

Notice Board



KNOTS is our Club magazine. We welcome your input & notices - contact the Club office (Tel. 839 3135), or any Committee Member.

ANNUAL GENERAL MEETING - 25TH NOV.

A personal call from the Commodore:

Monday 25th November at 8.00 p.m. in the Clubhouse is where you need to be to contribute to the discussions on the way forward for our Club in 2003. Whatever about expressing opinions throughout the year (and many of you do!) about what "they" should or should not do, the Annual General Meeting is where **YOU** decide on who will be running things for the next season, and make major decisions about the Club's future.

The AGM is where you get to hear first-hand how our Club is doing, financially and otherwise, and to elect your new Committee. Unfortunately, most members just don't bother attending the AGM - it seems that they just assume that others will, and that "there isn't much point anyway", since things will carry on as before. Your ideas are as valuable as any others - let's hear them!

This year you are being asked to vote on a proposal to raise some membership subscription rates for 2003 to reflect the real costs of maintaining facilities and services.

Last year was the first time our subscription rates were increased, after almost 10 years during which the Consumer Price Index rose over 25%. This year, to keep up with inflation, the Committee are proposing a rate of 150 euro for Adult Membership, and 225 for Family Membership.

See you there!

Noel Dempsey

BONUS: the AGM will be followed by a Cheese & Wine reception for those who had arrived at or before 8.00 p.m. - don't be late!

ANNUAL GENERAL MEETING

Monday 26th November 8.00 p.m.
in the Clubhouse

Don't forget - there's a **proposal to raise the membership subscription rates for 2002** to reflect the real costs of maintaining our facilities and services.

*And the Bonus: the AGM will be followed by a **Cheese & Wine reception** for those who arrived at or before 8.00 p.m.*****

ANNUAL DINNER

8.30 p.m. SATURDAY 24th
NOV.

IN THE CLUBHOUSE

A most enjoyable night, in the company of some honoured guests. Tickets only £15 per head - and there are still some available!

book now by calling the Club (839 3135) or any Committee Member.

JUNIOR SAILORS - LOGBOOKS!

If you want to pass your ISA stage, you have to hand in your completed Log Book to the office in the Club - AND THE FINAL DEADLINE IS 7th DECEMBER - this year!

Finish it, get it signed - don't say you we didn't give you enough time!

COURSES:

POWERBOATS, RADIO

Fancy learning Powerboat Driving? next course 1st - 3rd December. Or VHF Radio communication? Contact the Club office, tel.839 3135

PLAN AHEAD - DIARY DATES!

After the AGM, and the Annual Dinner - there's more! - don't forget:

Annual Prizegiving and Christmas Cheer
Sunday 16th December at 1.00 p.m.

And ring in the New Year with Aidan Henry and friends in the usual fashion: Mon, 31st December 9.00 p.m. till 2002

TAKE YOUR BOAT HOME!

Now that the only scheduled sailing is Pico Team racing, please remove your boat from the boat park - the Hard has to be cleared for boat storage, winter maintenance and marking. *Your precious boat will be safer and drier under cover when Winter winds are blowing and temperatures*

Greetings from the Overseas Branch!

There is life after SDC! Since leaving Sutton, our departed Sailing Secretary, **Hugh Brazier** and his daughter **Ruth** have been sailing GPs and Toppers on the River Ouse with the **York Railway Institute Sailing Club**, and learning how to avoid the overhanging trees. Hugh tells us that's it's all very well watching what's happening at water level, *but if you don't look up you are liable to find the top of your mast firmly stuck in the fork of a branch (see photo inside).* And the wind does funny things around the trees, too - **like blowing in opposite directions at the bow and the stern!**

Races are held along the river (it's quite twisty, so the general rule is to find a stretch where it is blowing along, not across), and Hugh has done more tacks in the last month than in the previous three years - about once every four boat lengths on a beat, with some extra ones thrown in to avoid the many motor boats that chug up and down the river!

Sailing in such confined spaces means that contact with other boats is narrowly avoided at every turn. Or not, as the case may be - Hugh is now quite proficient at doing a 720-degree turn. Starting lines are short, starts are hectic, and with the line stretching from bank to bank he dreads to think what would happen if the "round the ends" rule was applied. We could do with practice like this!

Photo & Hugh's contact details inside



Hugh Brazier's new sailing grounds

Hugh has sent over this photo of dinghies manoeuvring before the start at the **York Railway Institute Sailing Club**:



Hugh has said that if anyone from Sutton is over in the UK and anywhere near York, you can be sure of a welcome at :

9 Moor Lane,
Strensall,
York YO32 5UG.
Telephone 00-44-1904-490576.
Email brazier@eircom.net

It's not clear if Hugh has obtained clearance from his First Mate for this open invitation to all Sutton sailors – better phone first before arriving on the doorstep!

TAKE YOUR BOAT HOME!

Now that the only scheduled sailing for members' boats is Mirror coaching, please remove your boat from the boat park - the Hard has to be cleared for boat storage, winter maintenance and marking.

Your precious boat will be safer and drier under cover when Winter winds are blowing and temperatures drop towards freezing!

Club race handicapping - how it works!

Those of you who participate in Club Racing may be aware that a system of handicapping is applied. This means that weaker performers are given extra time in each race to complete the course.

Our computer expert, **Nick Spalding**, has been hard at work analysing the result sheets from Club Racing and applying the handicaps, to be ready for the Annual Prizegiving in December. However, some people have been asking exactly how he does this, and what mathematics are involved, so he has provided the following details to help you understand.

A boat's handicap is the **number of seconds per minute** of its **elapsed time** in a race to be **subtracted** from that time to give its **corrected time**. So in any given race, if you have a handicap, your boat will be given an earlier finishing time than the actual time you crossed the line. So on a corrected times, if you finished in shorter time than everyone else, you have won the race!

But there's more to it than that. Your handicap doesn't stay the same - it changes if your performance gets better or worse!

After each race to which handicapping applies the handicaps of the first 1, 2, 3 or 4 finishers in that race, according to the number of starters, are adjusted downward according to their finishing positions on corrected time as determined by the following table.

	Finishing Position			
	1 st	2 nd	3 rd	4 th
No. of starters				
1,2	1	0	0	0
3,4	2	1	0	0
5,6,7	3	2	1	0
8+	3	2	1	1

If the number of finishers is less than the number of finishing positions which the number of starters would call for, then only that many positions are adjusted, but by the amounts due to the number of starters. I.e. if there were 6 starters but only two finishers, the first and second boats would be adjusted by 3 & 2 respectively.

This process in most cases results in one or more boats' handicaps being driven negative. When this happens the largest amount by which any boat's handicap is made negative is added to the handicaps of

all the starters, so the most negative boat(s) become(s) scratch.

This normalisation process is the mechanism whereby slower boats' handicaps are increased to give them a better chance of winning. Non-starters never get an adjustment up or down. This year Nick had no previous form to go on and everyone started on scratch; next year he will have the final handicaps from this year to start from. Also until he appeared on the scene towards the end of July hardly any races were timed, so most of them were useless for handicapping purposes.

13527's elapsed time is 47 minutes 40 seconds, which for computation purposes is 47.667 minutes. Its handicap is 2, so its adjustment is $(40.667 \times 2) / 60$ giving 1.589 which is 1 minute 35 seconds. This is subtracted from its finish time to give a corrected time of 20:46:05. Similar calculations are applied to the rest of the boats resulting in the above ordering. Since there are 6 starters, line 3 of the table above applies, giving the Table Adj. column above. When this is applied to the figures, it gives the Adj. Hcap column. The most negative result is the -2 for 12661, so 2 is added to all of them giving the final Normalised Handicaps, which will be used the next time that these boats race.

Simple, isn't it!

Example race: Date: 21st Aug 2002

Class: GP 14

Start: 20:00:00

Place	Boat	Finish hh:mm:ss	Hcap	Adj. mm:ss	Corrected hh:mm:ss	Pts	Table Adj.	Adj. Hcap	Normalised Hcap
1 st	13527	20:47:40	2	1:35	20:46:05	1	-3	-1	1
2 nd	12661	20:47:56	0	0:00	20:47:56	2	-2	-2	0
3 rd	12278	21:02:26	10	10:24	20:52:02	3	-1	9	11
4 th	12692	20:54:48	3	2:44	20:52:04	4	0	3	5
5 th	13624	20:57:05	4	3:48	20:53:17	5	0	4	6
6 th	11673	21:00:06	5	5:00	20:55:06	6	0	5	7