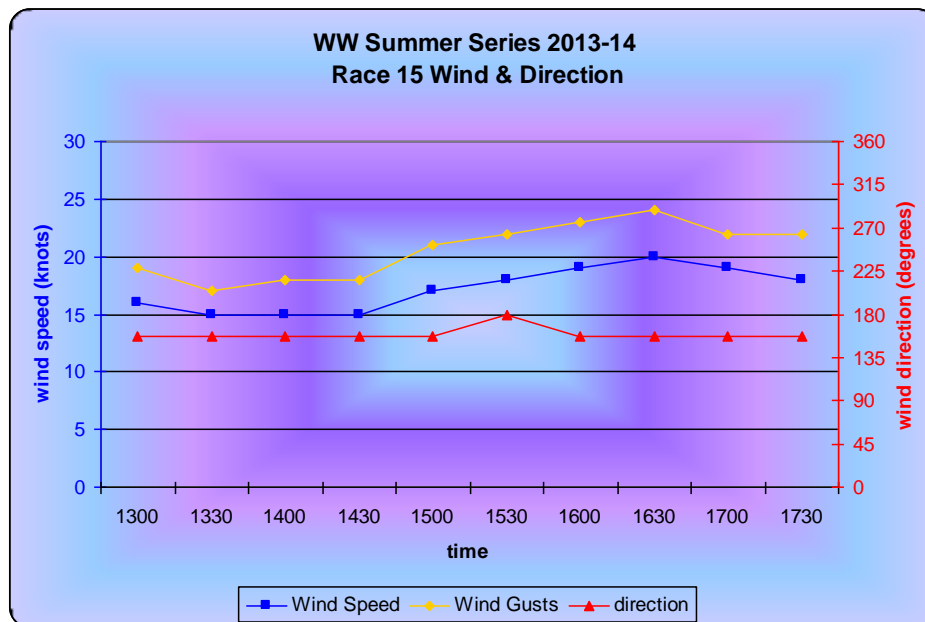


The Dashing Cavalier

WW Summer Series 2013-14 Race 15

Although it was the same course as the previous week, race 15 not only produced a different winner, but also created a record time for the fleet and a very tight finish. The 9.8 nautical mile course 14 was sailed for the fifth time this series with 36 starters and 35 finishers. The series tradition of a new winner for each race continued with the Cavalier 37, DÉJÀ VU (Peter Dransfield) crossing the line in first place – her first podium finish for the series. Eighteen other yachts crossed the line within 5 minutes of DÉJÀ VU and all but two yachts finished within 10 minutes of her crossing the line. With such a compact fleet at the finish anything less than a good start could prove costly. A course record average sail time for the fleet of 1:50:59 was established. The Beneteau 47.7, ESPRIT (Garry Anderson) sailed this race fastest at 1:32:32 beating the 44 foot Beneteau MUSKETEER (Paul Jacka) by a mere second. (Don't remind or comment on this to Musketeer unless you really want to upset them) However, the record sail time for an individual yacht of 1:29:31 for this course set by WHITE SPIRIT (Timothy Say) in race 5 remains intact.

The weather forecast for Port Philip issued by the Bureau of Meteorology on 29th Jan 2014 was very succinct - "Southerly 15 to 20 knots."



Observations at Fawkner Beacon showed this to be an accurate forecast with no surprises. Although there were gusts over 20 knots and the breeze tended more to SSE rather than directly from the south.

Before the race commenced most, if not all yachts would have seen an adjustment to their handicap. This helped to see more than 95% of the fleet cross the finish within 10 minutes of each other. Even though the entire fleet did not finish simultaneously the handicapper did an excellent job that will take some beating.

DÉJÀ VU had a good start only 8 seconds late for her 28 minute start from 14th place. By the first rounding of number 4 she had moved into 8th place and continued her dash for the post to finish at 15:48:47 after sailing the course in 1:50:47. DÉJÀ VU has completed 10 of the 11 races this series and is currently in 14th position in the aggregate.

Race Record – Deja Vu									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	20	03:08:03	17:07:03	00:29:00	78	13	8.5	6
5	6/11/2013	31	02:04:01	16:03:01	00:29:00	98	14	9.8	18
7	20/11/2013	22	02:01:28	15:59:28	00:28:00	31	14	9.8	18
8	27/11/2013	24	03:01:30	16:58:30	00:27:00	300	13	4.2	7
10	11/12/2013	11	01:42:20	15:39:20	00:27:00	38	31	8.8	17
11	18/12/2013	19	01:57:12	15:54:12	00:27:00	3	14	9.8	13
12	8/01/2014	6	01:49:19	15:46:19	00:27:00	35	7	9.8	14
13	15/01/2014	5	01:42:01	15:40:01	00:28:00	10	13	8.5	16
14	22/01/2014	27	02:01:31	16:00:31	00:29:00	87	14	9.8	16
15	29/01/2014	1	01:50:47	15:48:47	00:28:00	8	14	9.8	17

Finishing the race 25 seconds behind DÉJÀ VU was FOGGY DEW (Jo O'Grady) the only Bavaria 32 in the Wednesday fleet. FOGGY DEW has sailed in 10 races this series and this is her first podium finish. Her only other top ten finish was in race 10 when she came 4th. FOGGY DEW started from 5th place 20 seconds late for her 20 minute start. This was her lowest handicap of the series and it is likely to start an upward trend after her 2nd place in race 15. By the first rounding of number 4 FOGGY DEW had moved from 5th into 3rd place and after sailing for 1:59:12 crossed the finish line at 15:49:12.

Race Record – Foggy Dew									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	22	03:17:53	17:11:53	00:24:00	314	13	8.5	6
5	6/11/2013	23	02:04:56	15:58:56	00:24:00	3	14	9.8	18
7	20/11/2013	25	02:07:29	16:00:29	00:23:00	11	14	9.8	18
8	27/11/2013	25	03:07:35	16:59:35	00:22:00	300	13	4.2	7
10	11/12/2013	4	01:44:26	15:36:26	00:22:00	61	31	8.8	17
11	18/12/2013	26	02:02:17	15:55:17	00:23:00	21	14	9.8	13
12	8/01/2014	25	02:05:32	15:58:32	00:23:00	12	7	9.8	14
13	15/01/2014	22	01:55:08	15:47:08	00:22:00	51	13	8.5	16
14	22/01/2014	14	02:06:12	15:57:12	00:21:00	14	14	9.8	16
15	29/01/2014	2	01:59:12	15:49:12	00:20:00	20	14	9.8	17

FOGGY DEW received a boost to her aggregate position moving up 4 places to be in 30th place.

After something of a quiet start to the series the 50 foot Beneteau CARPE DIEM (Paul Commins) is beginning to make a strong impression with a third place in race 15 after a win in race 13. This is despite 4 minute handicap increase. CARPE DIEM sailed the course in the 4th fastest time of the day in 1:34:03 crossing the finish line at 15:50:03 in 3rd place. She had made significant progress through the fleet after starting 17 seconds late for her 46 minute handicap from 32nd place. By the first rounding of number 4 she had passed 9 yachts to be 23rd and went on to overtake a further 20 yachts to finish 3rd. After completing 6 races CARPE DIEM lies 31st in the aggregate.

Race Record Carpe Diem									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
5	6/11/2013	26	01:41:54	16:00:54	00:49:00	22	14	9.8	18
7	20/11/2013	21	01:43:32	15:58:32	00:45:00	8	14	9.8	18
9	5/12/2013	16	01:34:50	16:28:50	00:44:00	19	6	8.2	15
10	11/12/2013	21	01:30:23	15:43:23	00:43:00	18	31	8.8	17
13	15/01/2014	1	01:21:59	15:33:59	00:42:00	7	13	8.5	16
15	29/01/2014	3	01:34:03	15:50:03	00:46:00	17	14	9.8	17



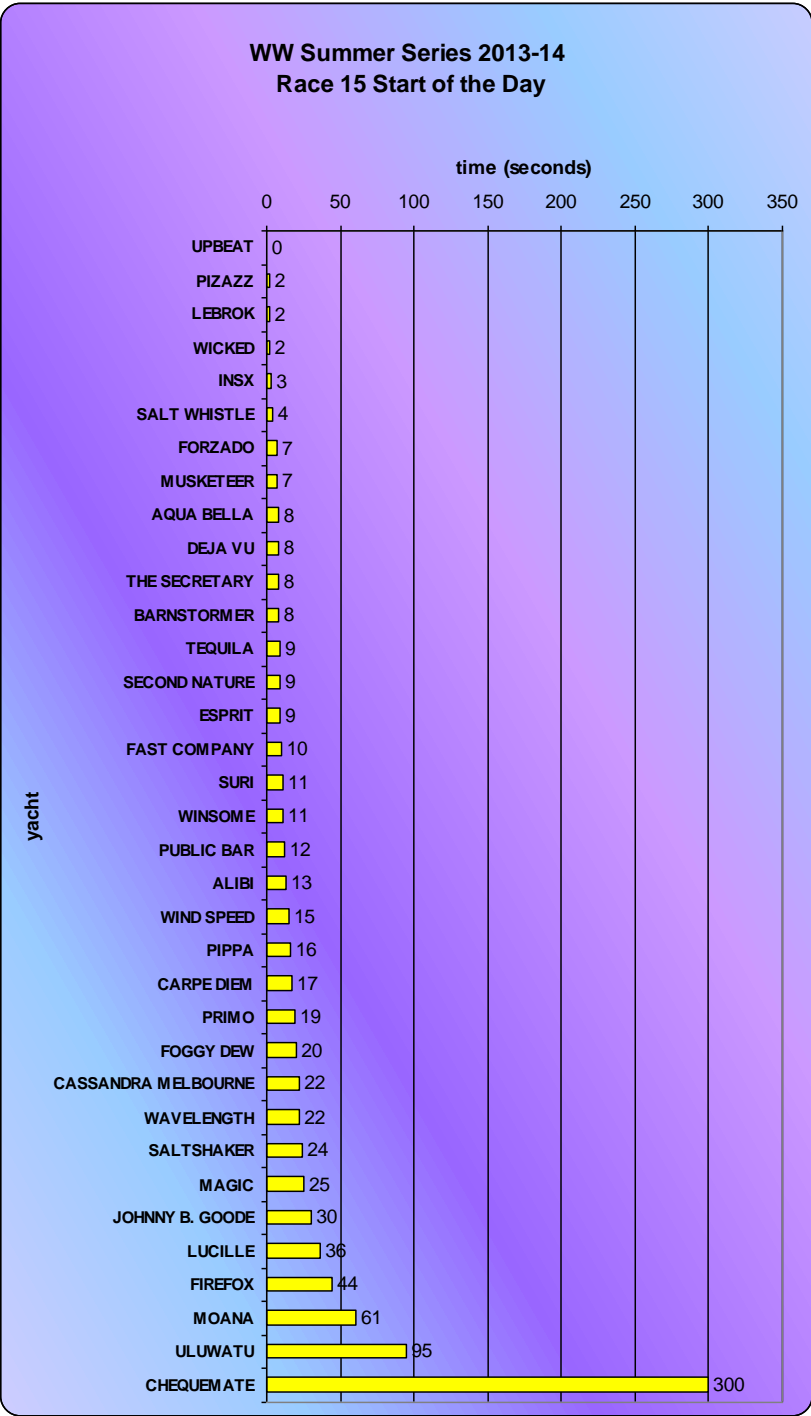
Carpe Diem Thanks to Chris Furey (Please ask Chris if you want to use this photo)

Have you noticed that Carpe Diem is design especially for not spilling drinks? It does not bounce over waves it just flattens them out as it glides along. Apparently the crew has to be reminded that they are on the water in case they just step off thinking they are on land. Mark

Only 1 second behind CARPE DIEM was the Oceanis 34 SURI (Rick Blanc) in 4th place. Further back in the fleet the Farr 1020 FAST COMPANY (Daniel Edwards) and Northshore 34 SALT WHISTLE (Ainslie Allan) finished 1

second apart as did the Jeanneau 40 WINSOME (Simon Hemingway) and another Farr1020 TEQUILA (Alan Collins)

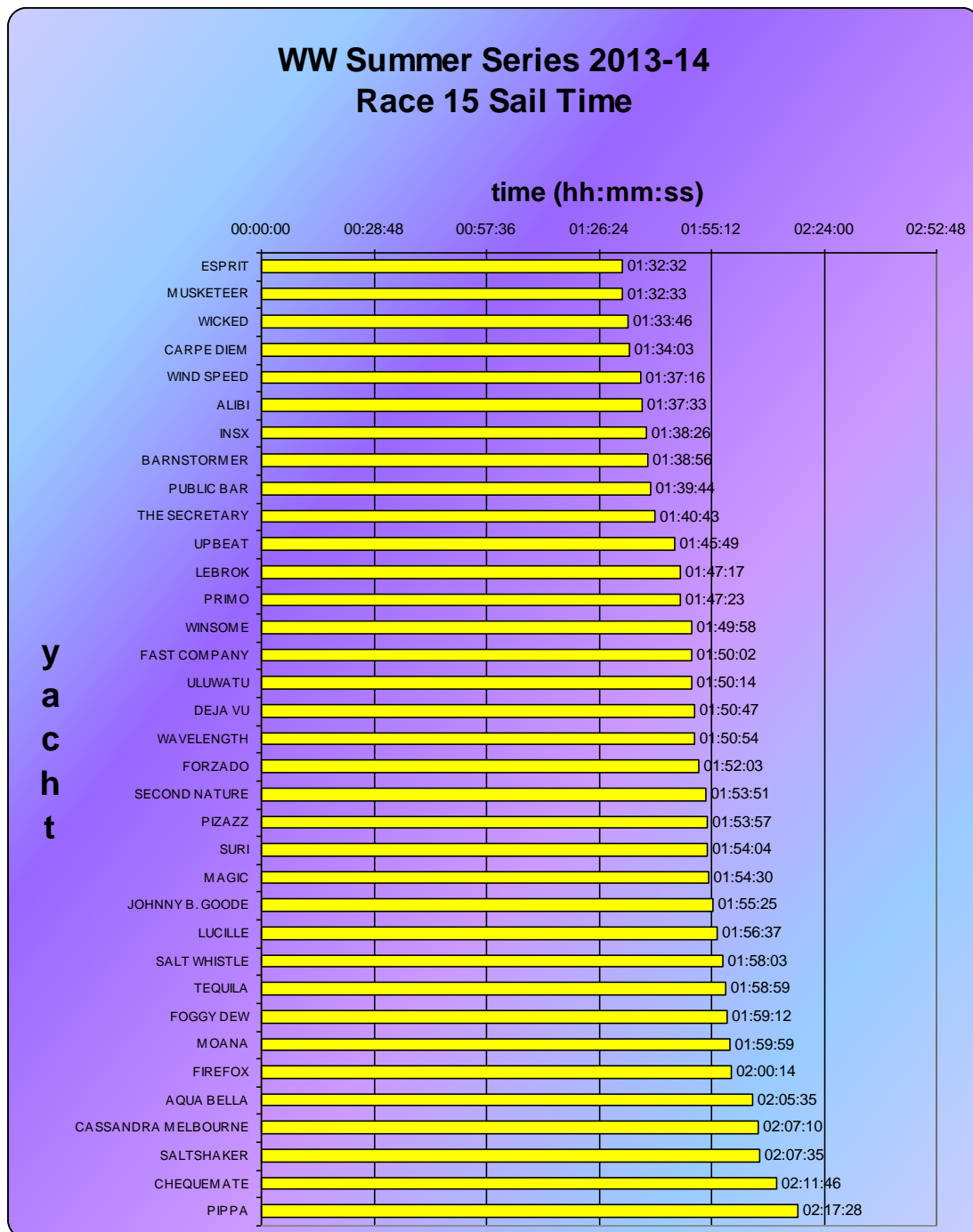
The Beneteau 36.7 UPBEAT (Peter Dunne) won start of the day beginning the race right on time. Although there have been 4 yachts that have won start of the day by 1 second this is the first time for this series there has been the perfect start. All but three yachts started within a minute or less of their start times but CHEQUEMATE (Ian Whitbread) went too early and was penalized 5 minutes. The average start time was 17 seconds whilst at the finish of the race 19 yachts were separated by less than 17 seconds.

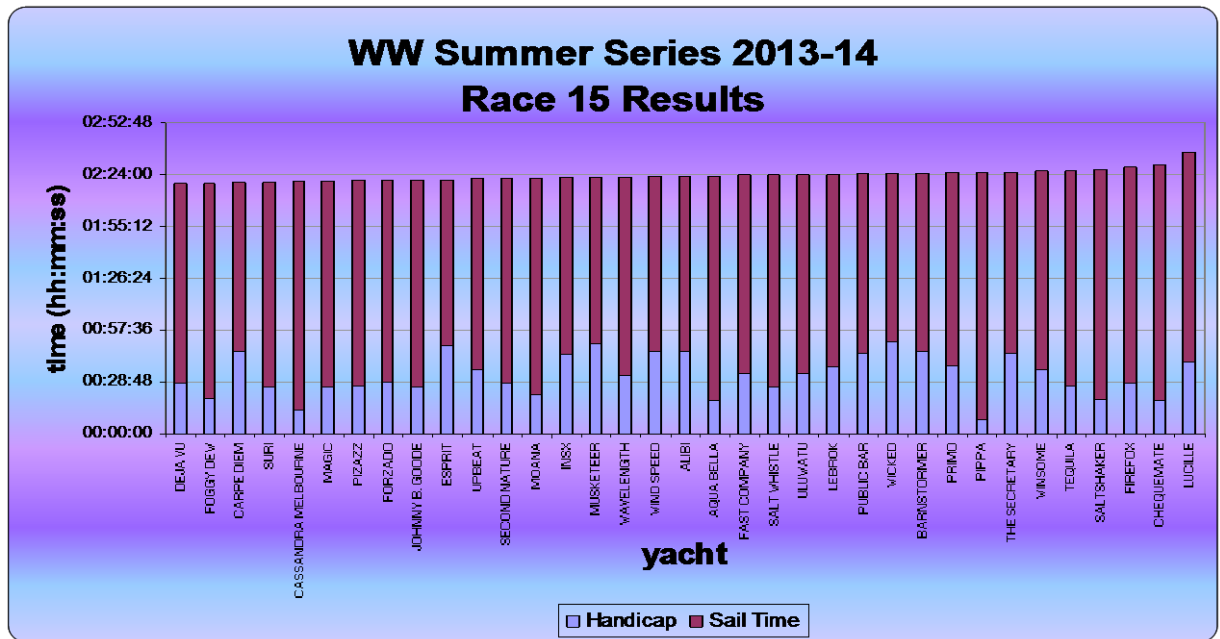


Chequemate was over a little early (27 seconds) hence “big score”

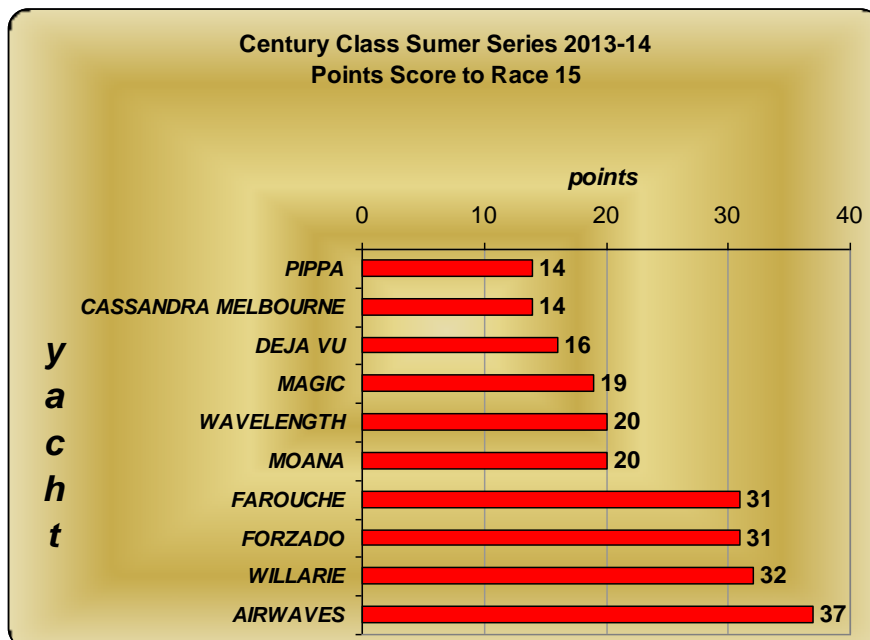
The average sail time of 1:50:59 created a record for course 14 and it was the 4th fastest average sail time of the series so far. As could be expected the fastest yachts in this race are amongst those with the highest handicaps.

YACHT	SAIL TIME	HANDICAP	FINISH POSITION
ESPRIT	01:32:32	00:49:00	10
MUSKETEER	01:32:33	00:50:00	15
WICKED	01:33:46	00:51:00	23
CARPE DIEM	01:34:03	00:46:00	3
WIND SPEED	01:37:16	00:46:00	17





Not only did DÉJÀ VU win race 15 she also convincingly won the Century Class race. This win puts her in 3rd place only 2 points behind joint leaders PIPPA (Jeffrey Woolhouse) and CASSANDRA of MELBOURNE (Bob Reeves). The series is a tough one without any drops and all races count in the aggregate. There are 2 races remaining in the series; an average of 7 yachts in each race; and, 6 points separating 6 yachts so the series is far from over.



Windward
Buoy

Mark it down Report.

Thanks to the many WW sailors for the feedback comments about these race reports. They do take a bit of time. If you ask Mrs Buoy she will confirm this.

After a race you often wonder what else you could have done - your speed was close to your maximum, one or two tacks could have been better (particularly like the one near the buoy when a crew member fell on the cockpit floor but still held onto the sheet) and yet your finishing position is well down the fleet. So focus on the time it took for 34 yachts to cross the finish line: it was only 10 mins! So the handicapper did very well and there was a mix of yachts in the top positions.

Other feedback to Mark is often not as positive.

A number of reports given to Mark regarding this race was of basic Port & Starboard violations, particularly around 3. There were also disagreements with some calls between yachts relating to buoy room. In many situations it is clear there is not a common understanding of the rules of sailing.

One example of poor understanding and lack of etiquette is at the start line, with later starting boats not keeping clear of those approaching the start line. Has any one else heard of the 300 feet starting rule?

There is a rule for sportsman-like behavior, which would apply in this situation. It applies to yachts even if they have not started or have finished their race.

It is obvious from reports of incidents on the water, that no one protests, so no one modifies their behavior or gains a better understanding of the rules. This is a culture of racing that needs to be modified. Near misses where "It was lucky no one was hurt" are too frequent.

Maybe the Sailing Committee could have a debriefing for 15 mins at 6.00pm to improve the understanding of the rules.

Too many negative stories – are things getting scary out there?
What do you think?

In a much more positive note, a reward for writing this column is to get a contribution from other WW sailors. The great letter below is from a 20 year WW Competitor, Peter Dransfield. Thanks for this contribution Peter.

Marking his own Mark

In a previous race DÉJÀ VU had a mention with a photo and a request by Mark to make his own 'Mark'.

To regular readers of this report it will come as no surprise having been mentioned by Mark that a yacht's fortune has changed. Peter has been rewarded with a first place in this race and a Century Class first. As his article was written before this race, Peter thought the bit about podium should be amended.

Dear Mark Windward

Re the DEJA VU Piece in your Wednesday Wonders Report of Race 13 , here is a bit of info' on boat and crew .

Déjà vu is a Cavalier 37 a la Kay Cottee's 'First Lady' now hanging in The Maritime Museum in Sydney . I have had her since Nevillie and I bought her in Sydney in 1994 and sailed her down to SYC that Easter. We sailed her in all 4 SYC Series , Saturday , Wednesday , Thursday Evenings and Sunday mornings . We have done 4 Van Diemens Land Circumnavigations , The Whitsundays , Sydney , and several Bass Strait cruises . Now I do only Wednesday Wonders and the occasional Bay cruise . One original crew , Max Ross , still sails Wednesday Wonders with me . Mike Kenyon , Paul Hardie , and Graham Lyons complete our very competent crew . Max and Mike had their own boats in SYC , Paul is a current Pacer sailor , while Graham was new . Thanks fellas .

Déjà vu has been part of Wednesday Wonders for 20 years , every Summer and many Winters . Only once in those 30 or so seasons did we finish the Season in the top 10 , and that was a ninth many years ago ! Podium finishes ? Too rare to remember . Hmmm.

It is true that I go to France every year ; but it is 4-6 weeks on our Canal Boat 'Robert' , 2 weeks sailing off Croatia , and a few weeks backpacking and allegedly writing somewhere different every year . There is the occasional additional adventure o'seas such as South America last year ; sailing from Croatia to The West Indies in 2009-10 ; a month in 2011 off Vancouver with my lovely friend Leah , who sailed a number of WW's on Déjà vu in 2010 , doing The Inland Passage on a cruiseship then 3 weeks around the Islands on her parents yacht , sans said parents ! True also that 'Robert' has 6 or so fenders down each side ! AND that you sprung us last week sailing with fenders still on Deja Vu !

PS Just read your WW Reports for the first time----very well done Mark .

Peter Dransfield 25 January 2014

A sneak inside view.

You have seen these yachts regularly on the water on Wednesdays but have you wondered what they are like inside? See for sale photos Sm280 Tresor [CLICK](#) or to see inside Chequemate Sm3540 [CLICK](#)

Recreation Boating ~ just over the Horizon. After Wednesday's race on 12th February, 7.30 at Horizon Sails, 2 Noyes St, Sandringham (off Bay Rd). Special session in the loft about sails.

Welcome to *Lucille*, an Oceanis 43, and to Kim for their first WW race for this season. We hope there will be many more.

Overheard someone mentioning Musketeer and their acute disappointment at not being the fastest around the course, as they were 'the smaller yacht'. This is the first time Mark has heard Musketeer being described as small - at least they did not say slower!

AFLOAT & Australian Boating Panel - NEEDS YOU!

Have your say about Boating. You could be an important participant on the national boating panel that will contribute much needed information about boating activity. From analysis of the information, industry will be better informed to support and advocate for better boating services and facilities. Government will be in a better position to understand boater needs and therefore more effectively meet them.

Further Information here [Click](#) or to join the survey [CLICK](#)

Race 15 Questions

What was significant about the boat Charlotte Dunas built in 1802?

Answer from Race 12's question: After 3 weeks Peter A gave the answer I was wanting. Which ship do you think is the odd one out?

All these ships were Queens except the FAIRSEA.

Queen Elizabeth, Queen Mary, Queen Mary 2, TS Queen Mary and Queen Victoria.

The odd ship out was the MS Fairsea sailed by the Sitmar line. Built 1949 as one of the first USA diesel driven ships. In the 60's it brought a lot of immigrants to Australia, (1896 passengers on one trip) and took a lot of young Australians on their first overseas trip (420 Passengers when I was on it.) It was used as Escort Carrier by US Navy in 1942. It was a naval ship as was the Queen Elizabeth, so she was not the odd one out due to that criteria. The MS Fairsea caught fire near Panama 1969 and was broken up.



MS Fairsea



TS **Queen Mary** on the Thames in 2007. The original 'Queen Mary' was launched In 1933 with a steam turbine. Out of service 1978. For 30 years she was a floating Pub. Now "resting" at Tibury Dock.



Queen Victoria Currently sailing due to arrive Puerto Madryn 30/1/14



Queen Mary Two or QE2, at Sydney.

Will be in Melbourne 17/2/14 and 12/3/14

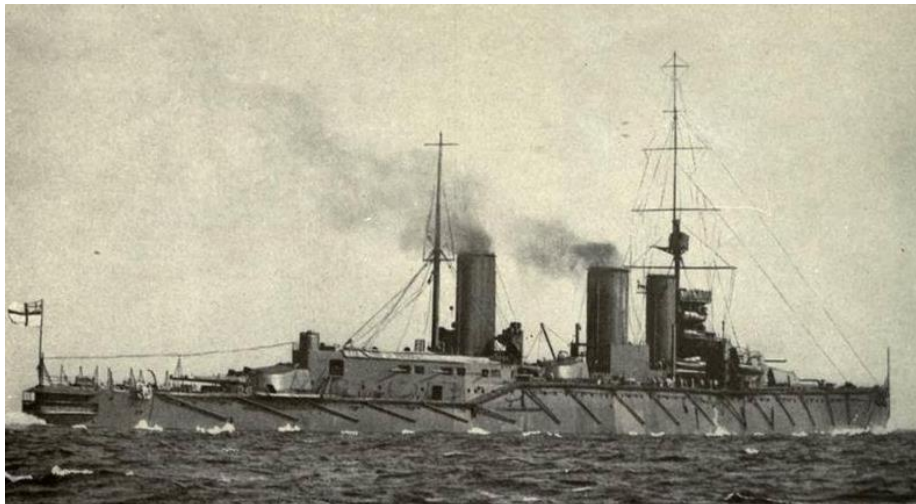


Queen Mary – At Long Beach now a Hotel

Previously sailed the Atlantic 1936 – 1967 for Cunard

She operated with Queen Elizabeth a weekly express service.

From 1938 to 1952 she held the fastest passenger Atlantic crossing record and retired in 1967. She was powered by 4 Parsons single reduction geared steam turbines.



H.M.S Queen Elizabeth 1918

These Queen Elizabeth-class battleships were a class of super-dreadnoughts. The lead ship was named after the Queen. They saw much service in both world wars. She was scrapped in 1948.

An artistic Course about Diesels?

You may have noted that at SYC the highly respected (well he is tall anyway) Hugh Pilsworth (Blue Flyer) is running a one day diesel engine course, Sunday 16 Feb & another on Sunday 18 May, covering a range of practical advice. [CLICK](#) Would you believe one of the applicants misunderstood what the course was about and thought it was an Art Class? This puzzled Hugh until he became aware that the person had misspelt the word Diesel as Diseasel – which of course we all know means 'putting away one's art supplies.'

Thanks to those who help bring this report to Wednesday Wonders Sailors, particularly to Monsieur Dransfield. I hope other WW clippers and screws would like to make their MARK!

Please send contributions, responses and comments to

[Mark Windward](#)