

Main Event Prize Allocation Notes

The prize allocation system has been subject to a process of gradual change. The changes have arisen primarily in response to the need to make the prize structure more closely reflect the main aim of the event which is to raise monies for charities. The changes to the prize award system that have been introduced have therefore focussed upon creating an incentive for entrants to acquire sponsorship. It has to be said that there have been a number of "road bumps" along the way!

One aspect of the administration of event that has also been addressed through the prize allocation methodology is the encouragement of "early entry". The earliness of entry is used as the final rule for breaking Ties. *(Additionally, there is a differential entry fee and the requirement for a minimum sponsorship for very late entries.)*

Policy Reason to be addressed	Reason / Comment
1. There are a number of substantial "Special Prizes" (in 2008 ~ 6) awarded independently of the main prize "ladder"	The prizes are awarded to particular entrants entirely at the discretion of the ECCS trust. The reason for the prizes and their amounts usually differs from one year to the next. Some have become "fixtures" e.g. there is a Maximum Sponsorship Prize but its value is set and announced late in the day.
2. The "first three" prizes on the main "ladder" are significantly different from the remainder.	This provides an incentive to do very well.
3. The prize allocation ladder is as long as possible	This is to encourage a large number of entries. The length of the "ladder" is determined by the total monies available and is balanced against 1 and 2.
4. The "ladder" has discrete "rungs".	If, say, there were 20 equal prizes, there would be no discrimination between entrants for sailing skill or money raising ability. (See also Ties at 7, 11 and 12)
5. The minimum prize is set at around £25.	In order to minimise the administrative burden on the sponsor's treasurer.
6. The "As Sailed" place is decided by a system that is, at its heart, broadly based on the principles of the Portsmouth Yardstick (PY) Scheme.	Individual yachts are organised into "starting groups" with similar (event allocated) PY numbers. <i>(See "Handicapping" under "Results" on the Main Web site).</i>

<p>a. Entrants that are not able to complete the course in time but have not formally “Retired” are awarded an “As Sailed” place broadly according to distance sailed and are regarded as “finishers”.</p>	<p>The nominal finish time for the event is 15:30. Entrants that have failed to complete the course by 17:00 (<i>or such time as decided on the day by the OOD</i>) pass their Lat and Long position to the OOD who then applies appropriate corrections/adjustments to award a “Place”.</p> <p>We would very much prefer to have as many people “finish” as possible hence the deliberate wooliness over the completion time!</p>
<p>b. Retirees are awarded an “As Sailed” place which is 2 more than the number of finishers.</p>	<p>There should be no perverse incentive for entrants to fail to “retire” as soon as good seamanship indicates. Some-one that starts and retires immediately is treated the same as someone who retires very near the finish. This is in accord with normal practice for competitive yachting events.</p> <p>“Good Seamanship” covers such aspects as stopping because the crew have had enough excitement for the day (this often happens shortly after leaving the sheltered waters of the sound). The event is advertised as “A Fun Day Out”.</p> <p>Clearly, all entrants that “Retire” will “Tie”</p>
<p>c. Non Starters are awarded an “As Sailed” place which is 5 more than the number of finishers</p>	<p>This is in accord with normal practice for competitive yachting events. Its purpose is to allow those entrants who have raised a significant amount of sponsorship to have a chance of being allocated a prize through the workings of the point purchase system.</p> <p>Clearly, all entrants that “Do Not Start” will “Tie”</p>
<p>7. A result of 6, 6.a, 6.b and 6.c, is that Ties are possible in the “As Sailed” place.</p>	<p>Because Ties are quite likely in the “As Sailed” position, other techniques are required to resolve them.</p>
<p>8. The allocation of prizes is fundamentally based upon points being awarded to each entrant dependant upon two aspects:</p> <ul style="list-style-type: none"> • The “As Sailed” place; and, • The declared sponsorship. 	<p>This is the essence of the event. It combines sailing skills and the requirement to generate monies for charities. Broadly, a very high level of sponsorship has the potential to lift an entrant’s prize allocation by approximately one third of the ladder.</p>

<p>9. Points for “As Sailed” Place</p>	<ul style="list-style-type: none"> • Entrants that do not start are awarded 1 point. • Entrants that retire are awarded 4 points • All entrants that “finish” are awarded points according to the following method: <p>“No of Finishers” + 6 – “The As Sailed” place</p> <p>Examples</p> <p>40 Finishers</p> <p>1st ~ 45 points.....(40 + 6 - 1) 10th ~ 36 points.....(40 + 6 - 10) 40th (Last) ~ 06 points.....(40 + 6 - 40) Retirees ~ 04 points.....(40 + 6 - 42) See 6.b DNS ~ 01 point(40 + 6 - 45) See 6.c</p> <p>30 Finishers</p> <p>1st ~ 35 points.....(30 + 6 - 1) 10th ~ 26 points.....(30 + 6 - 10) 30th (Last) ~ 06 points.....(30 + 6 - 30) Retirees ~ 04 points.....(30 + 6 - 32) See 6.b DNS ~ 01 point(30 + 6 - 35) See 6.c</p>																		
<p>10. The advantage gained as a result of achieved sponsorship” should be broadly capable of improving an entrant’s prize allocation by one third of the number of entrants.</p>	<p>There is a “Cap” to the amount of money that can be used to buy points – currently; it is £500 (which produces a maximum purchase of 20 points which, in the absence of other aspects, is the same as a place gain of 20 ~ approximately one third of the current fleet!)</p> <p>Therefore (subject to the “Cap”), “Purchased” points are awarded in direct proportion: at a rate of £25 per point (e.g. £30 is 1.2 points.) Using “direct proportion” rather than a “stepped / integer” approach greatly reduces the number of subsequent Ties. Ties, however, are still possible – indeed experience shows that Ties are quite common see 11 and 12.</p>																		
<p>11. The total of points awarded is likely to produce “Ties”.</p>	<p>Ties are broken in the favour of the entrant with the most sponsorship. (40 Finishers)</p> <table border="1"> <thead> <tr> <th>Place</th> <th>Sponsorship</th> <th>Basic Points</th> <th>Purchased Points</th> <th>Total</th> <th>Ranking</th> </tr> </thead> <tbody> <tr> <td>31</td> <td>£125</td> <td>15</td> <td>5</td> <td>20</td> <td>First</td> </tr> <tr> <td>30</td> <td>£100</td> <td>16</td> <td>4</td> <td>20</td> <td>Next</td> </tr> </tbody> </table>	Place	Sponsorship	Basic Points	Purchased Points	Total	Ranking	31	£125	15	5	20	First	30	£100	16	4	20	Next
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<p>12. Ties are still possible and quite likely where there are a large number of retirees (or Non Starters) with the same sponsorship.</p>	<p>The final “Tie-breaker” is the date (and if necessary time) of registration (where earlier registration wins).</p> <p><i>The date / time that will be used will be the date / time of the entry form being “opened” which will:</i></p> <ul style="list-style-type: none"> <i>a. Ensure that there are no duplications.</i> <i>b. Provide an element of “fairness” by being serendipitous.</i>
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Team Event Prize Allocation Notes

1. In order to enter for the team event, each boat in the team must have a minimum of £50 sponsorship. (This aspect was missed in 2006).
2. The team event prize allocation is decided by adding together the individual points and the highest total wins. The points used for the calculation are the total points as explained above with Ties being broken in the same manner. Total Sponsorship will be the initial Tie-breaker and then the ultimate Tie-breaker will be date of entry of the last entrant in each team i.e. the team that “completes” first wins.