

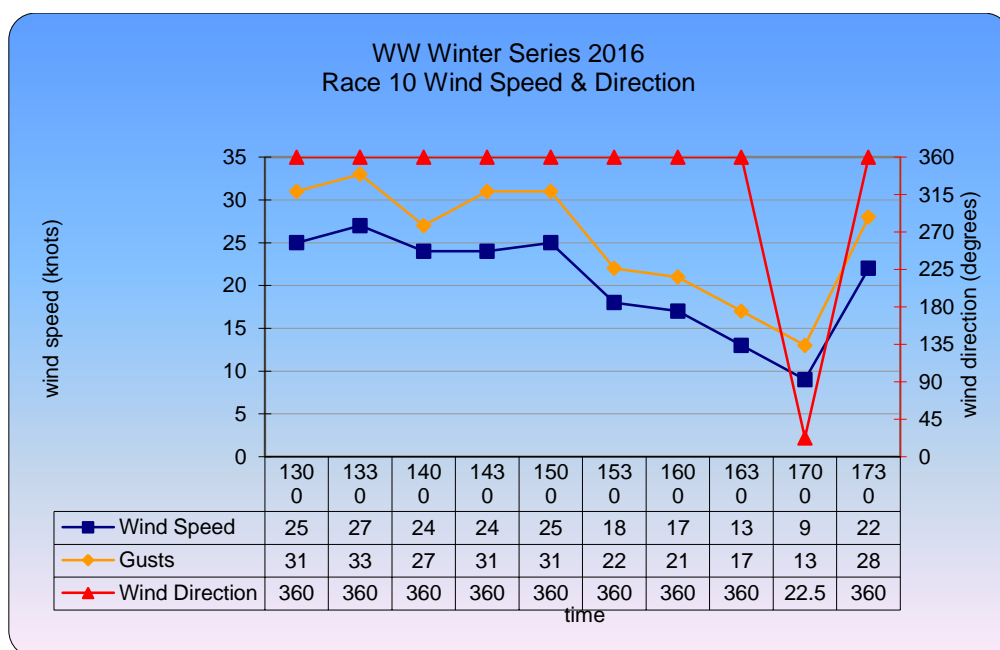
WW Suffers Another Blow

WW Winter Series 2016 Race 10

(8 June 2016)



It was the all too familiar sight of the AP over A flag signalling “no more racing today” on the start tower that greeted hopeful crews shortly after midday. BOM had issued a strong wind warning for Wednesday with north westerly to northerly winds reaching up to 30 knots – a similar forecast to that issued for races 4, 6 and 8. By the scheduled start time observations at Fawkner Beacon indicated winds of about 27 knots with gusts over 30 knots. The breeze did begin to ease after 1500 but there were clouds developing to the north that threatened rain. The average wind speed for the afternoon was about 20 knots but it ranged from a high of 27 to a low of 9 knots.



A glance at the handicaps for this race revealed some good news for 11 yachts that each had their handicaps reduced. Only one yacht (finished 2nd in race 9) had a handicap increase. There have been increases and decreases to some handicaps after every race, but the average handicap has increased from 32.65 minutes in race1 to 33.69 in race 10.

WW WINTER SERIES 2016 – YACHT PERFORMANCE DATA						
YACHT	NOS of RACES	AGG POSITION RACE 10	AVE START	AVE HCAP	AVE ELAPSED TIME	AVE FINISH POSN
ALIBI	6	18	60.00	0:45:00	1:38:18	16.00
BABYDOLL	3	37	15.33	0:38:40	1:50:37	22.33
BARNSTORMER	5	17	65.60	0:45:00	1:37:12	13.40
BELLABLU	3	21	7.67	0:35:40	1:44:14	14.00
BON VIVANT	4	22	6.25	0:23:15	2:00:29	17.00
CARPE DIEM	5	16	78.60	0:49:00	1:37:15	15.40
CASSANDRA MELBOURNE	4	31	46.75	0:19:00	2:05:25	20.00
CAVALIER	6	5	9.17	0:20:00	2:03:48	15.67
CONQUEST	3	27	23.67	0:51:20	1:31:09	15.33
ESPRIT	3	30	16.00	0:52:00	1:24:29	16.00
FAST COMPANY	4	33	166.50	0:36:00	1:54:30	22.25
FOGGY DEW	6	3	23.83	0:22:40	2:00:42	15.17
FUN AND GAMES	2	38	5.50	0:42:00	1:56:08	16.00
GUN BOAT	6	7	22.17	0:23:00	1:57:58	13.33
INSX	5	20	67.60	0:46:00	1:37:53	16.20
JOHNNY B. GOODE	5	36	30.20	0:27:48	1:59:34	25.60
LEBROK	6	4	55.83	0:38:20	1:43:53	14.17
MAGIC	4	34	13.25	0:29:45	1:54:47	20.00
MIDNIGHT MAGIC	3	39	120.33	0:01:00	2:23:39	21.67
MOANA	6	15	127.50	0:23:20	2:03:56	20.83
MORE NOISE	3	14	9.33	0:41:40	1:39:06	9.00
MY WAY	6	24	25.17	0:35:40	1:49:58	22.17
MYUNA III	6	19	24.50	0:32:50	1:50:18	18.17
PHOENIX	6	40	64.17	0:35:00	1:55:52	28.00
PIPPA	5	1	9.20	0:05:48	2:10:47	8.40
PIAZZ	6	10	8.67	0:27:00	1:56:54	16.00
PRIMO	3	35	38.25	0:38:20	1:43:34	22.33
PUBLIC BAR	6	23	64.33	0:44:00	1:39:38	16.67
SALTSHAKER	5	11	12.40	0:20:48	1:59:53	17.60
SECOND NATURE	5	26	24.00	0:34:00	1:54:34	19.00
STAMPEDE	5	9	20.60	0:51:12	1:30:47	12.60
SURI	5	32	20.20	0:28:00	1:56:24	18.40
THE SECRETARY	6	8	7.50	0:46:20	1:35:35	11.67
TRUE COLOURS	3	28	48.33	0:30:00	2:03:02	16.00
UPBEAT	4	29	19.25	0:38:00	1:53:36	18.50
VANTAGE	4	25	82.75	0:33:15	1:55:20	18.25
WHITE NOISE	5	2	16.40	0:41:36	1:42:10	10.40
WHITE POINTER	6	13	66.17	0:34:40	1:51:27	19.50
WILLARIE	5	12	36.20	0:04:12	2:21:19	16.40
WIND SPEED	6	6	25.00	0:46:20	1:35:13	13.67



The Log of S/V Shanti by Jacqueline Hope Coffs to Tin Can Bay 26/5/16
PART TWO.

(Part one of the log appeared in the WW race 9 report).

PART TWO

While there I met Jill Knight, the well-known sailor/writer who has solo circumnavigated on her 100 year old timber yacht "Cooee". A few of us spent an enjoyable "girls only drinks evening" listening to fascinating stories of her travels. Settled down now on Cooee, she has been playing the weekly waterways shuffle for over a year, with no plans to go anywhere else. It seems like it's just a matter of time before even this narrow slice of tolerance closes.

Heading north from Southport is either sailed "outside" (i.e. back on the open sea) or motored up the winding, shallow Broadwater inland with romantic names like Jumping Pin and Jacob's Well and least depths of less than a meter at low tide. Naturally it was while navigating one of these shoals that my motor decided to cut out again. No problem - I can practically bleed it en route now and keeps it going with scarcely a hiccup or burp. I don't think its dirty fuel any more, just air in the system but am not sure where or how it's getting in. Something to investigate later.

En route up the Coomera River, I stopped at a pontoon owned by friends on Hope Island, (which some of you thought had been named after me) and was shown more of the great hospitality which is becoming something of a hallmark of this trip.

Further north again in Mooloolaba, friends of an old friend (JP) invited me to dinner at their magnificent new home on one of the canals. Tracy is very involved in youth sailing programs, getting youngsters out match racing in Elliotts. I watched a couple of spinnaker bloopers from where I was anchored. Fortunately the kids recovered things by themselves.

An interesting bit of history: not long after coming to Australia in my teens, I was convinced by a fast-talking salesman to buy one of these future canal development sites in Kawana waters for \$1000. I thought it might be a good place to keep a boat sometime down the track, but about four years later I sold it for the same amount. I guess we all have at least one of these "lost opportunity" stories.

But back to reality: the bar at the entrance to Mooloolaba is silted up so badly as to have caused the wreck of a few yachts who foolishly tried to come in on the leads at night. Luckily I radioed the Coast Guard and found this out before attempting entry. After skirting the shoal patch I inched my way in at dead low tide with 0.1m below the keel – all you ever need. There is a good anchorage further down the river, again with the same move-along after two days policy for live aboards. Bit like the old youth hostels used to be, a short-term stopover for bone-fide travellers

Not sure if you can make out the black kite wine glass in the first shot and the broach in second.





So moving right along, Mooloolaba to the Wide Bay Bar at the bottom of Fraser Island is often done as an overnigher, to arrive at the bar in daylight. Conditions were fair, so I decided to leave at first light and take my chances arriving after dark. I called for the latest GPS waypoints for the approach and felt quite confident. I have since read that this is one of the most dangerous bars on the coast with a reasonably deep section known as the “Mad Mile” where white water tumbles in all directions. I was rather glad the full moon had not yet risen and I couldn’t see what was smacking me round so playfully in the darkness. Only singing at the top of my voice helped.

After anchoring at the entrance to Pelican Bay for the night, the next morning I motored up to the wondrously tranquil anchorage at Tin Can Bay. Several other boats anchor here, but it seems to be the first spot I have found where there is no pressure to move on – perhaps because it is off the beaten track. It seems like a safe spot to park one’s boat for a while so this morning I tied Shanti securely to the dock in the marina and will fly back to Melbourne tomorrow morning to spend a week with friends and family and for my grandson, Felix’s 2nd birthday. I have finally accepted the fact that Darwin is beyond my reach this year, so can now take more time to smell the roses.

Tin Can Bay



Some Photo's from race 9



Is this the last sail of JBG by J Chipp? Are the new owner(s) coming from RBYC?

Battle for 30th and 31st place approaching the finish line.



Where is the other yacht?



Not sure about the sail shape but the official finish was SM200 30th and SM430 31st - 5 seconds later.



The peloton is closing in but the WW flag stays on PIPPA for another week.

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.