

The Mainsheet Extra

SEPTEMBER/
OCTOBER 2009

24 Hour Race—Pilkington come 4th.—Nick Hampson

The Pilkington A Team finished the race with 59 laps completed and were presented with:

The Commodore's Prize for finishing 4th overall

The Papercourt Cup for finishing as 2nd Enterprise

To finish 4th in this event is a fantastic achievement and I believe that this represents the best ever finish for Pilkington Sailing Club.

Prior to the race there was a good deal of boat preparation and we must thank Richard Critchley, Steve Blackburn and team for their work on this. The new flyaway pole met with almost universal approval.

The shore base for the race has become a focal point for our club activity and is the envy of most of our competitors. Very many thanks to Trevor Fillingham and his team for the preparation and hard work involved in establishing and then breaking down our marquee. The shore facilities have played a big part in our growing success at the event. Particular thanks to Karen and Cliff Waine for their labours and skill in providing the excellent catering: some of our neighbouring clubs think

that we hire a caterer, which is tribute enough! Thanks also to Sue Barton for providing a delicious vegetarian curry, which disappeared promptly once 'dinner was served'.

Apologies to all those who have contributed but I have omitted to mention by name. A great many club members participate and our success results from the efforts of all. Support from the shore is an important motivator for the sailing team and the cheers each time the boat passed the shore camp played their own part in helping the team.

The sailing team comprised:

Steve Blackburn and Nick Hampson started the race and, starting in flight 0, we rounded the first mark in 4th. Steve recorded the fastest Pilkington lap relative to the rest of the fleet (72%) and provided not only a solid start but also the final shift, in which we nearly caught the boat in 3rd place after a very quick 57th lap.

Mark Dingsdale and Claire Armstrong were the next pairing and produced our most consistent performance of the race, sailing remarkably similar lap times for a two hour shift and maintaining our

position in the fleet.

Richard Critchley sailed first with Diane Blackburn and then with Alan Roberts. Richard consolidated our position during the third shift and then went on to sail a four and a half hour shift in the small hours of the morning during which we advanced to 4th place. Richard was hoping to retrieve the Pilkington Fastest Lap Trophy, but to his disappointment, and another's elation, this went to:

Richard Hampson and Rob Lea were our fourth pair and Richard wins the prize for the fastest Pilkington lap, managing to achieve a commendable 6th place in the Dusk Race while doing so.

Steve Hunt and Ruth Critchley took on the difficult task of sailing two night shifts and sailed very quickly throughout. Staying with the West Lancs boat in 3rd and pulling away from the Chester and Soulsailor boats in 5th and 6th place during their second shift, they set up our success despite the calm conditions.

Royston Taggart and Diane Blackburn sailed our penultimate laps and had the misfortune to sail their whole

shift in very light winds. A patient performance held us in 4th position, with the leader board recording us in 1st place for part of this shift!

Paul Shepherd and Steve Bristow lost the opportunity to sail as the wind died in the final hours making the loss through changeover far greater than in medium airs, but their support and team spirit were very much appreciated.

Special thanks to Alan Roberts who gave up his chance to helm the boat in the interests of the team and bore his disappointment without complaint, providing a crew for the whole of Richard Critchley's long night shift (Hear Hear! Ed.).

Very special thanks also to Dave Greenall and Ed Rees, both of whom went without sleep for the whole event and manned their posts throughout.

Bring on 2010!

“A” Team Lap Audit

Audit for boat 6 (Ent 0) Pilkington S.C. (A)

			Flight 0			
Start	at	00:00.00 (12:00.00 BST)	Position			
Lap 1	at	00:24.56 (12:24.56 BST)	24.56			
Lap 2	at	00:48.46 (12:48.46 BST)	23.49	(5th)	72%	Steve Blackburn and Nick Hampson
Lap 3	at	01:09.35 (13:09.35 BST)	20.48	(4th)	80%	Steve Blackburn and Nick Hampson
Lap 4	at	01:29.43 (13:29.43 BST)	20.07	(4th)	87%	Steve Blackburn and Nick Hampson
Lap 5	at	01:53.56 (13:53.56 BST)	24.13	(6th)	92%	Steve Blackburn and Nick Hampson
Lap 6	at	02:13.30 (14:13.30 BST)	19.33	(6th)	95%	Steve Blackburn and Nick Hampson
Lap 7	at	02:32.33 (14:32.33 BST)	19.03	(5th)	94%	Mark Dingsdale and Claire Armstrong
Lap 8	at	02:53.14 (14:53.14 BST)	20.4	(7th)	95%	Mark Dingsdale and Claire Armstrong
Lap 9	at	03:15.05 (15:15.05 BST)	21.5	(8th)	98%	Mark Dingsdale and Claire Armstrong
Lap 10	at	03:34.56 (15:34.56 BST)	19.51	(7th)	98%	Mark Dingsdale and Claire Armstrong
Lap 11	at	03:54.11 (15:54.11 BST)	19.14	(8th)	96%	Mark Dingsdale and Claire Armstrong
Lap 12	at	04:13.49 (16:13.49 BST)	19.38	(8th)	96%	Mark Dingsdale and Claire Armstrong
Lap 13	at	04:34.55 (16:34.55 BST)	21.05	(8th)	99%	Richard Critchley and Diane Blackburn
Lap 14	at	04:56.05 (16:56.05 BST)	21.1	(8th)	100%	Richard Critchley and Diane Blackburn
Lap 15	at	05:17.05 (17:17.05 BST)	20.59	(8th)	88%	Richard Critchley and Diane Blackburn
Lap 16	at	05:35.22 (17:35.22 BST)	18.17	(8th)	86%	Richard Critchley and Diane Blackburn
Lap 17	at	05:51.51 (17:51.51 BST)	16.28	(8th)	90%	Richard Critchley and Diane Blackburn
Lap 18	at	06:08.29 (18:08.29 BST)	16.38	(8th)	91%	Richard Critchley and Diane Blackburn
Lap 19	at	06:27.36 (18:27.36 BST)	19.07	(8th)	95%	Richard Critchley and Diane Blackburn
Lap 20	at	06:45.38 (18:45.38 BST)	18.02	(7th)	88%	Richard Critchley and Diane Blackburn
Lap 21	at	07:02.23 (19:02.23 BST)	16.44	(7th)	92%	Richard Hampson and Rob Lea
Lap 22	at	07:18.12 (19:18.12 BST)	15.49	(7th)	100%	Richard Hampson and Rob Lea
Lap 23	at	07:34.08 (19:34.08 BST)	15.56	(7th)	97%	Richard Hampson and Rob Lea
Lap 24	at	07:50.11 (19:50.11 BST)	16.02	(7th)	94%	Richard Hampson and Rob Lea
Lap 25	at	08:05.58 (20:05.58 BST)	15.47	(7th)	93%	Richard Hampson and Rob Lea
Lap 26	at	08:23.46 (20:23.46 BST)	17.48	(7th)	88%	Richard Hampson and Rob Lea
Lap 27	at	08:43.09 (20:43.09 BST)	19.22	(7th)	91%	Steven Hunt and Ruth Critchley
Lap 28	at	09:03.13 (21:03.13 BST)	20.04	(7th)	93%	Steven Hunt and Ruth Critchley
Lap 29	at	09:23.55 (21:23.55 BST)	20.41	(7th)	88%	Steven Hunt and Ruth Critchley
Lap 30	at	09:46.59 (21:46.59 BST)	23.03	(6th)	81%	Steven Hunt and Ruth Critchley
Lap 31	at	10:07.25 (22:07.25 BST)	20.26	(6th)	88%	Steven Hunt and Ruth Critchley
Lap 32	at	10:26.12 (22:26.12 BST)	18.47	(6th)	85%	Steven Hunt and Ruth Critchley
Lap 33	at	10:44.44 (22:44.44 BST)	18.31	(6th)	93%	Steven Hunt and Ruth Critchley
Lap 34	at	11:05.35 (23:05.35 BST)	20.5	(7th)	102%	Richard Critchley and Alan Roberts
Lap 35	at	11:27.05 (23:27.05 BST)	21.3	(6th)	85%	Richard Critchley and Alan Roberts
Lap 36	at	11:46.28 (23:46.28 BST)	19.22	(6th)	87%	Richard Critchley and Alan Roberts
Lap 37	at	12:07.32 (00:07.32 BST)	21.04	(6th)	94%	Richard Critchley and Alan Roberts
Lap 38	at	12:29.01 (00:29.01 BST)	21.28	(6th)	86%	Richard Critchley and Alan Roberts
Lap 39	at	12:48.58 (00:48.58 BST)	19.57	(6th)	87%	Richard Critchley and Alan Roberts
Lap 40	at	13:22.02 (01:22.02 BST)	33.03	(5th)	98%	Richard Critchley and Alan Roberts
Lap 41	at	13:42.33 (01:42.33 BST)	20.31	(n/a)	n/a	Richard Critchley and Alan Roberts
Lap 42	at	13:59.33 (01:59.33 BST)	17	(4th)	96%	Richard Critchley and Alan Roberts
Lap 43	at	14:16.53 (02:16.53 BST)	17.19	(4th)	89%	Richard Critchley and Alan Roberts
Lap 44	at	14:37.12 (02:37.12 BST)	20.18	(4th)	94%	Richard Critchley and Alan Roberts
Lap 45	at	15:05.53 (03:05.53 BST)	28.4	(4th)	96%	Steven Hunt and Ruth Critchley
Lap 46	at	15:34.11 (03:34.11 BST)	28.18	(4th)	94%	Steven Hunt and Ruth Critchley
Lap 47	at	16:00.05 (04:00.05 BST)	25.53	(4th)	87%	Steven Hunt and Ruth Critchley
Lap 48	at	16:35.11 (04:35.11 BST)	35.05	(4th)	93%	Steven Hunt and Ruth Critchley
Lap 49	at	17:08.54 (05:08.54 BST)	33.43	(4th)	87%	Steven Hunt and Ruth Critchley
Lap 50	at	17:49.32 (05:49.32 BST)	40.37	(4th)	88%	Steven Hunt and Ruth Critchley
Lap 51	at	18:33.02 (06:33.02 BST)	43.3	(4th)	80%	Royston Taggart and Diane Blackburn
Lap 52	at	19:24.46 (07:24.46 BST)	51.44	(4th)	92%	Royston Taggart and Diane Blackburn
Lap 53	recorded on other computer					Royston Taggart and Diane Blackburn
Lap 54	at	21:00.07 (09:00.07 BST)	95.2	(n/a)	n/a	Steve Blackburn and Nick Hampson
Lap 55	at	21:33.57 (09:33.57 BST)	33.5	(6th)	76%	Steve Blackburn and Nick Hampson
Lap 56	at	22:43.22 (10:43.22 BST)	69.25	(4th)	90%	Steve Blackburn and Nick Hampson
Lap 57	at	23:21.39 (11:21.39 BST)	38.16	(4th)	73%	Steve Blackburn and Nick Hampson
Lap 58	at	23:47.48 (11:47.48 BST)	26.08	(4th)	89%	Steve Blackburn and Nick Hampson
Lap 59	at	24:11.27 (12:11.27 BST)	23.39	(4th)	98%	Steve Blackburn and Nick Hampson

Boat 6 has 59 laps scored with 0 penalties

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Pilkington “B” Team—Eddie Rees

Trevor Fillingham was first out for the B team this year crewed by Karen Waine,. Starting in flight 5, the flight corresponding to last year’s finishing position of 54th, progress through the fleet was good in moderate winds of the afternoon and evening. Various helms and crews swapped in and out of the boat and the team found themselves running in a very creditable position of high forties until early Saturday evening.

Unfortunately, with the wind changing direction and dropping in strength late evening, and continuing to drop throughout the night until many competitors awoke to find the lake absolutely mirror calm on Sunday morning. This slowed the team’s progress a little and we lost ground to mid sixties position with a final position of 61st.

The team also suffered from a small amount of misfortune, not only with the organisers managing to miss recording a lap early on Sunday morning and also a quarter lap penalty during late Saturday evening. Without these incidents, our corrected final position would have been in the late fifties.

However the whole team enjoyed the occasion with new crews from this years beginners and age concern courses - Sue Barton, Andy Dobson, Les Ormrod and Robert Soulsby. The idea of the B team boat was always to try and give everyone the opportunity to sail in this prestigious race, and also to give people the experience they need to gain a place on the A team in future years.

Turning our sights on to next year, let’s concentrate on 2010; the boat has now is in need of refurbishment, which hopefully will be undertaken by the extremely talented Robert Dickinson who has promised to work his magic on repairs this winter—if anyone wishes to give him a hand, I’m sure he would be grateful. It may be jealousy of the “A” team, but we will try to acquire some newer sails too. With these improvements, more practice and training, particularly in the tricky area of light wind sailing we’re hoping to do better next year (tips and instruction required from the A team, please!). Now is the time to start!

Congratulations to the A team on a fantastic result. Many thanks to our shore teams, catering and transport people - brilliant as usual.

So watch out A team: the gap is going to close!!!

Lap Audits and average lap times—an explanation

The column that I always get asked about in the lap audit is the percentage column. This is the percentage your lap was of the average lap time for the fleet—for that specific lap! This sounds a little complicated, but basically, if it’s less than 100% you’re going quicker than half the fleet, and less than a 100% you’re going slower than half the fleet. It is probably the best guide as to how an individual is performing in the race compared to others. There is of course a note of caution with this though. As the race progresses, not all the boats are on the same lap number anymore! A boat at the back of the fleet maybe doing their lap 54 while one at the front is doing lap 60! This means that if the wind changes, even just a little bit, these percentages can become a little askew!

The 24 hour race results are calculated on an average lap time! This is simply the time taken—a little bit over 24 hours—however long after midday the boat next crosses the finish line, divided by the number of laps. This is probably the only way to calculate the results, but does have drawbacks. If the wind drops off—as it did this year, the leading boats may have done 40 fast laps and 1 slow lap—where as the trailing boats have yet to cross the finish line of their slow lap. This 1 slow lap of the leading boats, can then “warp” the average lap time to slower than the trailing boats! This accounts for very strange results appearing on the screen in WLYC clubhouse early on Sunday morning!

"B" Team Lap Audit

PILKINGTON SAILING
CLUB

Burrows Lane
Eccleston,
St Helens
Merseyside.

Newsletter Editor,
Richard Critchley
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Audit for boat 54 (Ent 0) Pilkington S.C (M)			
Start	at 00:05.00	(12:05.00 BST)	Flight 5
Lap 1	at 00:34.31	(12:34.31 BST)	29.31
Lap 2	at 01:00.58	(13:00.58 BST)	26.26 (52nd) 103%
Lap 3	at 01:23.53	(13:23.53 BST)	22.55 (52nd) 105%
Lap 4	at 01:51.58	(13:51.58 BST)	28.04 (49th) 105%
Lap 5	at 02:12.45	(14:12.45 BST)	20.47 (45th) 99%
Lap 6	at 02:33.30	(14:33.30 BST)	20.45 (46th) 103%
Lap 7	at 02:58.24	(14:58.24 BST)	24.53 (59th) 114%
Lap 8	at 03:20.15	(15:20.15 BST)	21.50 (57th) 98%
Lap 9	at 03:42.04	(15:42.04 BST)	21.49 (59th) 109%
Lap 10	at 04:01.12	(16:01.12 BST)	19.07 (58th) 98%
Lap 11	at 04:22.43	(16:22.43 BST)	21.31 (56th) 105%
Lap 12	at 04:44.10	(16:44.10 BST)	21.26 (58th) 101%
Lap 13	at 05:09.25	(17:09.25 BST)	25.15 (58th) 105%
Lap 14	at 05:32.28	(17:32.28 BST)	23.03 (58th) 107%
Lap 15	at 05:51.39	(17:51.39 BST)	19.11 (59th) 106%
Lap 16	at 06:10.01	(18:10.01 BST)	18.21 (59th) 101%
Lap 17	at 06:29.41	(18:29.41 BST)	19.39 (56th) 99%
Lap 18	at 06:48.31	(18:48.31 BST)	18.49 (53rd) 94%
Lap 19	at 07:05.51	(19:05.51 BST)	17.20 (52nd) 96%
Lap 20	at 07:23.15	(19:23.15 BST)	17.24 (53rd) 104%
Lap 21	at 07:40.08	(19:40.08 BST)	16.53 (51st) 97%
Lap 22	at 07:56.34	(19:56.34 BST)	16.25 (51st) 97%
Lap 23	at 08:14.20	(20:14.20 BST)	17.46 (52nd) 102%
Lap 24	at 08:33.13	(20:33.13 BST)	18.53 (50th) 98%
Lap 25	at 08:54.28	(20:54.28 BST)	21.15 (47th) 91%
Lap 26	at 09:16.51	(21:16.51 BST)	22.22 (n/a) n/a
Lap 27	at 09:46.40	(21:46.40 BST)	29.49 (50th) 107%
Lap 28	at 10:09.42	(22:09.42 BST)	23.01 (50th) 101%
Lap 29	at 10:31.30	(22:31.30 BST)	21.48 (49th) 98%
Lap 30	at 10:50.53	(22:50.53 BST)	19.22 (50th) 100%
Lap 31	at 11:20.52	(23:20.52 BST)	29.59 (52nd) 110%
Lap 32	at 11:45.34	(23:45.34 BST)	24.42 (56th) 110%
D			
Lap 33	at 12:12.36	(00:12.36 BST)	27.02 (58th) 120%
Lap 34	at 12:50.36	(00:50.36 BST)	37.59 (61st) 159%
Lap 35	at 13:30.46	(01:30.46 BST)	40.09 (62nd) 106%
Lap 36	at 13:52.25	(01:52.25 BST)	21.38 (62nd) 77%
Lap 37	at 14:11.35	(02:11.35 BST)	19.09 (62nd) 106%
Lap 38	at 14:34.06	(02:34.06 BST)	22.30 (62nd) 106%
Lap 39	at 15:08.35	(03:08.35 BST)	34.29 (62nd) 113%
Lap 40	at 15:40.24	(03:40.24 BST)	31.48 (62nd) 101%
Lap 41	at 16:12.02	(04:12.02 BST)	31.37 (62nd) 106%
Lap 42	at 16:54.05	(04:54.05 BST)	42.03 (61st) 113%
Lap 43	at 17:45.51	(05:45.51 BST)	51.46 (62nd) 114%
Lap 44	at 18:42.24	(06:42.24 BST)	56.33 (62nd) 102%
Lap 45	at 19:39.53	(07:39.53 BST)	57.28 (62nd) 95%
Lap 46	at 20:44.41	(08:44.41 BST)	64.48 (62nd) 105%
Lap 47	at 22:55.25	(10:55.25 BST)	130.43 (n/a) n/a
Lap 48	at 23:36.14	(11:36.14 BST)	40.49 (64th) 102%
Lap 49	at 24:01.59	(12:01.59 BST)	25.45 99%

Boat 54 has 49 laps scored with 0.25 penalties