

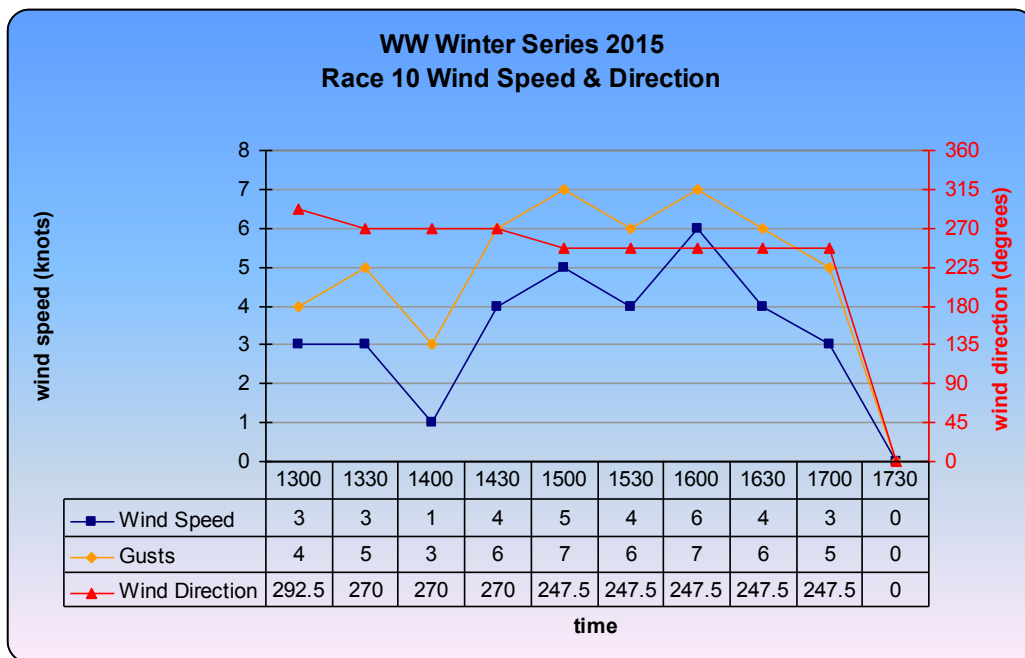
Two Shades of Energy

Race 10 Wednesday Wonders Winter Series 2015

3 June 2015



With the BOM forecasting a variable breeze of less than 10 knots, expected to decrease in the afternoon, this race was always going to be a challenge. Selecting a course that allowed completion of the race within the time limit was not the simplest task. Neither was having the patience and concentration to complete what was going to be a slow race. As it turned out a race was successfully completed with observations from Fawkner Beacon indicating an average wind speed of a little over 3 knots - by far the lowest of the series. Unfortunately it wasn't enough to allow all the 33 starters to complete the shortened course. Four yachts did not finish within the extended time allowance. The fleet had to sail about 6.3 nautical miles around the shortened course 31 that sent from the start to number 7, to 6 on to 1 before crossing the finish line. This resulted in the longest average elapsed time of the series so far.



The result of this race was nothing less than astonishing. It thrust a visitor from the shadows into the limelight in a dramatic fashion. In a convincing win LIGHT ENERGY/DARK ENERGY (John Lindholm) beat the rest of the fleet by 16 minutes 1 second after sailing the course in a time of 1:41:19. To put this win in some perspective, the entire fleet of race 8 finished within 11 minutes 5 seconds of the winner – almost 5 minutes less than the margin between 1st and 2nd in race 10. The elapsed time of LIGHT ENERGY/DARK ENERGY was 14 minutes 51 seconds faster than WICKED (Mike Welsh) the second quickest elapsed time. At the other extreme MIDNIGHT MAGIC (Bernadette Moore) was able to sail for a little over 3 hours.



DARK ENERGY started from 23rd position 12 seconds late for her 37 minute handicap. She was able to find the best of the light breeze to sail the course in 1:41:19 and was first across the finish line at 15:48:19 probably a leg ahead and almost out of sight of most yachts in the race. DARK ENERGY'S early finish ensured a 30 minute extension to the finish time which allowed a further 11 yachts to finish the race. DARK ENERGY sailed this race as a visitor but on this performance is unlikely to receive such a generous handicap in any future Wednesday races.



Finishing in 2nd place 16 minutes and 1 second behind DARK ENERGY was the Cavalier 30, CAVALIER (David Lynch). She started from 8th place, only 4 seconds late for a 22- minute handicap. This is her highest handicap of the series so far and she was close enough to her start to tie for Start of the Day. CAVALIER sailed the course in 2:12:20 and crossed the finish line in 2nd place at 16:04:20. She was one of only two yachts to be amongst the first 11 yachts to start, and first 11 to finish the race. CAVALIER has completed 6 races this series and this is her 2nd podium finish, following a win in race 5. She is one of 4 yachts tying for 4th place in the aggregate.

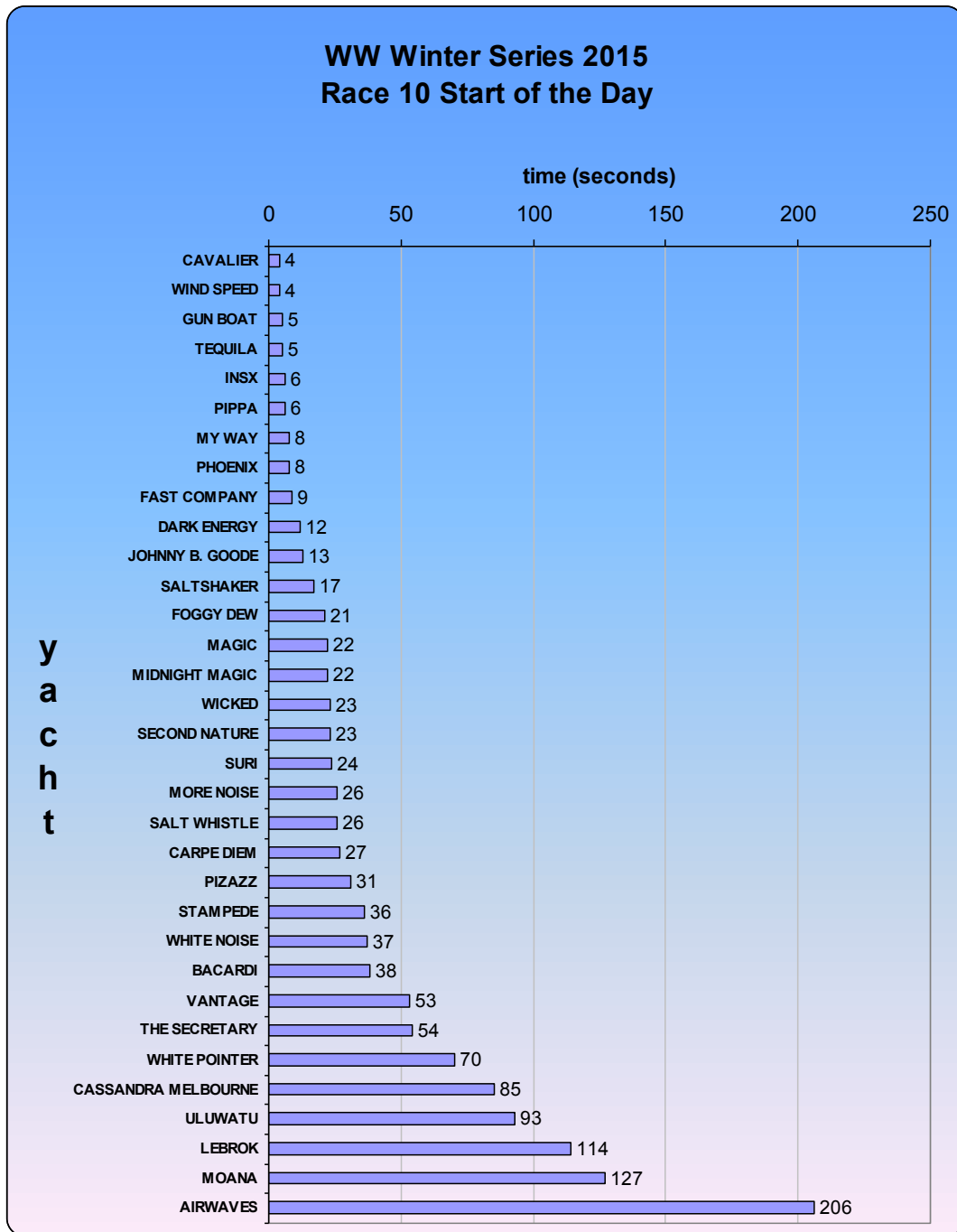
I am sure I heard someone complaining about a handicap last week, can't quite remember who! The rule of 'no outside assistance' should apply to this situation MW



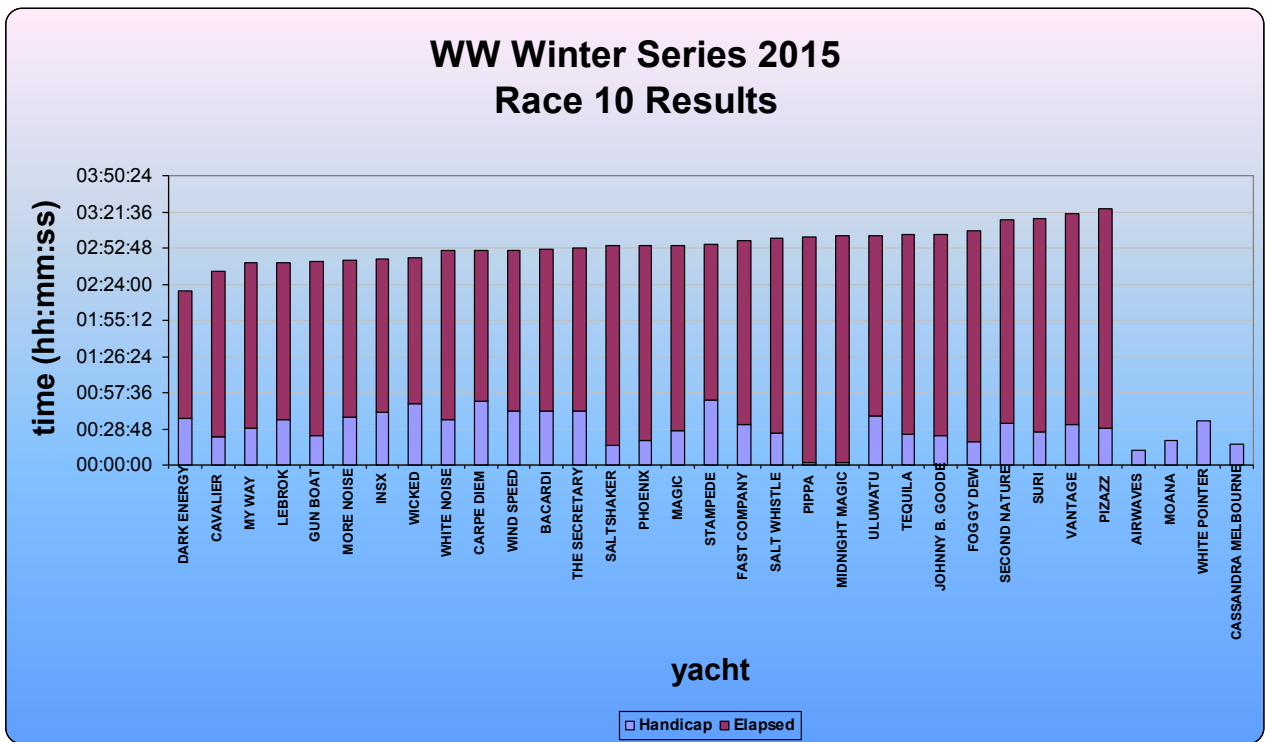
Completing her 7th race in the series and recording her first podium finish was the Beneteau 36.7 MY WAY (Magdy Iskander). MY WAY started 8 seconds late for her 29-minute handicap from 16th position. She sailed the course in 2:11:15 and finished the better of 2 Beneteau 367's at 16:10:51, 6 minutes 31 seconds behind CAVALIER. This was her 2nd top ten finish. MY WAY is currently 20th in the aggregate with 54 points.

I don't think I have seen Magdy smile so much for so long MW

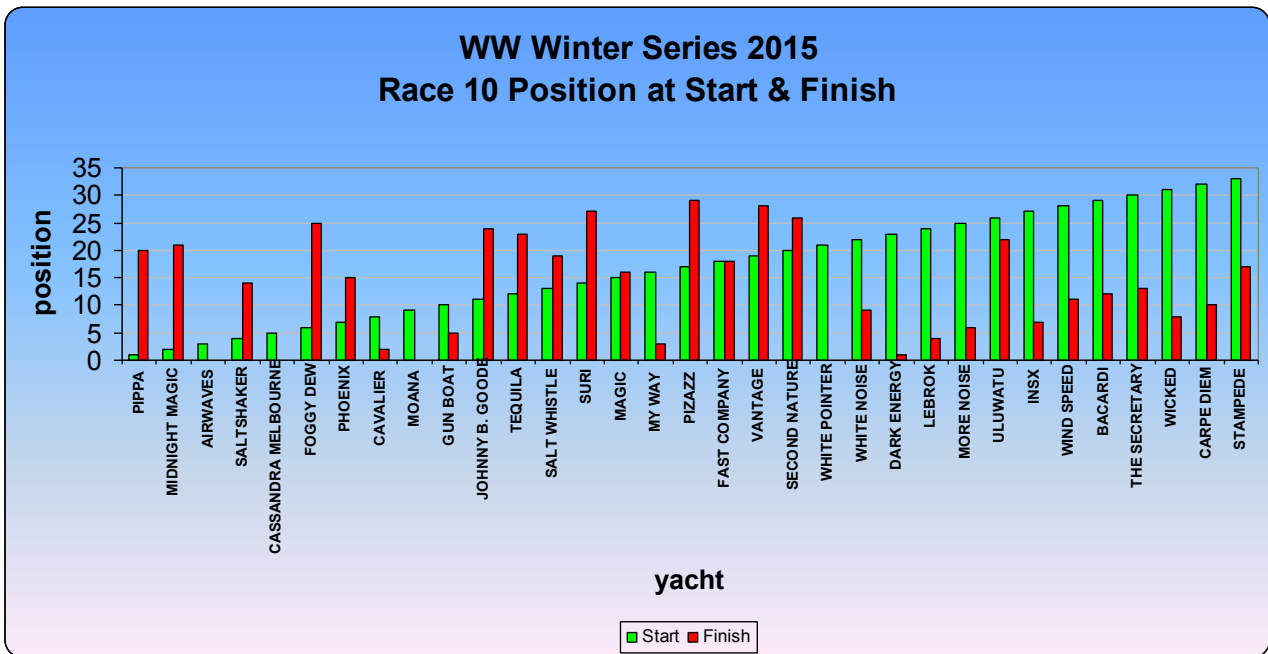
In a tie for Start of the Day with CAVALIER was the Sydney 36 WIND SPEED (Les Browne). Both yachts started 4 seconds late for their respective handicaps in a race that saw a median start time of 23 seconds. Of the 6 yachts to start more than a minute late for their handicaps, 4 did not finish the race.



Race 10 was not the ideal pursuit race with the fleet finishing further apart than when they started. The gap between first and last at the start of the race was 50 minutes 30 seconds and this grew to 1:05:34 at the end of the race. On paper, an even shorter course would have provided a more competitive result with the fleet finishing closer together.

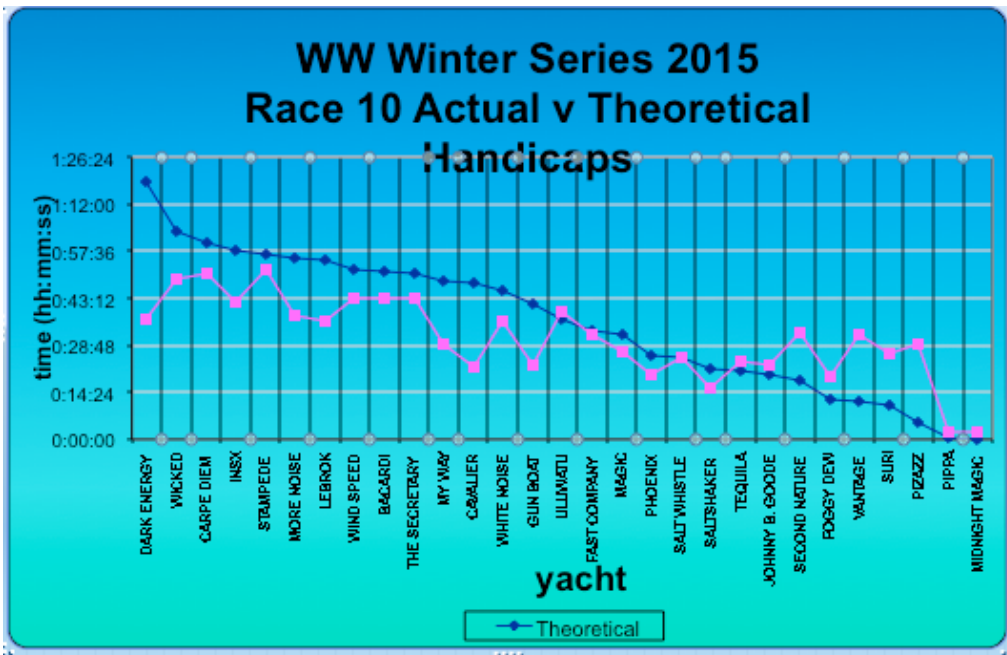
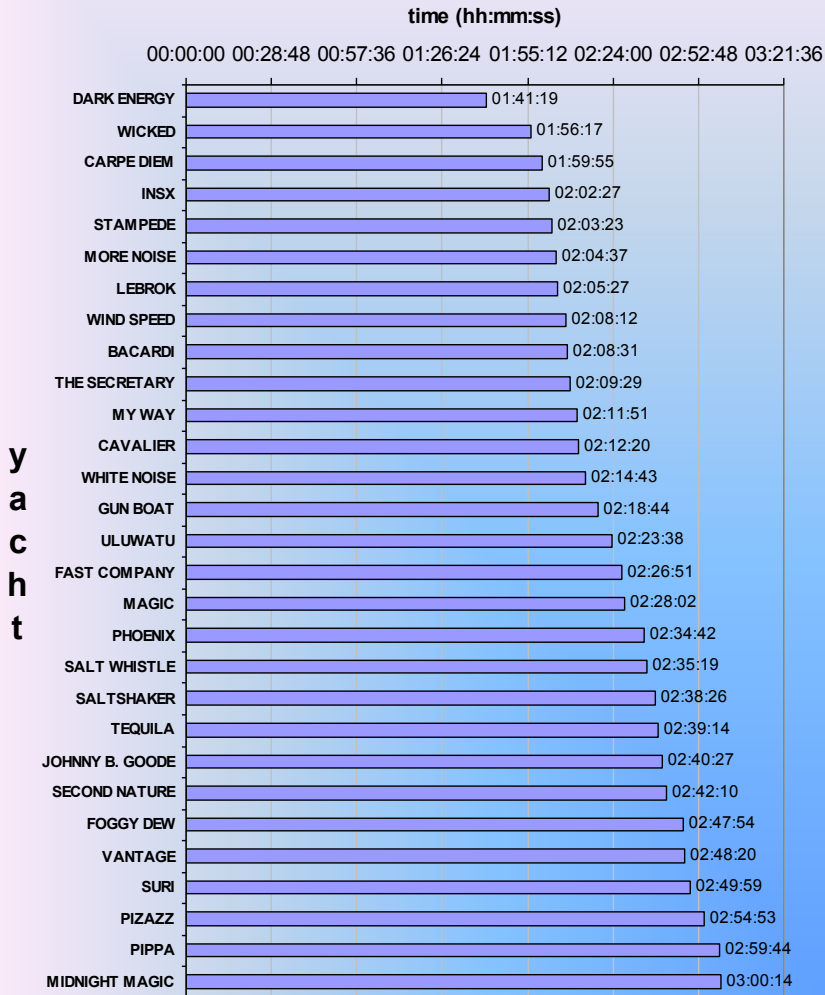


It was the late starters that dominated the early finishers with 7 finishing amongst the first 11 to cross the line. The rest of the early finishers comprised 2 early starters and 2 mid fleet starters.



As already mentioned it was DARK ENERGY that recorded the shortest elapsed time of 1:41:19. She was one of only 3 yachts to sail the shortened course in less than 2 hours. The average elapsed time was 2:24:23 with a range of 1:18:55.

**WW Winter Series 2015
Race 10 Elapsed Time**



*Windward
Buoy*

MARK'S MUTTERINGS

A Dark Cloud on the horizon. How could a yacht with a rating similar to **Carpe Diem** be given handicap of 37 mins? **Carpe Diem** and **Esprit** who are similar rated yachts are given 51 mins handicap. It is not as if Dark Energy is an unknown yacht to racing at SYC, even if she is a visitor to WW, she has sailed at SYC and other regattas and performed very well. If a correct handicap of around 52 minutes had been given she still may have been first as she sailed the fastest time.

Approx. ratings (but don't use them for a race) are **Dark Energy** 0.906 (37mins) **Esprit** 0.899 (52mins) **Carpe Diem** 1.032 (51mins)

It does seem to make the allocation of handicaps a bit of a joke and not taking WW seriously with handicaps like this. It was not a decision made by the tower administration as the handicap was given to them. No wonder **Dark Energy** radioed the tower to check the handicap!

Maybe it was just poor writing on the note sent to the tower and it was meant to be 57min not 37 which would have meant her finishing in about 3rd place at 16:08:19

One of the smaller yachts was also complaining about having their handicapped doubled, but I am not sure the protest was serious. Gaining 1 min for being in a top 10 finish seems fair.

KNOW YOUR SAILING INSTRUCTIONS Radioing the tower to check on the sailing instructions and admitting that one day you will have to read them is not really what using your VHF radio is about. Remember your words are heard beyond just the tower and you. You are presenting an image of SYC. SYC sailors are quite good in their radio use unlike some other clubs using their VHF radio to congratulate winners of races or other chatter about what they will do in the bar after the race.

STOP YOUR ENGINES Grandprix races start with the call of "Gentleman start your engines." Yacht races do the opposite. What is the correct time to shut off your engines?

Contrary to the opinion it is not 5 mins. Yes Mark has checked with an international judge.

STOP YOUR MOTOR (FOUR) 4 MINS BEFORE YOUR START TIME

The ruling is not in the SYC NOR, but in the Blue Book. In summary:

Boats are required to comply with rule 42, Propulsion, when they are racing, i.e., from their Preparatory Signal which, in accordance with the prescription to rule 26, is deemed to be 4 min before her starting time (for WW).

PHOTOS & WEB PAGE SIZE Mark & Windward Buoy are sorry if there are not as many photos in this report and that they are of low quality. We have been told that we have been exceeding our size allowed for this report. If you see a photo in the report of your yacht, or one you crew on, that you would like, please email Mark and we will endeavour to send you a high-resolution copy suitable to print.

ROOM FOR ALL THE BOYS / BUOYS The skipper of a small yacht did appreciate the larger yacht that was hiding her as 5 yachts in a line were rounding number 1, shouting out to allow enough room so it was not squashed. A courtesy award goes to **Salt Shaker**.

Some of you will know of the use of chastity belts (though may be not from first hand experience) used during the crusades when Knights went out to fight. Not many of you may be aware of a similar practise that is still used today by skippers who go away and leave their yacht for the crew to race. Their really good sails are locked away with a chastity type belt ...so I have been told. To protect their virgin like state until the skipper returns.

A CREW JOB that sucks. A few people were a bit worried about **Baby Doll** who has not been in the water for that long having to be pumped out already. Obviously it was job for the crew. Was it something someone ate?

SOD (referring to start of the day) In the next few races you should make the most of your chance to win start of the day as BAIRSTOMER is up on the hard getting extensive repairs completed after a recent trip ashore near No 7. Mark was told this had something to do with some glamour women on board, and a remake of the film starring Ava Gardener in the 60's called *On the Beach*.

FLAGS

Below are the flags with their descriptions to enable you to check that you were correct.

Part 3 27 Other Race Committee Actions Before the starting Signal

Rule 27.3

Before the starting signal, the race committee may for ANY reason postpone (Display flag AP, AP over H, or AP over A with two sound signals) or Abandon the race (Display flag N over H or N over A with three sound signals)

RACE SIGNALS

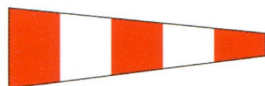
The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑↓) means that a visual signal is displayed or removed. A dot (●) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

Postponement Signals



↑ ● ● ↓ ●

AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



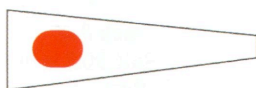
↑ ● ●

AP over H Races not started are *postponed*. Further signals ashore.



↑ ● ●

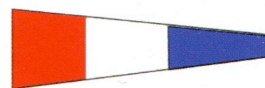
AP over A Races not started are *postponed*. No more racing today.



Pennant 1 ↑ ● ● ↓ ●



Pennant 2 ↑ ● ● ↓ ●



Pennant 3 ↑ ● ● ↓ ●



Pennant 4 ↑ ● ● ↓ ●



Pennant 5 ↑ ● ● ↓ ●



Pennant 6 ↑ ● ● ↓ ●

AP over a numeral pennant 1-6 *Postponement* of 1-6 hours from the scheduled starting time.

warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.

↑ ● ● ●

N over H All races are *abandoned*. Further signals ashore.

↑ ● ● ●

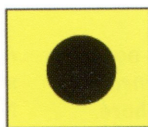
N over A All races are *abandoned*. No more racing today.

Preparatory Signals



↑ ● ↓ —

P
Preparatory



↑ ● ↓ —

I Rule 30.1 is in effect.



↑ ● ↓ —

Z Rule 30.2 is in effect.

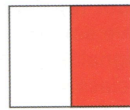


↑ ● ↓ —

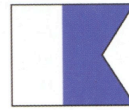
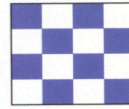
Black flag.
Rule 30.3 is in effect.



N All races that have started are *abandoned*.
Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.

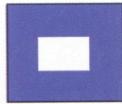


Nover H All races are *abandoned*. Further signals ashore.

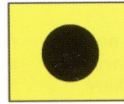


Nover A All races are *abandoned*. No more racing today.

Preparatory Signals



P
Preparatory



I Rule 30.1 is in effect.



Z Rule 30.2 is in effect.



Black flag.
Rule 30.3 is in effect.

	AP A		Races not yet started are postponed. No more racing today.
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Questions

Thomas Badelka gave a very late correct response to question from race 6 that was the WYUNA. I mention this to keep the crew of Moana content and competitive. I thought the last question was fairly easy as nearly all sailors have been past this place. I will give you another week.

Question 9

Where do you think this lighthouse is located?
Is it still in the same position?
Last week's report has a larger image of this pic.



QUESTION 10 *What ship am I?*

I was built at Cockatoo Island. I had a sea life of only six years. I spent some time in Australia before being transferred to the East Indies. I also spent time in the Red Sea operating in that area as ferry. I was transferred to South East Asia. I was trying to do my job but was sunk in the process of carrying out my duties. I was one of 13 of my class of ships. Maximum Speed 16.5knts. I had geared turbines with a power of 2,000 horsepower.

Thanks to Ronnie, Andrew Lynch, and Windward Buoy plus the Tower crew for their assistance. Send comments, answers, and any responses to [MARK WINDWARD](#)

A Quote from Round Up Ronnie (I wonder if he could make a comeback for WW)

"There are no cold days, just inappropriate clothing"

The temperature recorded on one skipper's watch at 3nm was 27° but dropped to 17° by the end of the race.