Race 4
Pursuit starts. Fun times for the handicapper

Allocations of Pursuit race group start times for a diverse in waterline and sail area classic fleet is a fun occasion for the handicapper’s dart board.

The Race 4 start time allocation challenge was to second guess the wind conditions to give the fleet an average of 100 minutes on course time, 5 days in the future. Our last pursuit race of the recent summer series start times had a 99 minute average on course time with 17 knots average wind. Can the same result be set up for Race 4?

Race 4 Group Start time allocations

The task of determining the Race 4 group start times begins by looking over the Race 3 results. The numbers show the race 3 fleets elapsed on course time spread was close to 45 minutes. Start time calculations using handicaps derived from Race 3 results also indicated a 45 minute spread. So out went the handicappers dart board and in came science, handicapper style. For Jedda it was 10:15 am with Manuka Rere a minute later. The fleet with the four backmarkers were set up to leave before 11:00 am.

For those interested in what the handicapper saw here’s a link to the spread sheet used for Race 4 group start time allocation calculations. The steps and formula’s used to generate the group times are included on sheet one. Anyone who wants a crack at calculating the Race eight start times and how to calculate the actual race on water elapsed times into corrected times for the Marie Louise III consistency trophy points status contact the handicap. While the Top Yacht handicap system can do the group start calculations on a one click basis. It’s not the way to go when we have our diverse Classic Yacht fleet.

Click on the links to download the Race 5 Sailing Instructions and Race 5 Entries with their allocated handicaps. Current Bureau of Meteorology forecast for Sunday at 10:00 am is 15-20 Knot northerlies with slight seas and a 50% chance of rain.

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Note: All images in the pre race notes are linked to full size copies
The Race 4 start

What’s a minute between friends. Nothing? Maybe yes maybe no, depends on many things. But it’s something you cannot bring back. But what’s a minute lost between those who experience a rush of blood to the brain when approaching the pursuit start line? Plenty, when the RYCV kitchen timer is a set one minute early against the local GPS time. So a by the rule book start was the go for Race 4. When your number drops your gone. Much like the way the book of life reads.

Some race 4 moments.

The race 4 takeaway moments were across the fleet. For the handicapper it was the wind. Last race we had 20 knots northerly with an elapsed time spread of 45 minutes and now 10 knots northerly for the race 4 start times spread over 45 minutes. There went Jedd’s hopes for a decent finish against the now gifted backmarkers. Between these start time exceptions there was action. Just look at the way Manuka Rere and Zephyr performed.

Sail of the day to Manuka Rere

The light wind performance put up by Cam Smith on the helm of Manuka Rere and then be pipped by an inside passing Marie Louise III so close to the finish line was no doubt the sail of the day. Irrespective of her star time, to have the shortest on the Classic fleet waterline lengths, Manuka Rere, in with the much more on the waterline part of the fleet added excellent colour to the group of classic she finished with.

Line honours go to Acrospire III

The sight of Acrospire III in full sail with a team of her supporters quietly trimming while she steamed her way to be first to cross the finish line was a full on sight of 1920’s yacht racing. A glorious sight that brings our Port Phillip classic fleet out to race with her. An after finish sail with the still racing fleet was the classic yachting icing on the cake.

Wayzgo’s club. New member application

While the outcome of the line honours fight between Zephyr and Acrospire III was never in doubt. Across the fleet all eyes where on the action.

While Zephyr finally conceded her first to finish placing to Acrospire III by 2 minutes 30 seconds, she still bested the other backmarkers by a significant time margin. So to Zephyr goes the honorary mention in the sail of the day award. Take a look at the second lap track of our back markers. A slight wind shift was a big help to some backmarkers but that’s the way it goes. Zephyr can consider herself a fully inducted member of the Wayzgo’s club.

Tight racing in the ruck

Take a look at the results as posted on the RYCV Race 4 results web page. Placing between Avian, Boambillee, Dingo and Marie Louise III was a down to the wire event. Tumlaren featured in the mid fleet finishing drama. The red Tumlaren, Avian, held off the fast charging Boambillee but one second splitting the yellow Tumlaren Dingo and Marie Louise III was a nobody move affair. Marie Louise III saw some wake about to hit Dingo that should have slowed her down. With a gentle on the helm move by Jim Hutchinson Dingo was bought through this danger with no drop in her speed. Cheers from the Dingo were the go when the one second victory over Marie Louise III was announced.
The late in the race wind shift was not kind to our early pursuit starters. One noticeable victim of the light wind was Boambillee. George Fischer and his crew tried all tactics but with only 90% steam pressure those fleet leaders had her on the ropes. A congratulations call went out from Martini to Manuka Rere after their close finish. Hold off Martini to the finish was a sight for all Finishing times between placing. Although she finally overhauled Bungoona, Cyan had rotten luck with that light wind. On top of the light winds, local wind shifts killed any hope on Snow Goose. Same story was applicable to the finishing times of Serifa, Claire and Jedda. It’s the story about when it’s tough the tough get going. The continual light wind sail trimming by the crews on this last to finish group was noted by the handicapper. Let’s see what the next race handicap has to say about what the handicapper noted.

Race 4 Handicapper analysis.

Race 4 was re run on paper using Race 4 elapsed times to generate corrected times. This process is used to prepare handicaps for the next race and to provide Race 4 points to the Marie Louise III consistency trophy. Again it was Acrospire III followed by Zephyr on corrected time. It’s interesting to see corrected times placing generally follow the actual across the line placing.

One small item about Race 4 was the use of a 100 minutes as the average on water target time when calculating the race 4 group start times. Checking out the actual Race 4 average elapsed on water time showed it to be 99.63 minutes. This was based on discounting the elapsed time of the last finisher, nevertheless, a good course selection call by the RYCV race committee.

Race 4 Results

The actual over line results are here. Results based on corrected times for handicapper analysis are here. Here’s the links to the 2019 Winter series aggregate and the Marie Louise III Consistency aggregate

Next pursuit race

The Race 4 start time was moved to 10:15 am with the back markers off before 11:00 am. Checking out results indicated a 10:00 am start time could have been used. As it’s difficult to forecast wind conditions 5 days in advance maybe a light and heavy wind based group start could be developed. Use of what start times could be sent out the night before. RYCV Race Director will be asked for an opinion on this idea.

Other CYAA news.

RMYS slipway

News has been received that RMYS is considering removing their slipway facility. While what RMYS do is their business, loss of another slipway on Port Phillip will be a problem for Classic Yacht people.

1930’s Yachting on Port Phillip.

Thanks go to Col Anderson for the finding of a large number of negatives displaying yachts racing on Port Phillip during what appears to be the late 1903’s. These negatives were passed over to Mark Chew for conversion into Black and White prints. The outcome is a series of prints that are in the class of Beken of Cowes and Morris Rosenfeld. Take a look at a sample of the 460 images that Mark has posted on the CYAA Instagram site. Here’s some more This link includes a photo of the light box set up used for the conversion plus the cigarette tins the negatives were stored in. Always room for one more. When posted on the CYAA’s Instagram site the likes began appearing immediately. Now the task is to identify the yacht in each image and then what do we do with them. Your CYAA Exec team has a problem you could only wish for on their plate.
A 30 square meter for sale

Here’s an opportunity for those of us into 30 square meter racing. Manfred Spiecher from the Swan River Retro racing group in Perth, our sister classic yacht racing scene in Perth, has sent over advice that the 30 square meter Caress III built by and raced by the Steele brothers of Lake Macquarie is on the market. $7.5k is the go. So for those who want to take on Pastime II in our classic yacht races, here’s your chance. Our Brisbane member, Peter Kerr who operates Deegon slipways is restoring the 30 square meter Typhoon. He reports Typhoon is the fast accelerating yacht he’s ever experienced.

CYAA Membership renewals.

A note from our treasurer inform that membership renewals are rolling in. For those yet to renew their CYAA membership get in now to stay part of the team supporting Classic Yachting in Australia.

Paynesville Maritime Museum

Your CYAA is a member of the Paynesville Maritime Museum. Our membership came about through support work that Col Anderson provided to the PMM President Rob Cook, his mate from their 12 foot Cadet Dinghy sailing days. Take a look the recently published PMM Journal. There’s many stories about the lakes early days in these journals. As well as supporting the PMM the CYAA also support the Gippsland Lakes classic yacht activity through their member Terry Grundy with his fleet of wooden Dragons and our members, Phil Brown and David McKenzie, who travel to Metung to participate in the various Dragon Association events conducted by the Metung Yacht Club. The CYAA send their best wishes to Rob.

2019 Cup Regatta news.

Latest intent to enter was received from Pete Jerebek. He’ll be bringing up the “Geelong flyer” No it won’t be the “City of Melbourne, it will be the Laurent Giles Princess design Baranne who took on the 1965 Sydney to Hobart fleet. We have a sister to Baranne at St. Kilda. Akala, She raced with the classics for some time and also competed in the same 1965 S2H Race. So July is here. The intent to enter the 2019 Cup Regatta list is now closed.

On to Race 5

A quick check of the Bureau Met Eye shows moderating 10-15 knot conditions with a 25% to 50% chance of rain. A reminder HBYC are conducting race 5.

Let’s see how we all go. Fat chance here but try to remember it’s not about the start line it’s all about the world of classic yachting.

Regards to all Peter Costolloe CYAA (Vic) Handicapper