

Wednesday Wonders End of an Era? Race 18 Summer Series 2013-14

An era came to an end when the Farr 1020 FAST COMPANY (Daniel Edwards) won her second race in the series. Previously a different yacht won every race in the series. FAST COMPANY had a previous win in race 7, also around course 14, many moons ago in November 2013. Race 18 was a more comfortable win with FAST COMPANY beating INSX by a margin of 5 minutes 20 seconds. More striking was the margin of 7 minutes 31 seconds between FAST COMPANY and the next Farr 1020, WAVELENGTH (Brendan Kruger). There was 9 minutes 36 seconds between FAST COMPANY and the other Farr 1020 to complete the race, ARABESQUE (Albert Doggett).

FAST COMPANY was the 18th yacht to start the race at 14:02:32. She was 32 seconds late for her 32-minute handicap. After sailing for 1:26:26 she rounded number 4 for the first time in first place. She held on to that position and sailed the inner triangle of course 14 in 41 minutes 32 seconds to cross the finish line at 16:10:30. FAST COMPANY is one of 7 yachts to have completed 12 of the 14 races this series and is 2nd in the aggregate. Over the past 12 weeks she has held 1st place for 5 weeks; 2nd place for 5 weeks and 3rd place for 2 weeks. She has 5 top ten positions that include two 1^{sts}, a 2nd, a 4th and a 10th place.



FAST COMPANY earlier this series

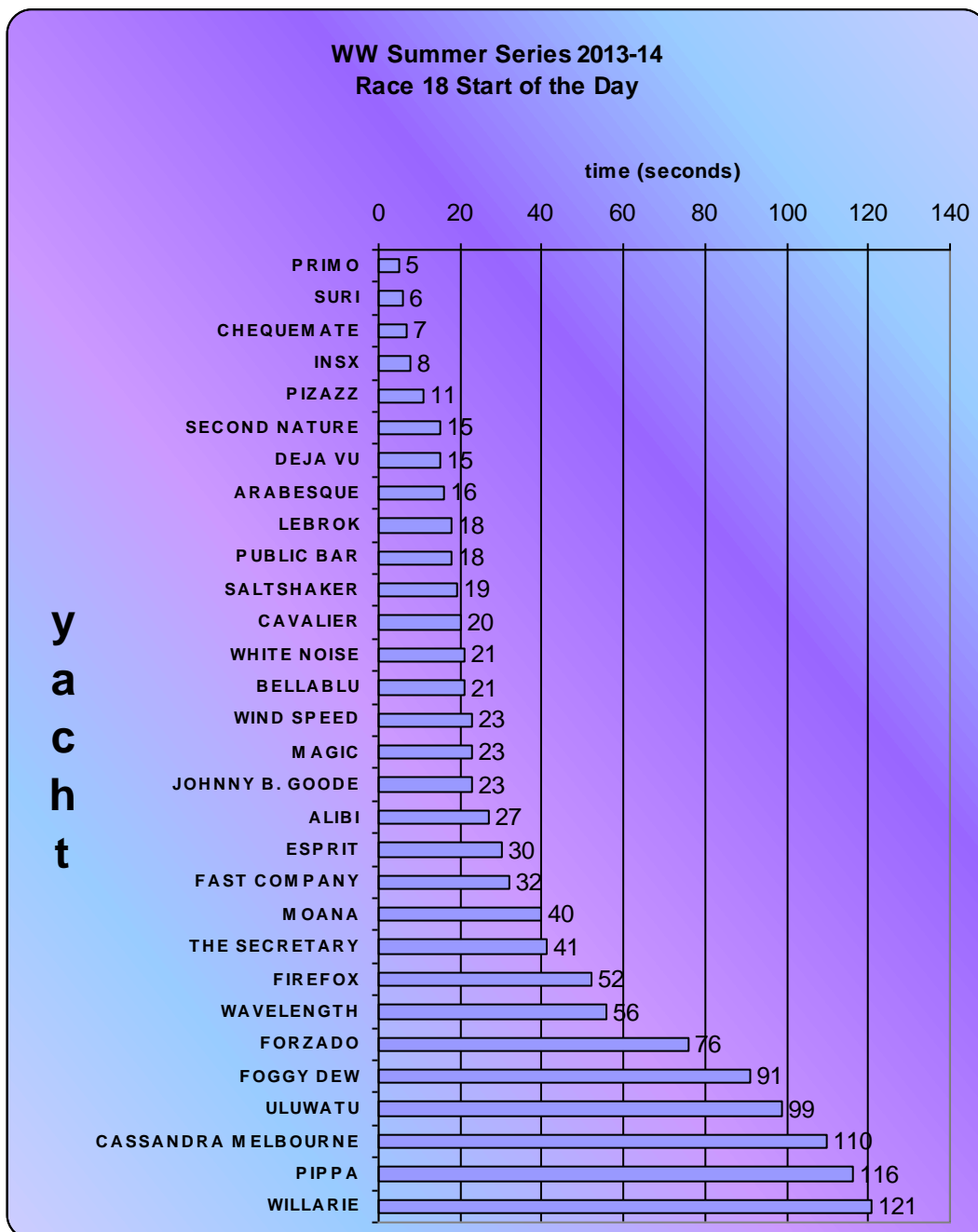
Second place went to INSX (Rob Sills), which helped lift her from 11th to 4th place in the aggregate on 53 points. She got away to a good start from 24th place only 8 seconds late for her 43-minute start. By the first rounding of number 4 she had moved up 18 places to be in 6th position. She went on to gain a further four places to cross the line at 16:15:50 after sailing for 2:02:50. INSX has also sailed in 12 races this series and this was her 4th top ten finish.

Race Record INSX									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	2	02:32:41	16:45:41	00:43:00	370	13	8.5	6
5	6/11/2013	17	01:41:38	15:56:38	00:45:00	18	14	9.8	18
7	20/11/2013	24	01:45:26	16:00:26	00:45:00	227	14	9.8	18
8	27/11/2013	3	02:04:28	16:18:28	00:44:00	13	13	4.2	7
10	11/12/2013	20	01:27:51	15:42:51	00:45:00	5	31	8.8	17
11	18/12/2013	15	01:39:36	15:53:36	00:44:00	6	14	9.8	13
13	15/01/2014	8	01:29:10	15:43:10	00:44:00	9	13	8.5	16
14	22/01/2014	25	01:44:22	15:59:22	00:45:00	39	14	9.8	16
15	29/01/2014	14	01:38:26	15:52:26	00:44:00	3	14	9.8	17
16	5/02/2014	11	01:30:51	15:42:51	00:42:00	14	7	9.8	14
17	12/02/2014	24	01:35:15	15:48:15	00:43:00	6	14	9.8	13
18	19/02/2014	2	02:02:50	16:15:50	00:43:00	8	14	9.8	13

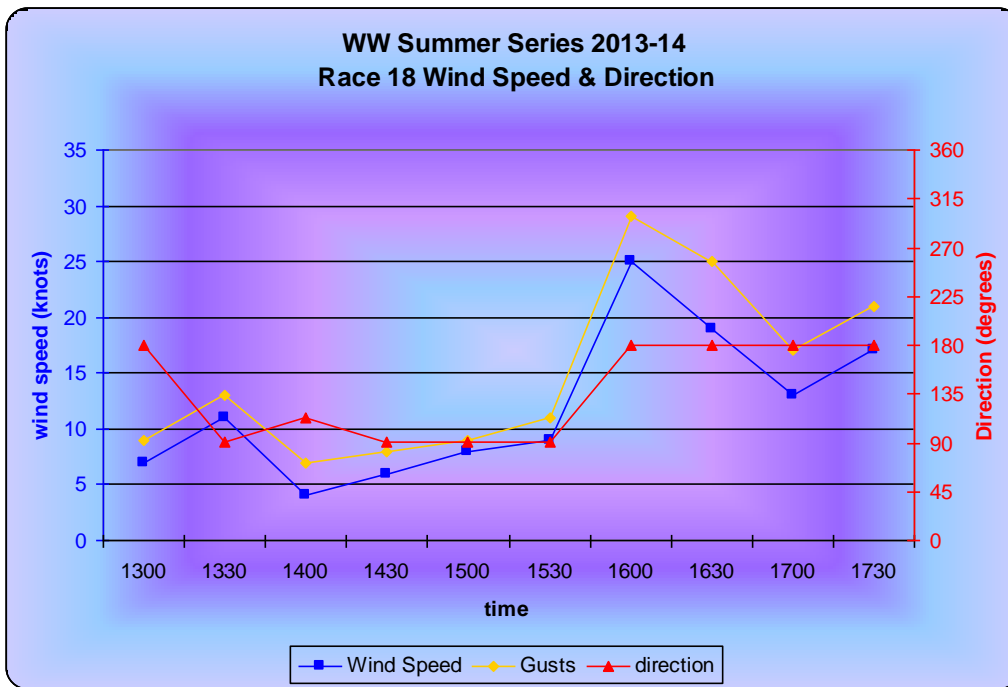
Not only did the Beneteau 36.7 PRIMO (Steve Copley) cross the finish in 3rd place but she also won Start of the Day. PRIMO started from 21st place only 5 seconds late for her 36 minute handicap start and had moved into 5th place at the first rounding of number 4 at 15:34:51. After sailing for a total 2:10:20 PRIMO crossed the finish line just 30 seconds behind INSX. This was PRIMO's best result of the series so far and helped put her in 16th place on the aggregate table.

Race Record Primo									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
5	6/11/2013	14	01:46:14	15:55:14	00:39:00	29	14	9.8	18
7	20/11/2013	15	01:48:45	15:57:45	00:39:00	27	14	9.8	18
8	27/11/2013	6	02:12:15	16:21:15	00:39:00	905	13	4.2	7
10	11/12/2013	15	01:31:37	15:40:37	00:39:00	4	31	8.8	17
11	18/12/2013	10	01:44:21	15:52:21	00:38:00	5	14	9.8	13
12	8/01/2014	14	01:40:37	15:49:37	00:39:00	10	7	9.8	14
14	22/01/2014	11	01:47:24	15:56:24	00:39:00	5	14	9.8	16
15	29/01/2014	27	01:47:23	15:55:23	00:38:00	19	14	9.8	17
16	5/02/2014	22	01:38:44	15:45:44	00:37:00	40	7	9.8	14
18	19/02/2014	3	02:10:20	16:16:20	00:36:00	5	14	9.8	13

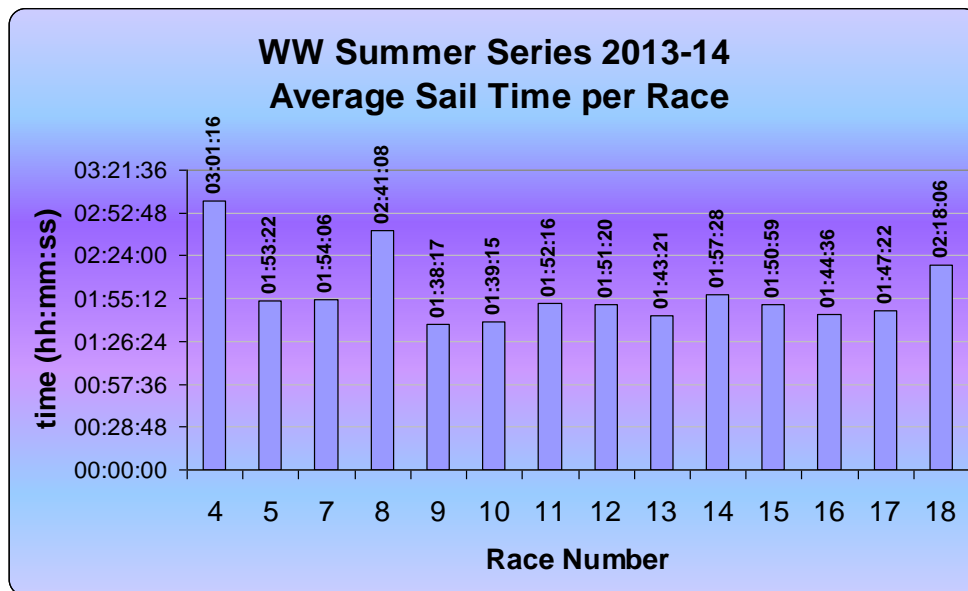
Thirty-one yachts started this race and as mentioned earlier, PRIMO won Start of the Day with 5 seconds. The median start time was 23 seconds with 19 yachts starting within 30 seconds of their respective starts.



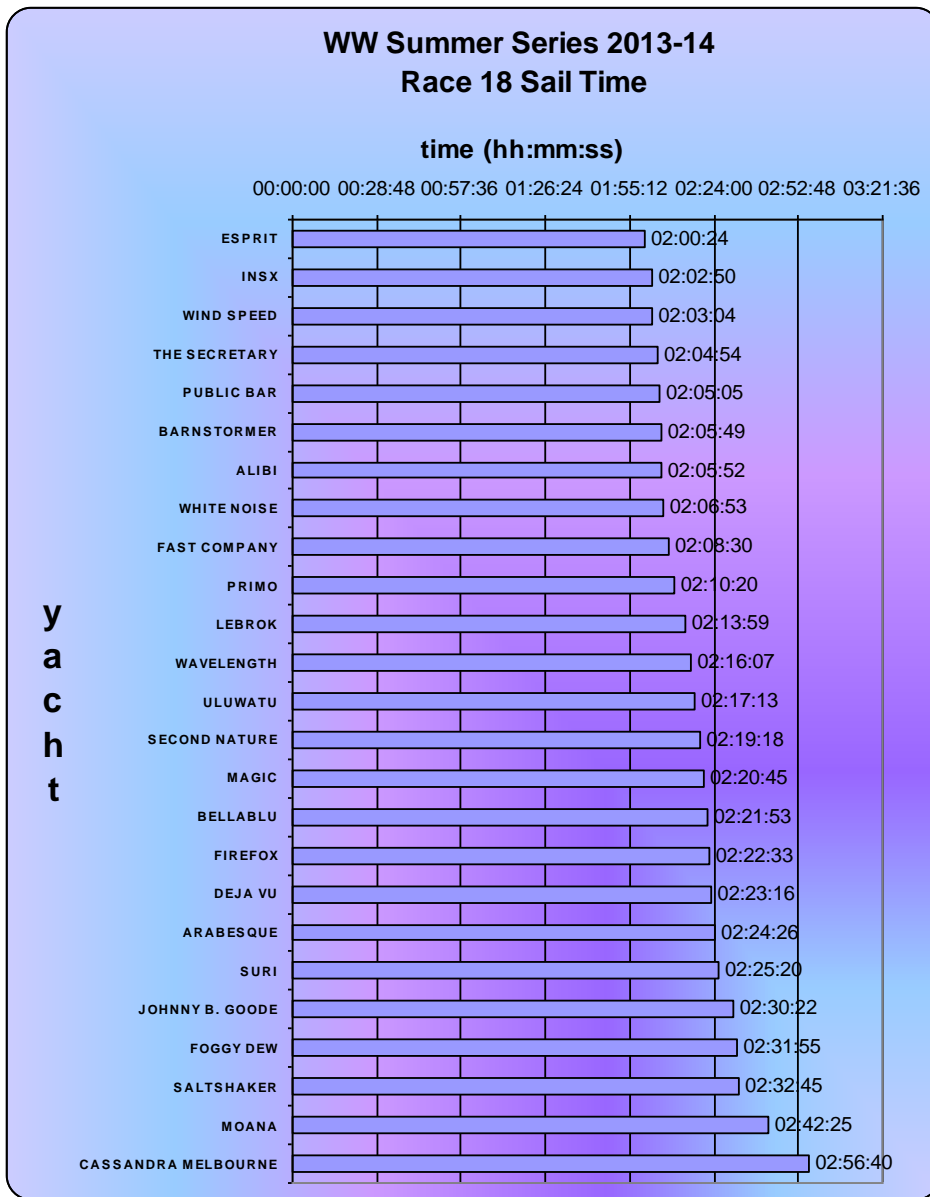
This race seemed to include more than the usual quota of unexpected events, which will have already attracted some discussion. By the time the race was due to start the wind had eased but there was still an awkward swell on the water. This may help explain why start of the day was won with a start of 5 seconds when the winner usually has to do better than 3 seconds. Anyone expecting a northwesterly or southwesterly breeze would have been disappointed as it came from the east before turning south later in the day. A squally change could be seen making its way across the Bay and hit the fleet somewhere between 1545 and 1600 hours. The breeze increased from less than 10 knots to over 25. The race was one of the longer ones with six yachts, all early starters retiring from the race. Would a shorter course or a shortened course have been a better option?



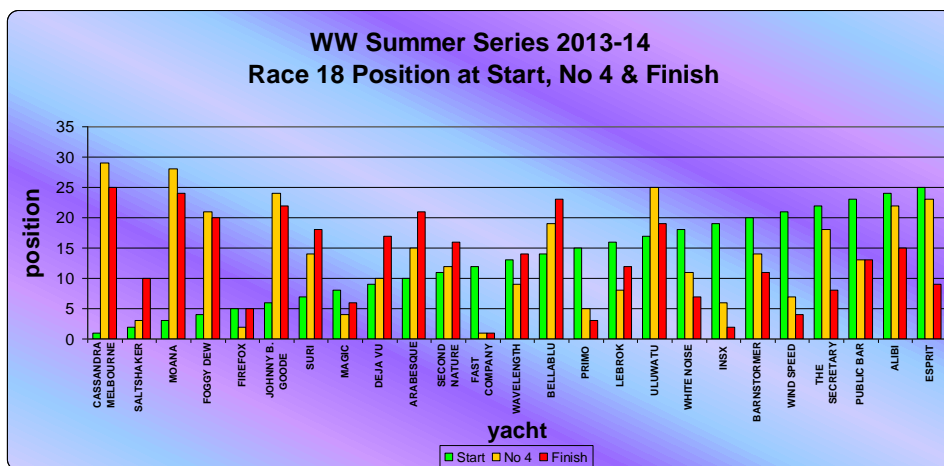
There was more than 56 minutes separating the fastest and slowest sail times in what was the third slowest race of the series with an average sail time of 2:18:06.



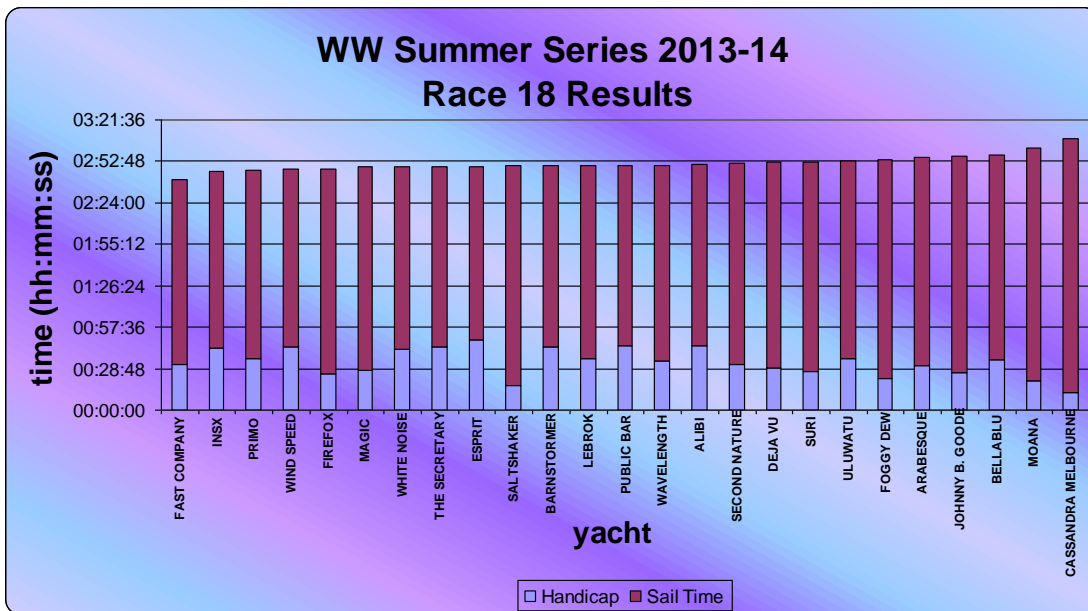
This was the slowest sail time around course 14 sailed for the 7th time this series. Some of what are proving to be the faster yachts did not race but for the majority of the race the wind speed and even the gusts stayed below 10 knots so yachts speeds were below the fastest. The Beneteau 47.7 ESPRIT (Garry Anderson) sailed the fastest with a time of 2:00:24, which was 2 minutes 26 seconds faster than INSX.



Of the first 15 starters (about half the fleet) in this race, only 3 finished in the top half of the fleet with 6 being recorded as DNF and only 2 improving on their start positions.

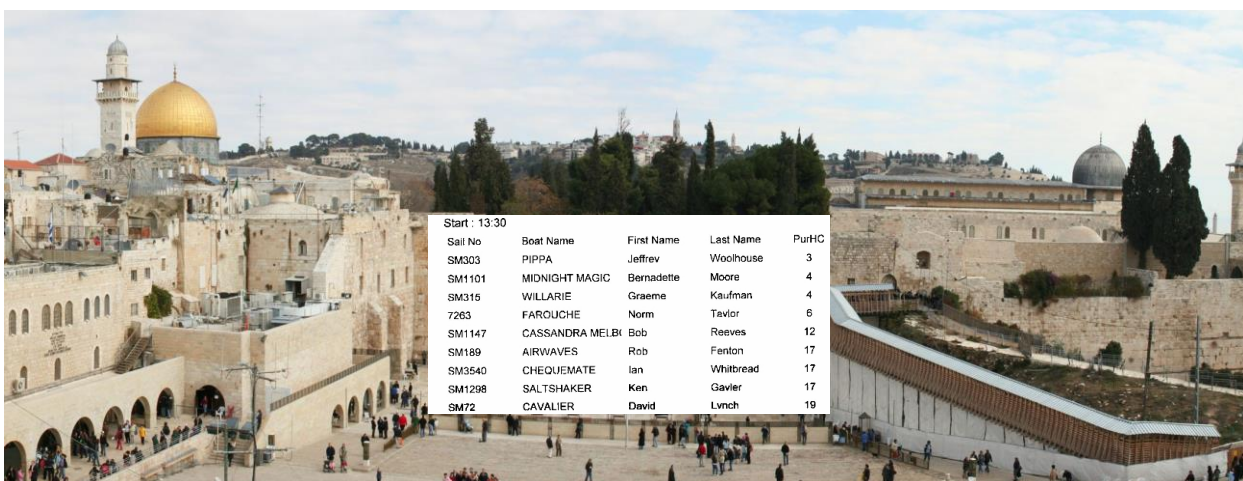


In what turned out to be an unusual race it was the late starters that were amongst the early finishers.



One of the many traditions of Wednesday Wonders is the Proclamation of the Handicaps Ceremony. Considering the importance of this event it is a very low-key affair but it attracts increasing attention. Every Wednesday morning, before the arrival of most WW participants, Boating Department staff cautiously post the Proclamation of Handicaps behind glass on the Wailing Wall at the East End of the Ken King Centre. This seemingly inoffensive and straightforward act is enough to bring out any hidden adrenalin in the participants of the afternoon's race. They stop by the Wailing Wall to view the Proclamation of Handicaps and within seconds begin to wail. Frequently heard wails include "What! That's absolutely ridiculous", "How can so and so have a lower handicap than us?" and "That's just not right". Occasionally a semi-approving wail "About time" is heard. These and other wails are forcefully made whilst looking around to see if anyone is listening, preferably the handicapper, but seldom is anyone else vaguely interested. However, it could be beneficial to check the handicap prior to each race as most handicaps receive adjustment from one race to the next. The days when only the first three yachts past the post have their handicaps adjusted after each race seems to be gone. These days' very ordinary results attract a handicap adjustment.

Windward Buoy

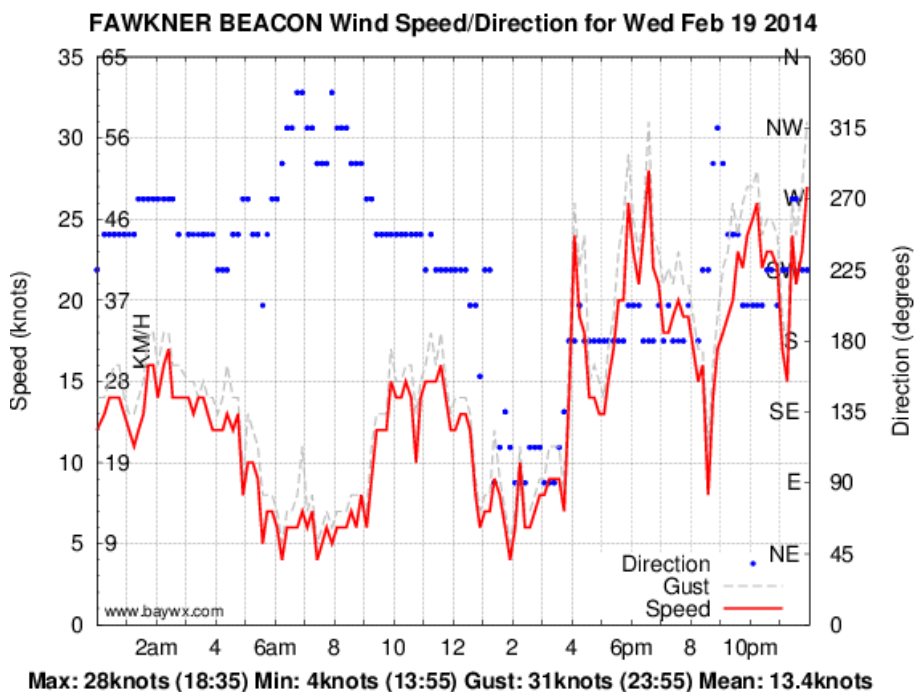


MAR king buoys ~ Information from Mrs King Mark's Grandmother

An interesting comparison of a BOM forecast that we trust to be correct.
MET EYE Forecast for 37.95,144.9 E Issued 19/2/2014 at 10.43

Wednesday								
	2.00 AM	5.00 AM	8.00 AM	11.00 AM	2.00 PM	5.00 PM	8.00 PM	11.00 PM
Temperature (°C)	-	-	18	17	15	14	14	15
Wind direction	-	-	NW ↙	WNW ↘	W →	W →	WSW ↘	WSW ↘
Wind speed ○ km/h ● knots	-	-	10	13	14	20	21	19
Combined Sea and Swell (m)	-	-	0.5	0.6	0.8	1.2	1.5	1.4

The graph below is included to illustrate the reason why some of the early starting yachts had difficulty in getting a good start. Around 1.30 the wind was 225° at little over 4knts and swung to the east around 95°. Well that's one yacht's excuse. Small yachts may look swell but the swell does not help them sail to windward.



Be 4 and after 4

One of our skippers suggested to Sulis that number 4 was still out of position, towards the West, (Mark thought about 80 meters). However, it was the correct angle from the tower. In no time Sulis was on his way to the start line to check. Now that is service! (He did have a white replacement barging buoy with him as well). Sulis said it is not easy to move No 4. Windward Buoy suggested that Cape Diem might be able to help, as they seem to have no trouble moving No 4.

There seem to be many suggestions of what to do with the new Post Mark or Mark B4 Four.

It could be moved and used as a barging mark as the other has gone.
It could be set as part of the start line between the tower and No 4.
It could be equipped with a *go pro* camera to refer to in an 'early start' dispute. These discussions would have to be 'in camera'.

You might like to suggest some ideas. You will have to hurry, as I do not think you will see the B Four mark where it was before.

The official version is: Notification No 45-2014 Monday 24th February. The removal of a Redundant Aid to Navigation.

Overheard:

A slight injury occurred on Public Bar - trying to elbow someone out of the way. No other incidents reported.

One yacht claimed there was not much point in trying to finish to just gain one point, as they were already last.

The Countdown is on. There are only 5 races to go. Does anyone want to try for the Future Prediction Award and predict the top 10 yachts at end of season, before the next race?

Send Mark Windward your top 10 list. [CLICK](#).

Century Class There is just two Century class races left for the season. Next Wednesday and Race 23 on the 26 March.

DYI Tip for the week ~ Keeping your balls in place

What usage does shaving cream have in sailing? When servicing winches it can keep your balls in place. Shaving cream can assist after you have removed the ball bearings from a block for cleaning. During reassembly, squirt shaving cream into the race where the bearings live. Rather than struggling to keep the ball bearings from falling out, the shaving cream will hold all the bearings in place while you reassemble. Once the part is reassembled, rinse the cream out with water.

Photos of Wednesday Wonders

Mark has had a number of inquiries about the photos used in the race report. I think the information below will answer most of the questions. Please send me an email if you want to know more. Mark does not show all the photos he is given as there is not always room.

Chris Furey writes:

I have current season photos of almost all of the WW fleet and I have many images of 2013-14 Saturday racing with those troublesome colored front sails too so if any owners or crew would like to see them, they may give me a call on 0410 551 977

Or email c/- chris@38southboatsales.com.au advising the name of their yacht and I will be happy to make the images available.

Thanks for publishing the conditions of use for my photos. I could take the easy way out and simply put a branded watermark on my images as many other photographers choose to do but I believe that spoils the look of them so I have to trust people will do the right thing with the unmarked images.

Chris did take one of Mark's comments seriously about not being able to tell which the big black yacht was.....*That photo of a large yacht with black sails that you could not identify is in fact the same yacht you mentioned earlier in your report as having a very large (i.e. numerous) crew; Gary Anderson's 'Esprit'.*

The Sailing Instructions are always correct.

On one yacht in Race 18 there was a discussion about which side of the new post mark they should pass. One of the crew had read the latest Mark Windward report. It is good to know that sailors take note of Mark's advice; however the sailing instructions are the correct rules to follow. Just sometimes Mark's ideas do not get put into practice immediately. The skipper was a little confused as the poor chap had not read Mark Windward's report.

A different Non Kite race for free

Currently under consideration is a 'free' race for all yachts registered in a SYC series. It would be a division 4 race with No extras allowed. You can't go and fly a kite! The date proposed is Saturday 22nd March, as part of the Ken King Trophy Race, Aggregate # 9. This would be a chance to experience a boat start and boat finish with the whole fleet using laid marks. There will be a Mark Windward and a Mark Return (I have not met him yet.)

Video of the week

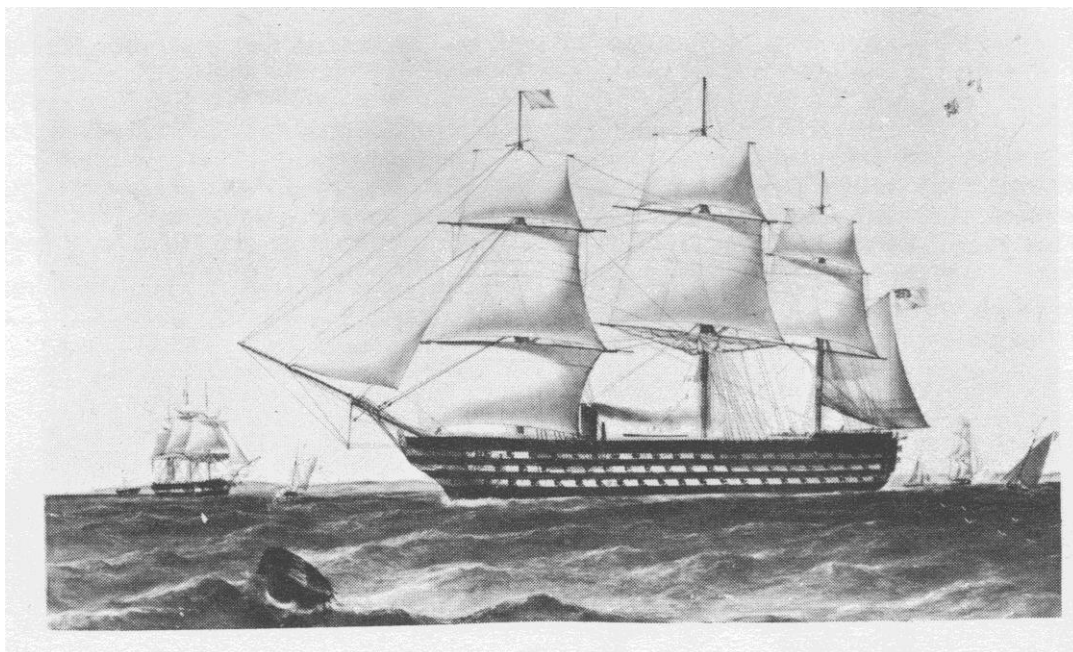
Is this the biggest trailer sailor yacht ever? [Click](#) to find out. Great action shot how to haul out a larger yacht.

Web Site for this week Pictures of some WW SYC yachts sailing on their day off in Saturday races. Sail – World [CLICK](#)

Race 17 Question. Can You Name this Ship? Maybe this photo might help and a few more clues below!

In 1855 a wooden ship, a first rate Line-of-Battle was laid down as a sailing vessel but while in the stocks was converted to auxiliary screw propulsion. She had a two bladed propeller 19ft in dia., which could be lifted when not in use. .

Built Portsmouth 1855. Length 245.5ft Breadth 61.2ft Depth 35.8 Draft 26.3ft Speed 11knts crew of 1100. Propulsion: Sails and 780hp steam powered screw propeller. Armaments on the lower, middle main and upper deck. She was to be broken up in October 1924. An extra clue...You get a lot to like with this ship..even 131 Guns.



Question for Race 18

I am trying to find a question that Peter A might have difficulty in answering. This could be your chance to get in first. The photo is taken from the Age Newspaper.

Three parts: When? Where? Plus any other information

There is a bonus point if you can name the boss of one the sailors in the photo this day. Unfortunately his boss read The AGE and he should have been at work.



Cash in on “extra sailing bits” Car Boot Sale at SYC Saturday 29 March 10:00~12:00 in the car park undercroft. [Click](#) here for all the details and to book your site.

Even if your car does not wear boots – do come along.

Thanks to Windward Buoy, Chris for photos and a few other people whose conversations they let me quote. Including the sailor who asked me “Is Atheism is a non-prophet organization”.

Please send your response, answers and comments to Mark Windward

[MARK WINDWARD](#)

[CLICK](#)