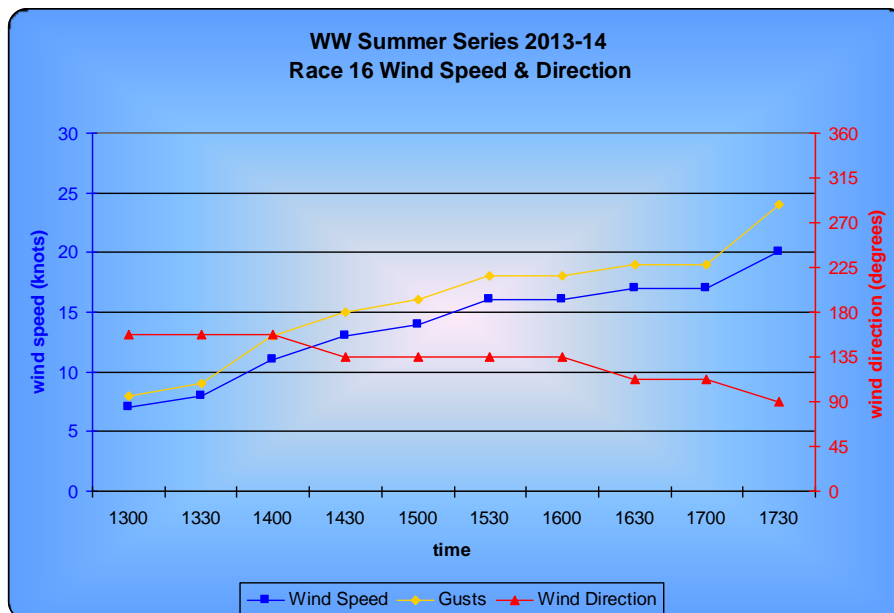


**Visitors take the lead in series closest race.
Wednesday Wonders Summer Series 2013-14 Race 16**

The 35 foot Hanse AQUA BELLA (Geoffrey Simpson) and 49 foot Bavaria ULUWATU (Malcolm Billings), both visitors, were first and second across the line in the closest race of the series. There were no ties but thirty six yachts completed the race within 17 minutes 22 seconds of each other. On average 1 yacht finished every 29 seconds beating the record established in race 15. The handicapping contributed to the good result with the 38 foot SECOND NATURE (Paul Mentiplay) finishing in third place joining the visitors on the podium. The win by AQUA BELLA continues the tradition of a different winner for each race in the series.

The Port Philip wind forecast had included a strong wind warning but any trace of strong winds had disappeared well before the start of the race.



The conditions for sailing were close to ideal without a cloud in the sky and a breeze that increased from about 7 to 17 knots moving further east from SSE as the race progressed. The seas were relatively flat although white caps did develop and water found its way across the deck of some yachts.

For the second time this series, and under much the same conditions, the 9.8 nautical mile course 7 was selected with a northerly run from the start to number 3. There was a reach from number 3 to 2 followed by a long beat from 2 to number 5. The fleet was undecided on the best way from 2 to number 5, with a choice of returning inshore on starboard tack or continuing offshore on port tack with an incoming tide. It was during this leg that the start and finish mark was found to be "out of position" and replaced by an inflatable.

With her first win of the series it was AQUA BELLA who made the right choices crossing the finish line at 15:37:18 ahead of ULUWATU by 1 minute 42 seconds. AQUA BELLA started 8th 38 seconds late for her start of 17 minutes. She had been sailing for 1:10:53 when she rounded number 4 for the first time with a clear lead of 2minutes 3 seconds ahead of the 31 foot Eastcoast MIDNIGHT MAGIC (Bernadette Moore). After rounding number 4 for the first time AQUA BELLA only needed a further 38 minutes 47 seconds to complete the course.

AQUA BELLA joined the series as a visitor at race 8 and has completed 8 races with 2 podium finishes both sailing course 7. Unfortunately visitors do not accumulate points for the aggregate.



Geoff Simpson in race preparation mode, the only time he is not smiling!

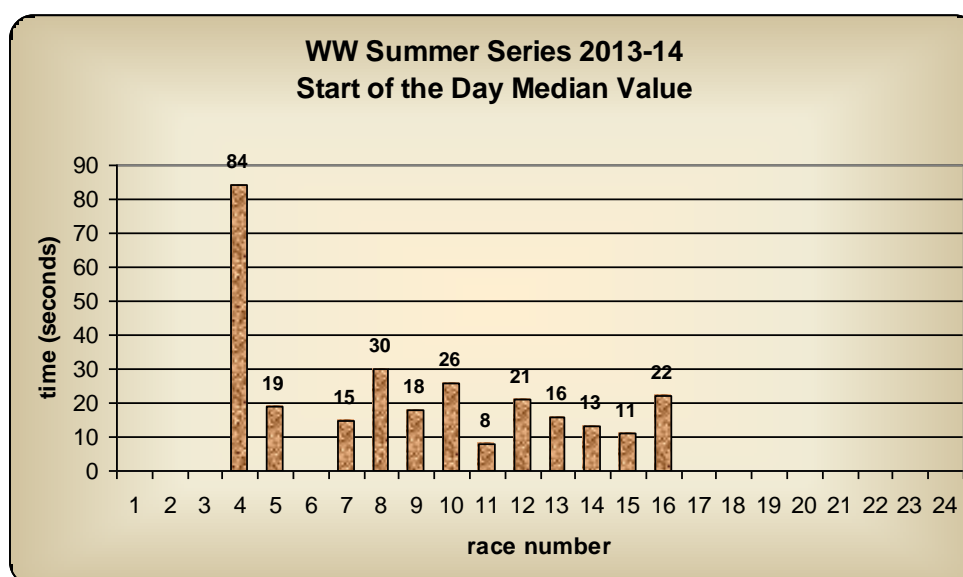
Race Record Aqua Bella									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
8	27/11/2013	30	03:08:55	17:05:55	00:27:00	300	13	4.2	7
10	11/12/2013	25	01:51:22	15:47:22	00:26:00	20	31	8.8	17
11	18/12/2013	37	02:12:20	16:05:20	00:23:00	14	14	9.8	13
12	8/01/2014	3	01:54:01	15:44:01	00:20:00	16	7	9.8	14
13	15/01/2014	27	01:59:09	15:50:09	00:21:00	24	13	8.5	16
14	22/01/2014	26	02:10:23	16:00:23	00:20:00	16	14	9.8	16
15	29/01/2014	19	02:05:35	15:53:35	00:18:00	8	14	9.8	17
16	5/02/2014	1	01:50:18	15:37:18	00:17:00	38	7	9.8	14

Conditions suited ULUWATU finishing 2nd in only her second race of the series. She was just 13 seconds late for her 33 minute start from 20th position. By the first rounding of number 4 she had moved into 13th place and continued to improve by a further 11 places to cross the finish line at 15:39:00 in 2nd place after sailing the course in 1:36:00.

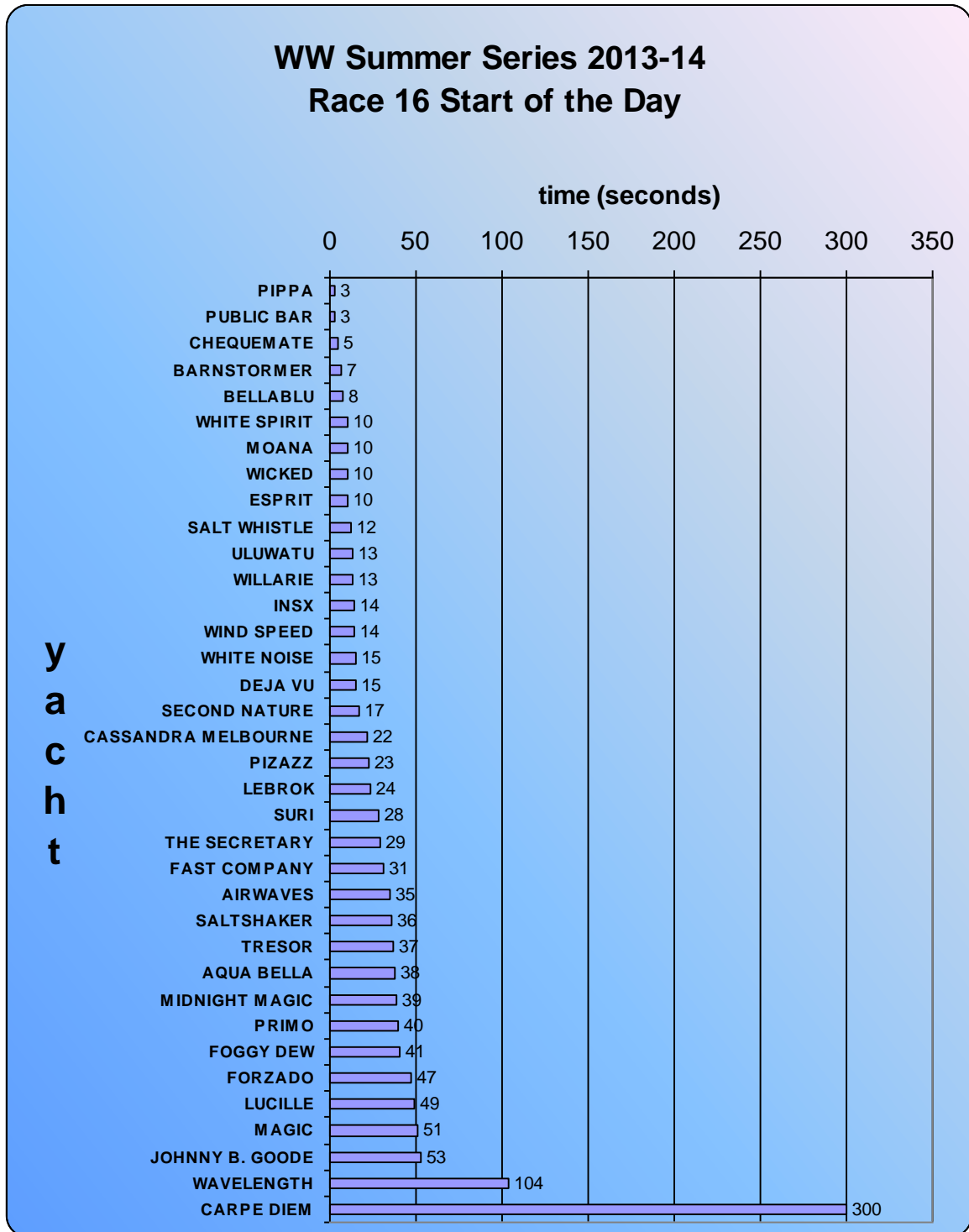
Finishing a close 3rd fifteen seconds behind ULUWATU was SECOND NATURE recording her third podium finish of the series. SECOND NATURE started from 15th place 17 seconds late for her 28 minute handicap and sailed the course in 1:41:15. By the first rounding of number 4 she was in 6th place and continued to improve and cross the finish line at 15:39:15 in 3rd place. This result gives a big lift in the series aggregate lifting her from 15th place last week to 6th place this week.

Race Record Second Nature									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	18	03:06:46	17:04:46	00:28:00	133	13	8.5	6
5	6/11/2013	1	01:46:01	15:44:01	00:28:00	8	14	9.8	18
7	20/11/2013	26	02:00:10	16:01:10	00:31:00	5	14	9.8	18
8	27/11/2013	12	02:28:11	16:27:11	00:29:00	66	13	4.2	7
10	11/12/2013	5	01:37:27	15:36:27	00:29:00	41	31	8.8	17
11	18/12/2013	16	01:53:44	15:53:44	00:30:00	14	14	9.8	13
12	8/01/2014	18	01:53:04	15:53:04	00:30:00	12	7	9.8	14
14	22/01/2014	24	02:00:12	15:59:12	00:29:00	16	14	9.8	16
15	29/01/2014	12	01:53:51	15:51:51	00:28:00	9	14	9.8	17
16	5/02/2014	3	01:41:15	15:39:15	00:28:00	17	7	9.8	14

With the majority of yachts receiving an alteration to their handicap for race 16 it was important to check the handicap sheet before the race start. It was another good start with all but 2 yachts starting within 60 seconds of their starts and 9 yachts starting within 10 seconds or less. Regrettably CARPE DIEM (Paul Commins) was over the line by 2 seconds and collected a 5 minute penalty. The median start time for this race was 22 seconds and the graph below shows how this compares with other starts in the series. There was a very light breeze for the start of race 4 resulting in late starts but apart from that it is difficult to tell whether starts are improving as the series progresses.

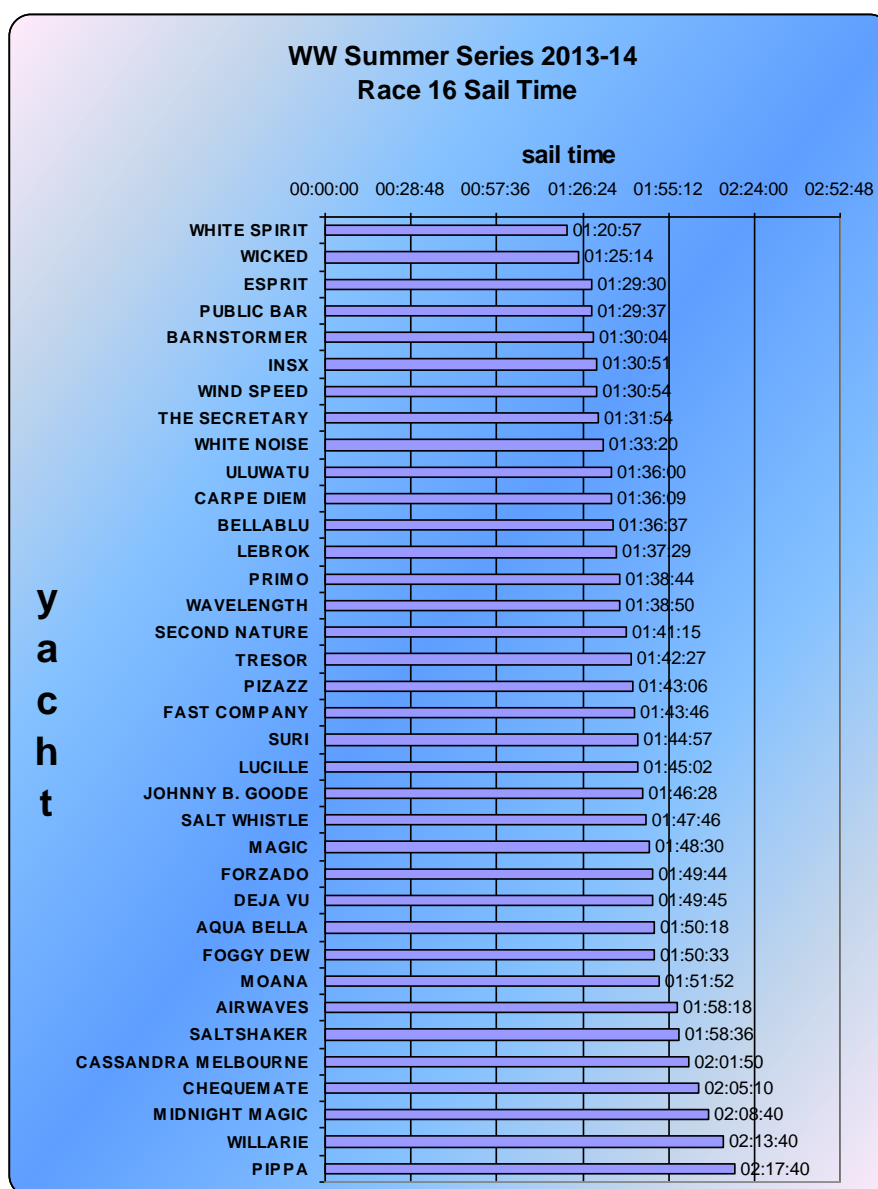


There was a tie for Start of the Day between PIPPA (Jeffrey Woolhouse) and Public Bar (Clive Sondheim). CHEQUEMATE (Ian Whitbread), BARNSTORMER (Brian Barnes) and BELLABLU (John Lake) made up the top five starters.

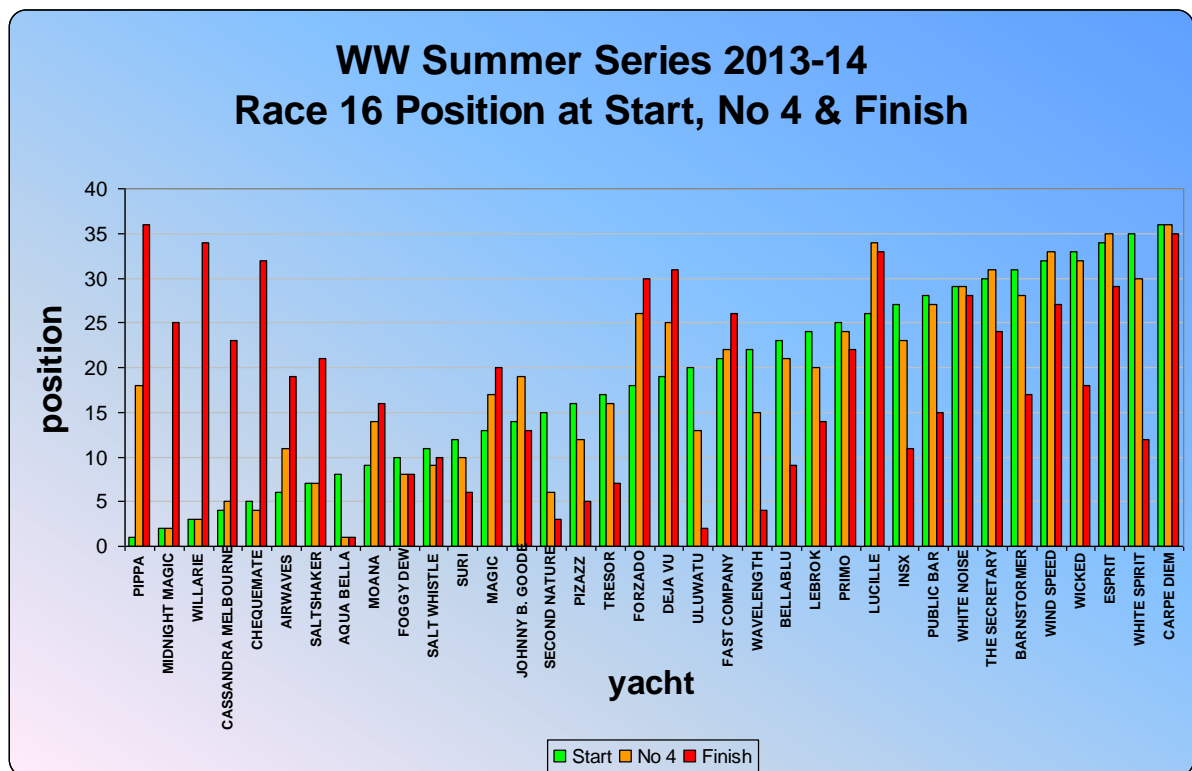
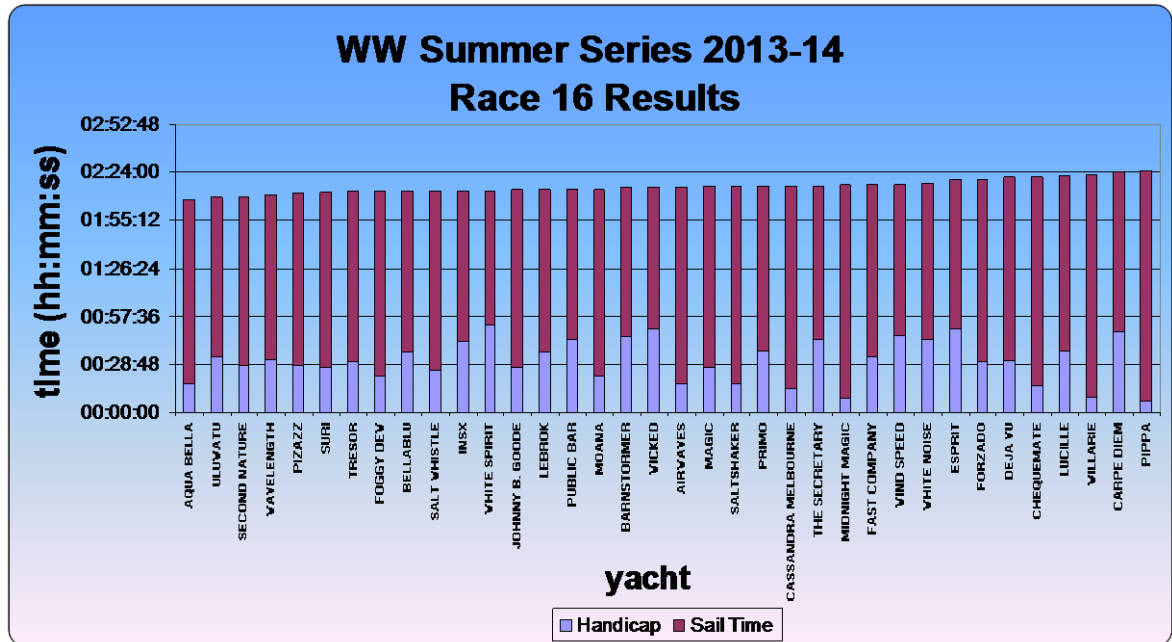


The Beneteau First 50 WHITE SPIRIT (Timothy Say) is establishing herself as the fastest yacht in the fleet sailing this race 4 minutes 17 seconds faster than her nearest rival the Beneteau First 40 WICKED (Mike Welsh). A further 4 minutes 16 seconds behind WICKED was the Beneteau 47.7 ESPRIT (Garry Anderson). The ten yachts which have the fastest average sail times after sailing 7 or more races are as follows:

YACHT	SKIPPER	AVERAGE SAILTIME
WHITE SPIRIT	Timothy Say	01:26:25
WICKED	Mike Welsh	01:33:42
CARPE DIEM	Paul Commins	01:34:41
ESPRIT	Garry Anderson	01:41:01
MUSKETEER	Paul Jacka	01:42:15
PUBLIC BAR	Clive Sondheim	01:42:23
BARNSTORMER	Brian Barnes	01:42:24
ALIBI	Denis Hambleton	01:44:42
WIND SPEED	Les Browne	01:44:45
FAST COMPANY	Daniel Edwards	01:45:11



Out of the 12 early finishers, 6 had started mid fleet with 4 early finishers but only 2 late starters INSX (Rob Sills) and WHITE SPIRIT found themselves amongst the early finishers. Amongst the mid fleet finishers were 6 early starters, 3 mid fleet starters and 3 late starters. The late finishers comprised 2 early starters, 5 mid fleet and 5 late starters.



At the conclusion of race 16 three new yachts have entered the aggregate top ten. These are SECOND NATURE currently 6th who was 15th after race 15, MOANA (Stan Rankin) and INSX are tied in 9th place up from 11 and 13 respectively.

AGGREGATE			
YACHT	Race 15	Race 16	POINTS
PIZAZZ	1	1	19
FAST COMPANY	2	2	38
SURI	7	2	38
ESPRIT	3	2	38
JOHNNY B. GOODE	4	5	41
SECOND NATURE	15	6	47
BARNSTORMER	5	7	49
ALIBI	6	8	50
MOANA	11	9	51
INSX	13	9	51

*Windward
Buoy*

CHEQUE THIS OUT

The latest racy naughty or nautical movie from Cecil de Chequemate of WW Racing. Just released on U tube. Click here to view [CLICK](#)



Second Nature. With her jib in the correct position.

TEN TIPS ON WINNING

1. If you sell your yacht to the handicapper it is not a good idea to beat him by 15 seconds for second place. (It was a good try Mal, to convince him that as a casual entry it did not really count, but handicappers tend to have long memories.)
2. Trying out new methods of furling during the race is not a good time to test the speed of your crew work. This tip assisted Second Nature to gain 11 places in this race compared to last week.
3. Avoid the handicapper noticing that your boat is in the yard. I am not sure who the Handicapper should have advised that he has had his boat out of the water all last week.
4. To avoid a possible penalty of racing with a clean bottom, do the job secretly yourself like Wavelength did making it the fastest 1020 around the course.
5. Don't let your crew go on overseas holidays, even if he is your brother. It was noticed that Willarie did go out early just in case Graham's young brother had forgotten how to sail.
6. Try to point out to the handicapper that sailing two long windward legs when the wind shifts is unfair to smaller yachts. The course was listed as 9.3 nm but on one yacht their GPS recorded 27.90nm.
7. As you near a mark, make enough noise by shouting and yelling so that the yacht in front of you thinks they have done something wrong. If you make sufficient noise it might convince them to do a 360 just to be sure and keep them out of your way.
8. Make use of the Aircraft radio frequencies so you can predict the wind shifts ahead of all other yachts. This will help you avoid sailing out yonder, as every one else following sails 30 degree higher.
9. Don't take all the stuff off your yacht every week like some yachts do. It is better to do it just every third week and confuse the handicapper and get a better handicap.
10. To win a series: keep on finishing just outside the prize winners, ie like in fifth place and hope the handicapper does not notice you are winning the series. But be aware of casual entries finishing ahead of you. Four 3rds is being bit too noticeable.

UNIQUE EVENTS IN RACE 16

- Is this the first time a yacht has won start of the day, started first and finished last?
- Does this race rate as having the most yachts passing other yachts, because some were sailing on such a different angle they did not realise they were being passed?
- Is this the first time first and second place getters were casual entries?
- How many times in a race has the windward leg been sailed by yachts trailing behind without doing one tack?
- Has it ever happened before that a large yacht has attempted to shorten the course by shifting the finishing mark?
- This race was one of the few times that Barnstormer finished in the middle of the fleet in 17th place. She started 7 seconds late on a handicap of 45 mins, at the half way mark she was 29th, 14 mins behind the leading yacht, and at the finish line just 7.45 sec behind the winner. She dropped this race (15 points) and is now sitting in 7th position on 49 points.

A RARE EVENT FOR WENDESDAY WONDERS

In the interests of obtaining accurate information, and not second hand reports the following is the official record of a recent WW race protest.

RESULT OF PROTEST

<i>Event</i>	SYC Wednesday Wonders				<i>Protest No</i>	1
<i>Class</i>	SB20	<i>Race No</i>	<i>Date</i>	27/10/2013	<i>Heard with</i>	
<i>Protesting Boat / Boat seeking Redress</i>	<i>Sail No</i>		<i>Represented by</i>			
Fast Company	SM1022		Daniel Edwards			
<i>Protested Boat / Other Parties</i>	<i>Sail No</i>		<i>Represented by</i>			
RC			Margaret Whitbread			

- Validity**
- Protest lodged within time limit
 - Flag not required, parties informed
 - Hail not required, parties informed

Protest valid, hearing to proceed

Facts Found

1. Fast Company was observed by the RC on the course side of the line.
2. Fast Company returned to the pre-start side of the line at 3:11 seconds prior to her start.
3. Fast Company was scored DNS.

Diagram not applicable

Conclusion and rules that apply

There was no improper action by the RC. SI 17.

Decision

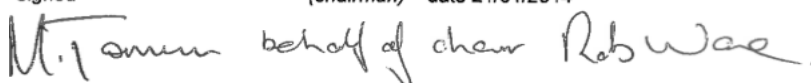
Request for Redress denied.

Protest Committee

Rob Ware (Chair), Chris Waters, Paul Pascoe

Signed

(chairman) date 21/01/2014

 M. J. [unclear] behalf of chair Rob Ware.

Race 15's Question:

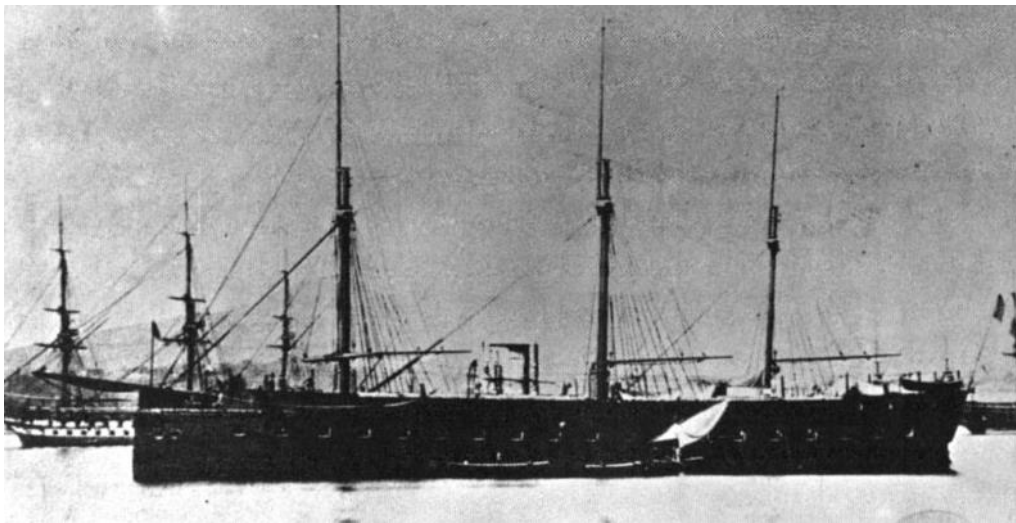
What was significant about the warship La Gloire?

She was the first ocean going iron clad ship of the line.

The French unnerved Britain in 1850 when they built an all-wood steam powered screw propulsion battleship. There followed a race of building of ships and converting of many old sailing ships to steam.

Gloire was designed by the French naval architect [Henri Dupuy de Lôme](#) as a 5,630-ton [broadside ironclad](#) with a wooden hull. Her 12 cm-thick (4.7 in) armour plates, backed with 43 cm (17 in) of timber, resisted the experimental firing of the strongest guns of the time at full charge, at a distance of 20 metres. She was launched in 1859 and in service by 1860.

Her top speed was 13.1 knots but no more than 11 knots was the practical maximum. She was 255 ft. long a beam of 55.9 and drew 27.10 ft. She had 36 6.4-inch guns that could fire exploding shells. *Gloire* rendered obsolete traditional unarmoured wooden ships-of-the-line, and all major navies had no choice but to build ironclads of their own. However *Gloire* was soon herself rendered obsolete by the launching in 1860 of the British [HMS Warrior](#), the world's first iron-hulled ironclad warship. The rush to have ships made meant the use of unseasoned timber causing major maintenance problems and a short life for the ships. *Gloire* was struck from the French fleet in 1879 and scrapped in 1883. She had a song written about her by Van Morrison but he had the dimensions incorrect and misspelt the name.



La Gloire

Her main power was from steam but was still rigged for sailing, for safety and speed in transit. Full thrust in machinery had not yet arrived.

Question for Race 16

What yacht is it? It is a famous local Australian Yacht. So you cannot just google the answer, here is a technical description:

Launched: 1950 **Rig:** Originally 1946-47 Sloop 3/4 fractional sloop mast 33' from cabin top,

Redesigned (2nd Rig 1957) 3/4 fractional sloop mast 39' from cabin top, with re-used the original mast fittings **Construction:** Carvel, Queensland

Beech **Original deck:** Painted canvas **LOA:** 30' **LWL:** 25' **Beam:** 9' 3 1/4" **Draft:** 4' **Displacement:** 9 ton'

Designed 1946 by the son of a Hobart shipping agent and respected authority on both shipping and whaling in the early days of Tasmania. He became the official measurer for the Sydney to Hobart.

Send your answer to [Mark Windward](#)

SPOT THE BUOY

Some sailors are not sure who Windward Buoy is, so here is a photo of him at work. You will notice the pen in his hand taking notes while he is sailing on *Magic*.



A question came in for Déjà Vu following the publishing of his letter in the Race 15 report:

Is it true that people who jump off a bridge in Paris are in Seine?

Send Comments and answers to

[Mark Windward](#)