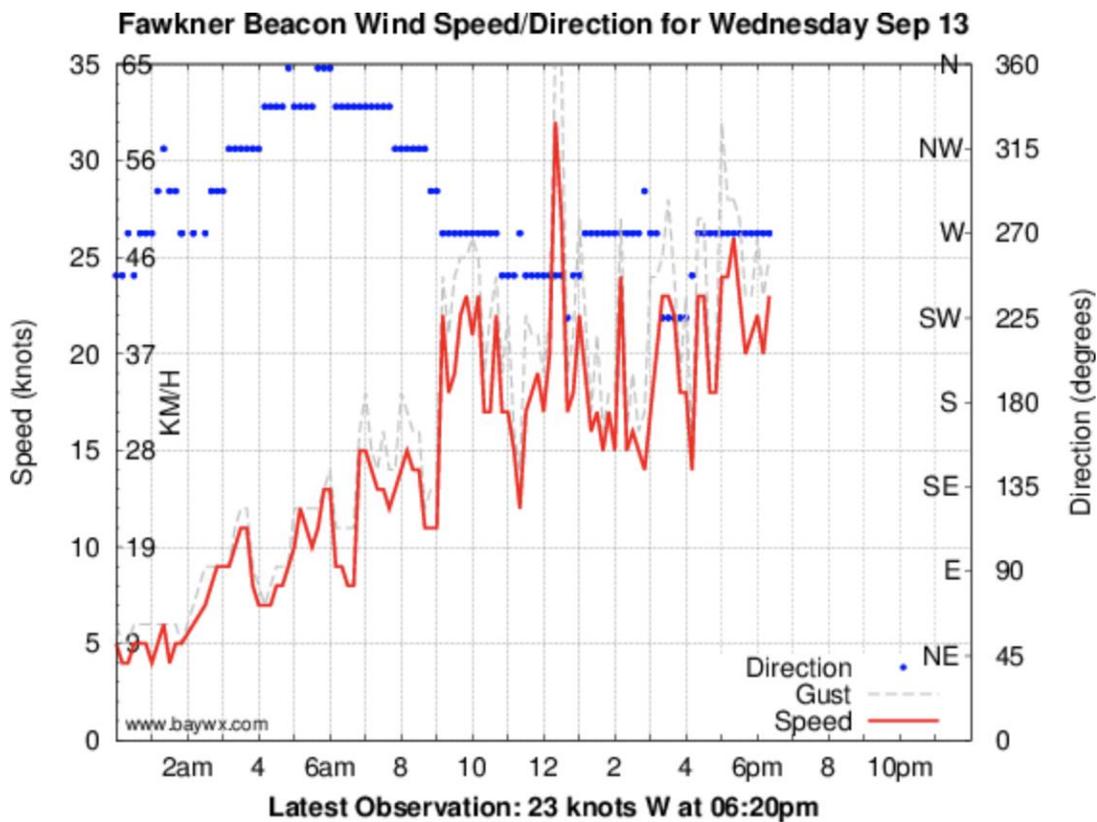
The top ten in the ladder for the series is and will be very close. Quite a few positions will be determined on the results of the last two remaining races, Race 25 and Race 26.

Place	Ties	Sail Num	Boat Name	Skipper	From	Sers Score
1		SM3535	WHITE NOISE	Daniel Edwards	SYC	82.0
2		SM303	PIPPA	Jeffrey Woolhouse	SYC	85.0
3		SM367	LEBROK	Theo Korbel	SYC	86.0
4	1.0S	SM6530	NUTCRACKER II	Rob Davis / Andy Bak	SYC	88.0
5		SM354	VANTAGE	Darren Hunter	SYC	88.0
6		SM1147	CASSANDRA MELBOURNE	Bob Reeves	SYC	88.5
7		SM616	MAGIC	Phil Spry-Bailey	SYC	90.0
8		SM3639	WIND SPEED	Les Browne	SYC	94.0
9		SM355	BON VIVANT	Russell Keays	SYC	97.5
10		SM6161	SECOND NATURE	Paul Mentiplay	SYC	100.0

There were many hoping for a 17~20 knt breeze as predicted, but this is not what occurred just when the decision 'weather to race or knot' was being made.



Predicted wind in green; actual wind shown in black.



A Hypothetical Race 24

Given that the wind for Race 23 was not all that different, Mark thought it would be interesting to work out what a Hypothetical Race 24 may have looked like.

As the weather was similar you could assume that the same yachts would still be keen to race. The wind direction was similar so the course you could assume would be the same.

Only 4 yachts had their handicaps changed.

Less Time: Magic –2min. Added time: Foggy Dew 1st +3mins, Pippa 2nd +2mins, and Lebrok 3rd +1min. These handicaps have been adjusted for the hypothetical race.

There are a few variables to allow for:

- Yachts that were over early last race you would expect to be more cautious this race. Similarly, close starts might be more conservative.
- Another factor at the end of the season is concern about handicap adjustments and scores, so the leader of the series might be expected not to get a place, and just aim for a 4th finish.
- Mark has trouble understanding how some yachts get close to zero starts for nearly every race, so it is assumed that some larger yachts got it wrong for Start of the Day in this race.

The yacht that earned Start of the Day, was the only yacht underway anywhere near the start time. (See attached evidence)

START OF THE DAY Sm 303 Pippa.



Hypothetical Results Non Race 24

1st Sm32 Foggy Dew 15:25:54

Even with an allowance for the change of skipper and an extra 3 mins to her handicap Foggy Dew is a winner.

2nd Sm1147 Cassandra of Melbourne 15:26:14. With a full crew Bob might have won the race. Just 20 seconds behind first.

3rd Sm1298 Saltshaker 15:26:41. With just a bit better start would have caught Cassandra.

4th Sm303 Pippa 15:27:03 Trying desperately to escape the attention of the handicapper and not get another 2 mins added to her start time.

5th Sm 3535 White Noise 15:27:15 Trying to keep her 3 point lead in the top position in the series, with no handicap adjustment, and saving up for the last 2 races. She looked like she had the series won with a very fast first leg but lost time on the second leg.

6th Sm 3639 Wind Speed 15:28:54 Trying hard to retain her position in the top ten, she may need another score like this to hold on.

7th 214 Blue Tack 15:31:58 After being over early last race her conservative start cost her over a 1 min.

8th Sm6 Stampede 15:36:51. She has long term forecasts included in her electronics and is counting on the predictions of very light winds for the last races to leave all the other yachts drifting while she glides to great finishes.

9th Sm 354 Vantage 15:37:04 She has led the series for quite a while. Before this race she was just 6 points behind. She looked certain of moving up in the series finishing in front of White Noise, but was just 2 seconds early at the start and had 5 mins added to her time.

10th Sm 367 Lebrok 15:39:46 With just 1 min extra on her handicap, she just made it in front of Magic, after a close battle around the course. You can never underestimate Theo.

11th Sm 616 Magic 15:41:41 Taking advantage of her reduced handicap and a good start Magic made good use of the stronger wind. Maybe her absent crew will return in time to put her in the top ten.

12th Sm 6530 Nutcracker 15:42:48 Someone on the timer made a mistake. A rare occurrence. She started 1 min late and never quite recovered. With a score of 21 to drop, she could still make the top ten.

The rest of the fleet stayed in the bar watching the race and considered how much more comfortable it was inside.

Well that's how it might have been.

Two races left to see what it will be

PFD MARITIME SAFETY VICTORIA

Check the regulations at <http://www.wearalifejacket.vic.gov.au>

PFD self-inflating. PFDs filled by gas canisters may sometimes overinflate. It is possible to reduce the pressure via the mouthpiece. You can also increase the pressure by blowing into the mouthpiece.

Yachtsmen and yachtswomen are required to wear a lifejacket at times of heightened risk

HEIGHTENED RISK

Heightened risk is not only limited to when there is significant likelihood that the vessel may capsize or be swamped by waves or the occupants of the vessel may fall overboard or be forced to enter the water. It also occurs when there is a restriction on the ability to anticipate such an event, such as when a hazard cannot be seen.

The Marine Safety Regulations specify that a vessel will face heightened risk in the following circumstances:

Crossing or attempting to cross an ocean bar or operating within a designated hazardous area

Being operated by a person who is the only person on board the vessel

Being operated during the period commencing one hour after sunset and ending one hour before sunrise.

Disabled

Where no safety barriers, lifelines, rails, safety harnesses or jacklines are in use on a yacht.

Being operated during a period of restricted visibility

Operating in an area where a warning, that is current, of the following kind has been issued by the Bureau of Meteorology:

Gale warning, Storm force wind warning, Hurricane force wind warning

Severe thunderstorm warning, Severe weather warning.

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Thanks for the bits of information supplied to Mark that may or may not be true but I trust you found entertaining.

Send your photos, captions for this cartoon or positive comments to

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