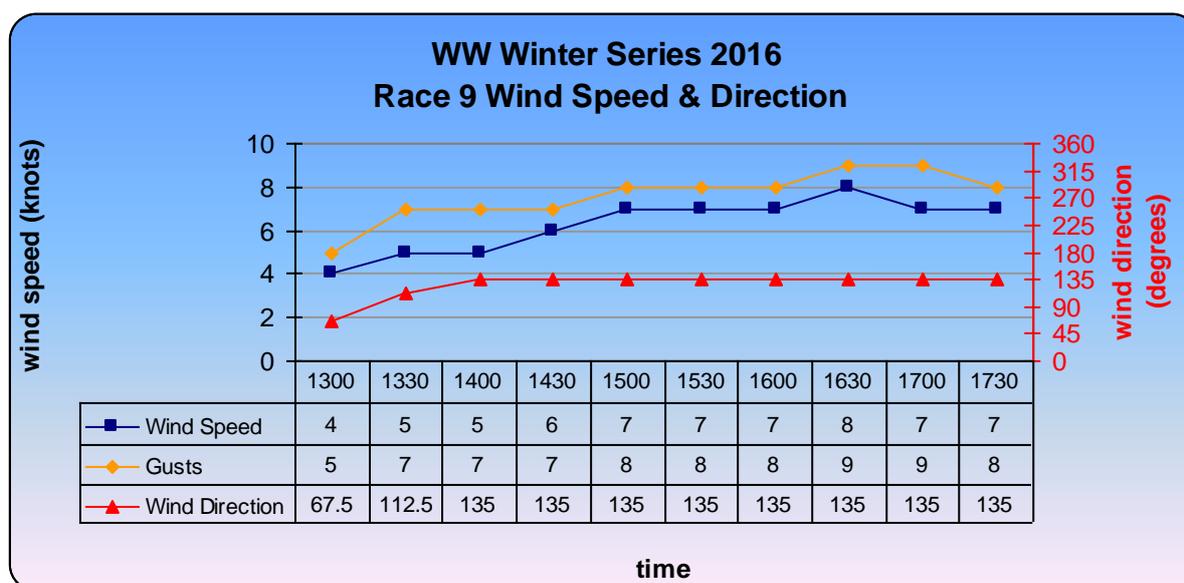


Shortened Course Suits Shorter Yachts Wednesday Wonders Winter Series 2016 Race 9

1 June 2016



It would be difficult to improve on the conditions for a yacht race that had an average of 6 knots of breeze, flat seas and almost enough sunshine to keep off the winter chill. It was fortunate the race went ahead with Fawkner Beacon not recording any breeze as late as 1230. The conditions were a marked change from the rest of the series which has experienced stronger winds. This was the first shortened course in the series making the 6 leg, 9.8 nautical mile course into a 3 leg, 6.4 nautical mile race. Had the race not been shortened it is estimated (based upon the elapsed times recorded for the shortened race) that none of the fleet would have completed the race within the 1630 time limit. As it was, all 33 yachts finished the race.



This was a great race for 24 footers with the J24 GUN BOAT leading the 2 Triton 24's WILLARIE (Graeme Kaufman) and PIPPA (Jeffrey Woolhouse) across the finish line. The three of them withstood a challenge from the "noisy" yachts - MORE NOISE (Jason Close) and WHITE NOISE (Daniel Edwards) who were closing the gap. Crossing the line in 6th place and winning Start of the Day was the Beneteau 367 LEBROK (Theo Korbel) who was only 1 second late for a 39 minute handicap. PHOENIX (Alex Tseberg) crossed the finish line in 7th place but had started too soon so finished in 19th place. For the 2nd time this series CARPE DIEM (Paul Commins) recorded the fastest elapsed time sailing the course 23 seconds faster than any other yacht in the fleet.



GUN BOAT has completed all 6 races in the series and this was not only her best start but also her best finish to date. She is one of 2 yachts that had the 2nd best start of the day only 2 seconds late for her 23 minute handicap from 6th place. It was during the final leg that GUN BOAT came to the front of the fleet and crossed the finish line at 15:39:19 after sailing the shortened course in 1:46:19. This win gave GUN BOAT a big lift in the aggregate moving up from 15th to 7th place with a total of 21 points.



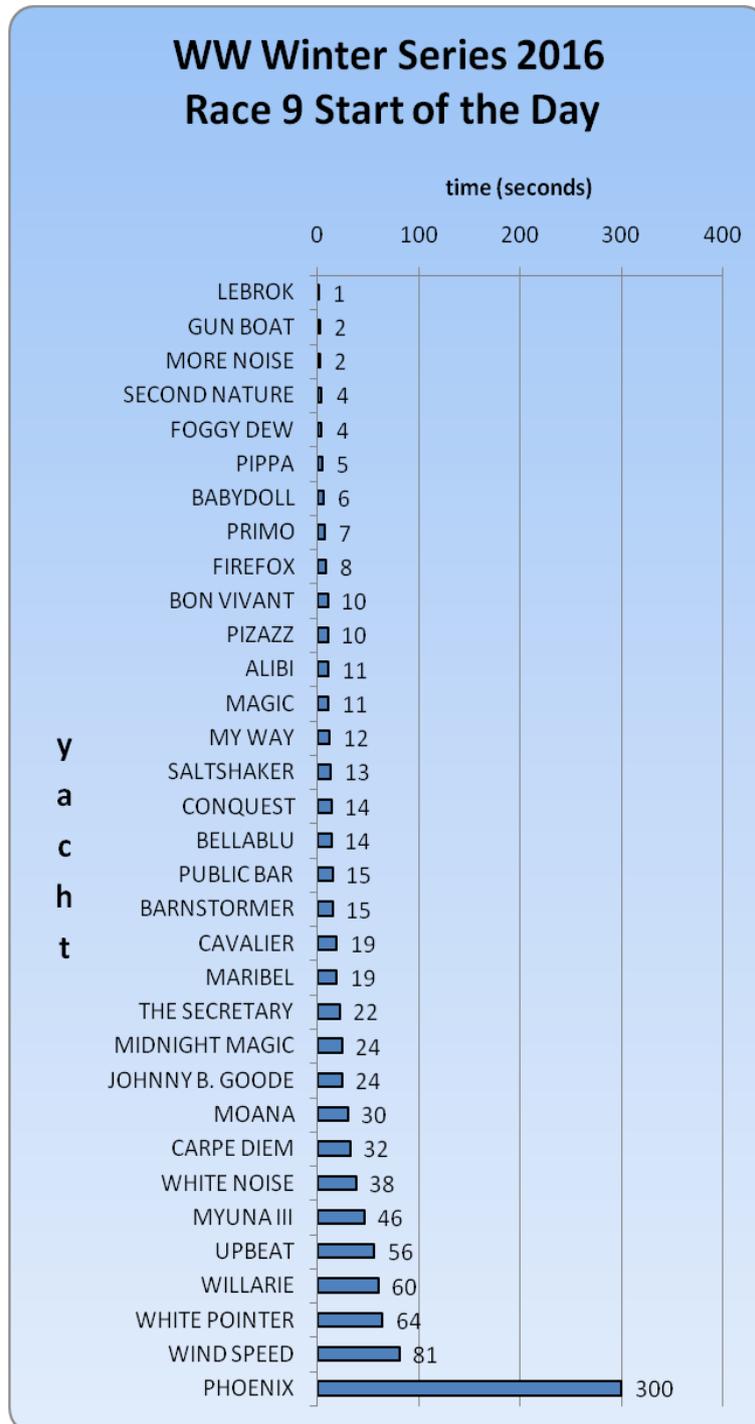
WILLARIE was the 2nd yacht to start the race and the 2nd to finish. She started 4 minutes 5 seconds before PIPPA and was 60 seconds late for her 5 minute handicap. WILLARIE sailed the course in 2:06:14 and crossed the finish line at 15:41:14 – 1 minute 55 seconds behind GUN BOAT and 1 minute 6 seconds ahead of PIPPA. This was the 5th race WILLARIE has completed and her first podium finish. It lifted her from 28th to 12th place in the aggregate.



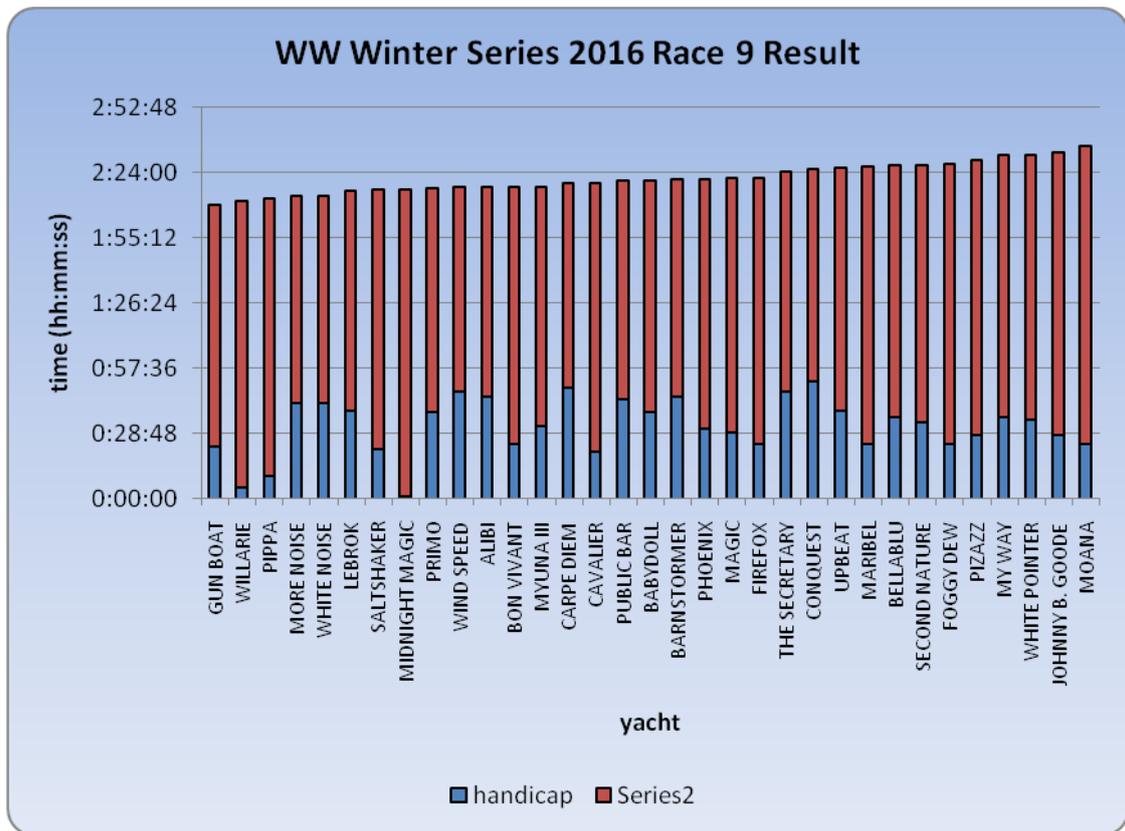
This was the 3rd podium finish in successive races for PIPPA to help consolidate her position at the top of the aggregate. After starting the series with a 4 minute handicap she has received 2 increases each of 3 minutes to take her handicap to 10 minutes. However, she made this race her best start so - far only 5 seconds late from 3rd place. At one stage PIPPA was leading the fleet along the last leg but was unable to hang on until the finish line. She sailed the course in 2:02:20 and crossed the finish line at 15:42:20. She is currently holding an 11 point lead at the top of the aggregate with a total of 5 points.

(Pippa did gain from an early start. The fastest part of the course for Pippa was from 7 heading to 5 between 14:00 and 14:18 when she averaged 5knts traveling 1.3nm. Her overall average was 3.7 knts for the 7.5 nm course covered. MARK)

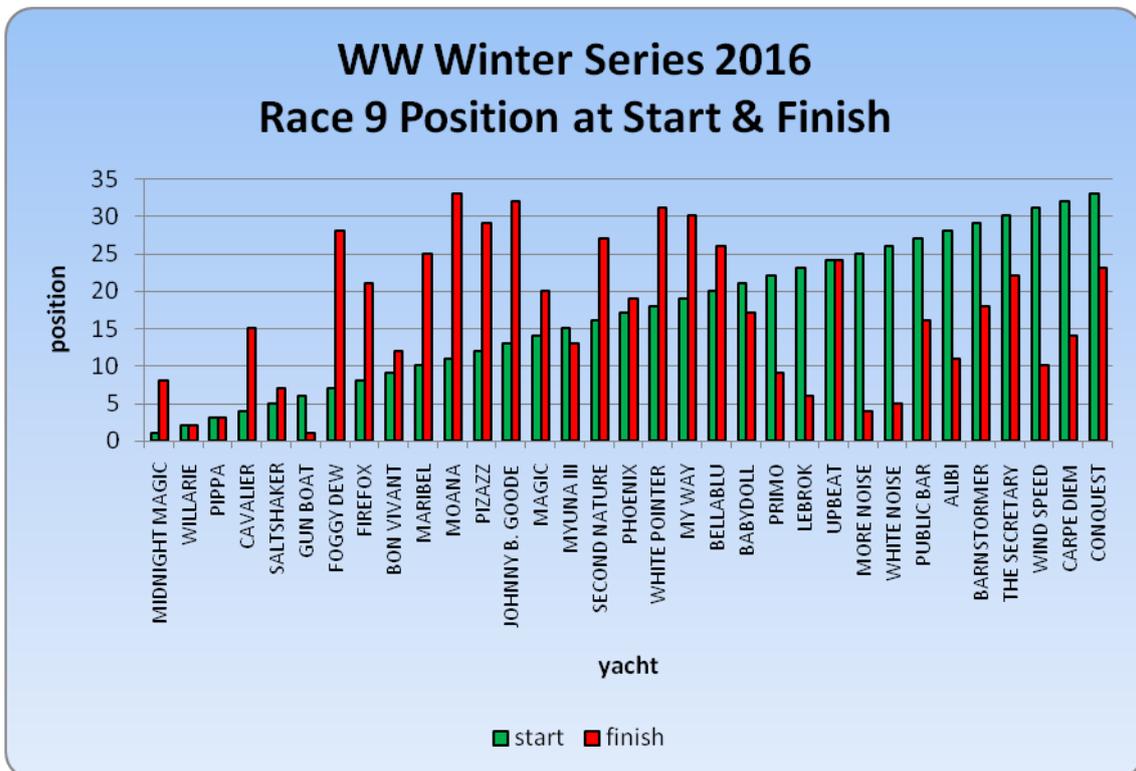
Of the 6 completed races start of the day has been with a start of 0 (2 occasions) or 1 second (4 occasions). Runners up to LEBROK in this week's race were GUN BOAT and MORE NOISE both only 2 seconds late for their starts. The median start time was 14 seconds – 1 second more than the series average.



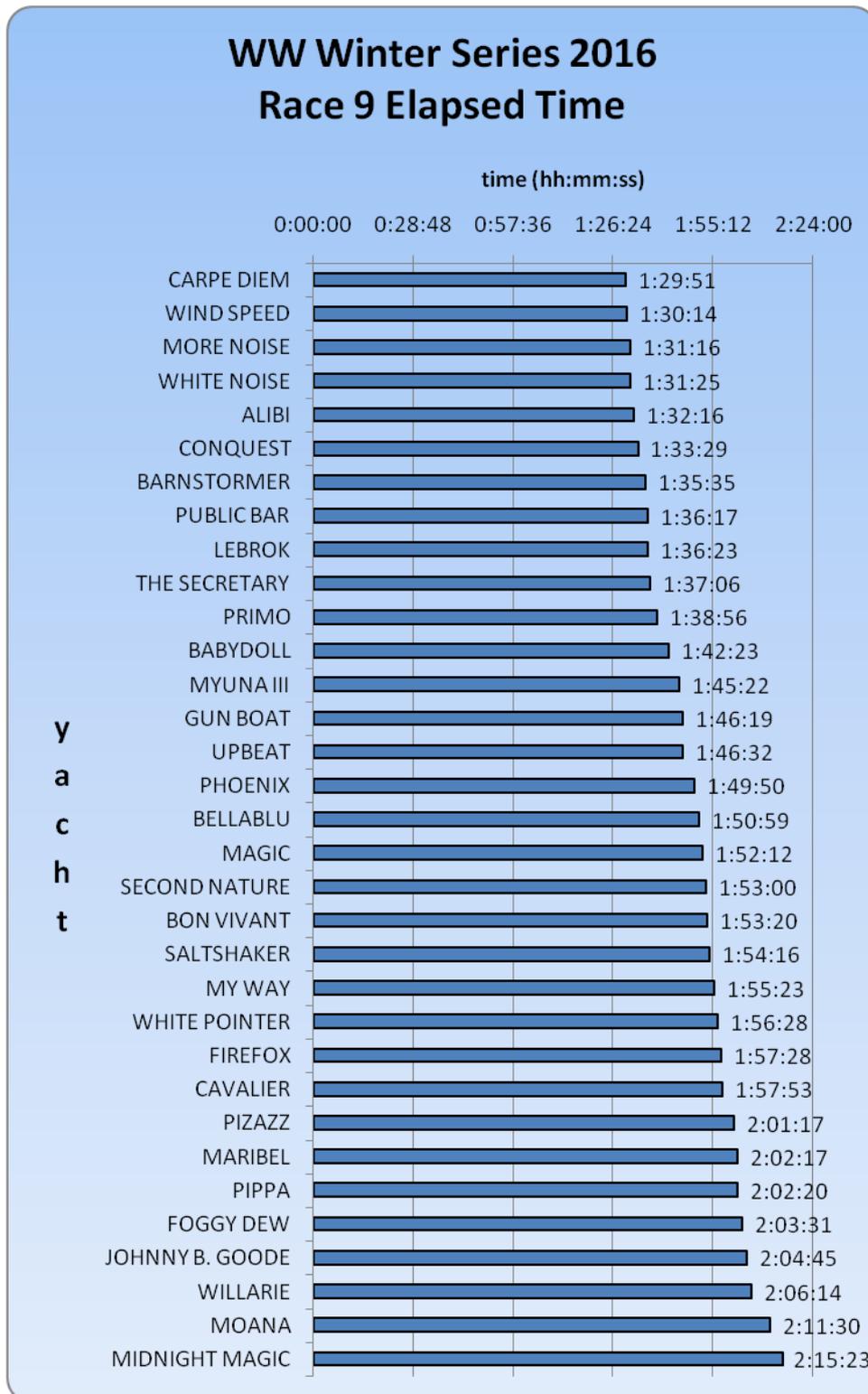
The Beneteau 367's had a mixed race with LEBROK and PRIMO (Steve Copley) finishing 7th and 9th. UPBEAT (Peter Dunne) and MY WAY Magdy Iskander) finished further back in the fleet in 24th and 30th places. There was a close finish for 26th place between BELLABLU (John Lake) and SECOND NATURE (Paul Mentiplay) with the former crossing the line 1 second ahead of the latter. The fleet started 50 minutes 50 seconds apart and finished 26 minutes 11 seconds apart. Fifteen yachts finished within 10 minutes of the winner.



It was a combination of early and late starters that recorded good results for this race. Five of the first 11 yachts to start and 5 of the last 11 yachts to start made up the majority of the 11 early finishers.



The average elapsed time for the race was 1:49:08. The average speed of the fleet for this race was 3.57 knots well below the series average of 5.04 knots.



The table on the following page shows the handicap adjustments for the series so far. Between races 7 and 9 seven yachts received an increase to their handicap (highlighted in red) whilst four yachts received a decrease (highlighted in green)

WW WINTER SERIES 2016 HANDICAP ADJUSTMENT						
YACHT NAME	RACE NUMBER					
	1	2	3	5	7	9
ALIBI	45	45	45	45	45	45
BABYDOLL			39	39	39	38
BARNSTORMER	45	45	45	45	45	45
BELLABLU	35	35	35	35	36	36
BON VIVANT		23	23	23	23	24
CARPE DIEM	49	49	49	49	49	49
CARRERA			20			20
CASSANDRA MELBOURNE	19	19	19	19	19	19
CAVALIER	18	20	20	20	21	21
CONQUEST			50	52	52	52
DAYDREAMER						31
ESPRIT	52	52	52	52	52	52
FAST COMPANY	36	36	36	36	36	36
FIREFOX			24	24	24	24
FOGGY DEW	23	23	23	21	22	24
FUN AND GAMES		42	42	42	42	42
GUN BOAT	23	23	23	23	23	23
INSX	46	46	46	46	46	46
JOHNNY B. GOODE	27	28	28	28	28	28
LEBROK	37	37	39	39	39	39
MAGIC	30	30	30	30	30	29
MARIBEL						24
MIDNIGHT MAGIC	1	1	1	1	1	1
MOANA	23	23	23	23	24	24
MORE NOISE	41	41	42	42	42	42
MY WAY	34	34	37	37	36	36
MYUNA III	33	33	33	33	33	32
PHOENIX	37	37	37	34	34	31
PIPPA	4	4	4	4	7	10
PIAZZ	26	27	27	27	27	28
PRIMO	39	39	39	39	38	38
PUBLIC BAR	44	44	44	44	44	44
SALTSHAKER	20	20	20	20	22	22
SECOND NATURE	34	34	34	34	34	34
SHIMMER		42	42			
STAMPEDE	50	50	50	53	53	53
SURI	28	28	28	28	28	28
THE SECRETARY	46	46	46	46	47	47
TRUE COLOURS		30	30	30	30	33
UPBEAT		38	38	37	37	39
VANTAGE	33	33	33	33	34	34
WHITE NOISE		41	41	42	42	42
WHITE POINTER	33	35	35	35	35	35
WICKED	50	50	50	50	50	50
WILLARIE	4	4	4	4	4	5
WIND SPEED	45	45	47	47	47	47

Century Class Series

Race 9 was the second in the Century Class Series which was won by WILLARIE with PIPPA 2nd and SALTSHAKER (Ken Gayler) in 3rd place.

CENTURY CLASS SERIES WINTER 2016 RESULT RACE 2					
YACHT	DESIGN	SKIPPER	ELAPSED	FINISH	HCAP
WILLARIE	Triton 24	Graeme Kaufman	2:06:14	15:41:14	0:05:00
PIPPA	Triton 24	Jeffrey Woolhouse	2:02:20	15:42:20	0:10:00
SALTSHAKER	Jarkan 925	Ken Gayler	1:54:16	15:46:16	0:22:00
BON VIVANT	S80	Russell Keays	1:53:20	15:47:20	0:24:00
MAGIC	S & S 39	Phil Spry-Bailey	1:52:12	15:51:12	0:29:00
BELLABLU	Comar	John Lake	1:50:59	15:56:59	0:36:00
MOANA	Bluewater 400	Stan Rankin	2:11:30	16:05:30	0:24:00

Windward
Buoy

MARK WINDWARD's WINTER WORDS

Training Offshore Championships for Wednesday Wonders

Mark doesn't know where the idea came from that Wednesday Wonder sailors do not take their sailing seriously. WW's sail more often throughout the whole year competing in about 50 races against up to 40 yachts.



Mark is not quite sure if all the following facts are correct, but it seems one Skipper is taking sailing so seriously on Wednesday he has started a company SDC (Sailing Development Company) just to improve his Wednesday sailing. He doesn't like to make it too obvious that he is doing extra training so he does it outside Port Phillip.

The skipper of White Noise has called his crew WNOC (White Noise Ocean Crew) a cunning disguise for the real name 'Wednesday Noisy Offshore Crew'. You will know some of its members. Lionel Miccoli who sails on *White Noise*, Andy Lynch *Cavalier* and Geoff Onions *Wind Speed*.

Daniel chooses off shore races such as the Apollo Bay race and he came 3rd out of 29 on IRC.

Daniel has won all divisions - IRC, AMS and PHS in the Offshore Championships [CLICK](#)

I am not sure what all those secret codes mean, but he can't hide the fact that he has been crowned Offshore Championships 2015-2016 ORCV Offshore [CLICK](#)

White Noise has performed well in the Stanley, Devonport, King Island, Port Fairy and Apollo Bay races, including getting 1st place in all divisions in the Devonport race; being awarded the Rudder Cup; a 1st place in both AMS and PHS and 3rd in IRC in the Port Fairy race. What else would you expect for someone who is a WW sailor?

So these achievements are not kept quiet, Mark thinks that WW sailors should check Daniel's results as this is only his second year in off-shore racing.

What next for Daniel?

Rumour has it Daniel still wants to improve his WW sailing and was planning to secretly slip away up north and do some more training - Competing in Queensland races, so it will not be quite as noisy on Wednesdays for a while. Jason, on *More Noise*, will only have Fun & Games to start with on 42 mins for a while. Enjoy the North and Good Sailing Daniel.



The Log of S/V Shanti by Jacqueline Hope Coffs to Tin Can Bay 26/5/16 (Part One)

When the time came to leave Coffs Harbour, it was punching into a dark, lumpy sea at 0400, and I definitely wished I was staying. My sea legs were sadly missing in action, as they are after every land-fall.

That all settled after the sun rose and by 1530 I was safely tucked in behind the rock wall at Iluka, the small township opposite Yamba on the Clarence River. This is a great spot, with fabulous walks through the World Heritage National Park to the magnificent ocean beach where white walls of spume erupt through rocky blow-holes.



Iridescent opal coloured hermit crabs

drag my rubber duck (inflatable dinghy) across the mud.

It is possible to break the trip from Iluka to Southport by crossing the notoriously dangerous sand bar into Ballina. The sea-state seemed to be about as good as it ever gets so I called VMR (Volunteer Marine Rescue) for advice – not that they ever like to give it. The response I got was that it was “improving”. I took that to be a go-ahead and dropped sails but just as I lined myself up on the leads a wave that looked the size of a small block of flats rose up and crashed over the rocks from one side of the entrance to the other. I quickly changed my mind and headed back out to sea, with any thoughts of a good night’s sleep fading.

The interesting thing is that when I crossed the Southport seaway the next afternoon, with all its churned up white water, augmented by maniacal jet-skis and tsunami-producing power-boats, I was just coming in, no matter what. It was a don't look back situation, with Shanti surfing and slewing quite out of control and me just hoping the unsuspecting fools fishing in the middle of the entrance would keep out of my way.



The Gold Coast is all showy high-rise blue-skies with so much crazy weekend mayhem - but still carries a sense of home-coming for me. This is where I lived aboard the 56' Elliott, the old "Cooper's Pale Ale Rager" for many years. It was great to be ushered into the crowded anchorage at "Bum's Bay" by old friends and to stop a while to catch up with others.

Bum's Bay is packed with dozens of liveaboards, who must move at least one mile away for at least one day in every seven, or risk being fined, or even towed into custody. The vendetta against liveaboards has taken on

new proportions, with moorings being pulled whenever vacated. A liveaboard surcharge is added to mooring rentals, bringing them practically up to the cost of a marina berth. Moorings can no longer be sub-let and if the occupant sails north for winter, (as many have always done), they must still pay the surcharge even while absent, or lose it on their return. It is no longer the friendly floating community it once was and boaties are despairing as to where they can go.
...to be continued part two in the Race 10 report.



View from the rear of the fleet of the 25fts about to finish



The photo above right shows the angle that Cavalier would have liked for the finish line, but Carpe Diem finished 2 seconds in front.

Sm 927 Phoenix, with the handicapper on board, started 25 secs early. This dropped her from 6th to 19th with the 5 min penalty. Not sure how this will effect his start time for the next race.

I suppose when you are used to being on a Nsx 38, an Armitage 30 seems small but alongside a 24ft Triton it still looks big. It is good to see Rowan on a smaller yacht to gain a different perspective of WW's

When does a WW race finish? To clarify bar chatter please note this extract from the NOR.

23. TIME LIMIT

The time limit for races will be as set out in the following table. If one boat finishes within the specified time limit, it will be extended by the amount specified. Boats that do not finish within the time limit, or the extended time limit if applicable, will be scored DNF. This changes RRS 35.

Time limits for other races will be notified in the relevant NORs

Race Type	Time Limit	Extension
Day races during Daylight Savings Time	17 30 hrs	45 minutes
Day races during Australian Eastern Standard Time	16 30 hrs	30 minutes
Twilight Series	Earlier of sunset or 20 00 hrs	Nil
Sunday Sailors	12 30 hrs	Nil

At the expiry of the time limit, the Race Officer may advise on the working VHF Channel that no boat in a division has finished within the time limit.

A Check list for Trimming Sails – Ian Short Sails

This article contains some good advice, is well illustrated and well worth reading [CLICK](#)
“As a sail maker I go sailing on a lot of one-design boats. When people ask me why a particular boat goes slower or faster than its competitors the answer often comes down to who is paying constant attention to sail trim. The continuous trimming, of your sails to power them up in lighter winds and to reduce power in stronger winds can result in significant performance gains. With that in mind, here are some trimming tips I have found to be quite successful”.

This weeks viewing from Off Center Harbor.com

This is the best little sailing film Mark has seen for a while. It is just 3.5min video and if you enjoy sailing you will enjoy it. It is especial chosen for Commodore Kate who reminds me that she grew up on small yacht . Be sure to have the sound track on.

To View [CLICK](#). A great preparation for next Wednesday’s Recreation Boating night.

Mark Windward’s Winter Trivia Quiz Questions (See Race Report 8 Winter) [CLICK](#)

You will need to scroll down as the quiz is at the end of the report. Send your entry to reach [MARK WINDWARD](#) before 15th June 2016.

Mark was very dismayed that the vocabulary of the Pippa Skipper was brought into question and accusations made of him just inventing words. As an ex-head of the English Department of a well known College he was flabagasted.

Remember just because you have treble spelling a word, does not mean it does not exist. The adjective used to describe the prize, ‘A Sequacious Wine’, may have been a little exaggerated but not incorrect or invented.

To quote a line from Virginia Wolf *“I want something Sequacious now and robust”.*

It is derived from the 17th Century Latin: Sequi ...to follow

Sequacious: Continuous, intellectual, stylistic. Sequaciously - by logically developed argument.

One crewmember who comes from the wine growing area of Heathcote, was quite sure the word was just fabricated on the moment. Mark is amazed that he has never heard of the Sequoia Grove Vineyards in the Napa Valley Rutherford, California [CLICK](#). But do not expect this prize to be from this winery as the 2011 Stagecoach Cabernet Sauvignon sells for US\$95, and maybe sold out.

Any comments, photos, notes about your yacht, please send to Mark, they are always welcome.

[MARK WINDWARD](#)

Winter

In nature there is no such thing as paralysis. Each thing flows into the other, as movement into movement in graceful dances Nature's Colours blend in imperceptible gradation all her notes are Sequacious.

Alexander Smith (this could be a description of sailing)