

Wednesday Wonders Summer Series 2013-14 Race 22

The Jaffa Trophy



The Jaffa Trophy was presented to Sandringham Yacht Club by the family of Patrick Johnson Bell owner and skipper the North shore 38 Jaffa. In view of his name it was decided to contest the trophy on the Wednesday closest to Saint Patrick's Day which this year was race 22. As Saint Patrick is the Patron Saint of Ireland (and green beer) it is fitting, if not poetic, that the Jaffa Trophy race became the first win of the series for WW's very own fair colleen and living treasure Bernadette Moore and her crew in the East Coast 31 MIDNIGHT MAGIC. The secret of Bernadette's ancestry was exposed at race end as a large Irish flag (an extra?) was proudly flown from MIDNIGHT MAGIC on her return to the marina.

It was the Sonata 7 CADENZA (Kenneth Foxworthy) that should have set the pace for race 22. She was running late so it was left to MIDNIGHT MAGIC to start the race 19 seconds late for her 3 minute handicap. It was Pippa who was first around No1 by a minute but MIDNIGHT MAGIC took over the lead at number 3 and was first around number 4 at 14:48:14. Cassandra looked like a certain winner on the last leg and was well in front but the wind did not help her point enough to clear number 8 and she had to tack out to sea. The two tacks were costly. With just a coat of paint between number 8 and her boat, Bernie was first across the finish line by just 26 seconds, at 15:38:01 after sailing for 2:05:01. It was her 11th race in the series and her 2nd podium finish following a 2nd place in race 13. MIDNIGHT MAGIC is currently 34th in the aggregate.



RACE RECORD MIDNIGHT MAGIC									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	28	03:55:54	17:28:54	00:03:00	91	13	8.5	6
8	27/11/2013	26	03:24:59	17:01:59	00:07:00	36	13	4.2	7
11	18/12/2013	7	02:14:04	15:51:04	00:07:00	28	14	9.8	13
12	8/01/2014	4	02:06:48	15:44:48	00:08:00	57	7	9.8	14
13	15/01/2014	2	01:55:00	15:34:00	00:09:00	40	13	8.5	16
14	22/01/2014	31	02:28:39	16:09:39	00:11:00	132	14	9.8	16
16	5/02/2014	25	02:08:40	15:46:40	00:08:00	39	7	9.8	14
17	12/02/2014	36	02:15:35	15:52:35	00:07:00	15	14	9.8	13
19	26/02/2014	31	02:29:40	16:03:40	00:04:00	15	14	9.8	16
21	12/02/2014	21	02:42:57	16:15:57	00:03:00	34	16	9.8	10
22	19/02/2014	1	02:05:01	15:38:01	00:03:00	19	32	8.2	10

The Mottle 33 CASSANDRA of MELBOURNE (Bob Reeves) continued her dream run on Wednesday afternoons coming 2nd in race 22 only 26 seconds behind MIDNIGHT MAGIC. CASSANDRA has had two 1st, a 2nd and a 32nd place in her last 4 Wednesday races, which has had the handicapper making adjustments like the proverbial cat on a hot tin roof. A plus this week, a minus the next etc.. It's hard to figure out if the performance of CASSANDRA has resulted in a handicap adjustment or a handicap adjustment has resulted in her performance – a bit like the chicken and the egg. But it is rumored as a result of all the adjusting “the computer” is on the verge of a nervous breakdown.

CASSANDRA started race 22 from 4th place 20 seconds late for her 11 minute start. By the first rounding of number 4 CASSANDRA had moved into 3rd place, and on the last leg took the lead from MIDNIGHT MAGIC. She crossed the finish line second at 15:38:27 after sailing the course in 1:57:27. Crewmember Isabel Guimaraes was at the helm for most of this race. These recent results have given CASSANDRA a real boost in the aggregate lifting her from 17th to 6th place. *Rumor has it that Bob has recruited Isabel from Portugal to help him sail Cassandra, and is thinking of renaming his yacht Cassandra of Portugal in recognition of Isabel's contribution.*



Race Record – Cassandra of Melbourne									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
5	6/11/2013	16	02:07:43	15:55:43	00:18:00	55	14	9.8	18
8	27/11/2013	23	03:09:41	16:57:41	00:18:00	21	13	4.2	7
9	5/12/2013	6	01:53:18	16:21:18	00:18:00	30	6	8.2	15
10	11/12/2013	24	01:57:26	15:45:26	00:18:00	48	31	8.8	17
11	18/12/2013	3	02:02:16	15:48:16	00:16:00	15	14	9.8	13
12	8/01/2014	12	02:01:33	15:48:33	00:17:00	104	7	9.8	14
13	15/01/2014	33	02:09:21	15:56:21	00:17:00	60	13	8.5	16
14	22/01/2014	15	02:13:32	15:57:32	00:14:00	41	14	9.8	16
15	29/01/2014	5	02:07:10	15:50:10	00:13:00	22	14	9.8	17
16	5/02/2014	23	02:01:50	15:45:50	00:14:00	22	7	9.8	14
17	12/02/2014	33	02:06:58	15:49:58	00:13:00	51	14	9.8	13
18	19/02/2014	25	02:56:40	16:38:40	00:12:00	110	14	9.8	13
19	26/02/2014	1	02:12:04	15:52:04	00:10:00	4	14	9.8	16
21	12/02/2014	32	02:41:16	16:24:16	00:13:00	17	16	9.8	10
22	19/02/2014	2	01:57:27	15:38:27	00:11:00	20	32	8.2	10

In 3rd place was the Jerkin 925 SALTSHAKER (Ken Gayler). SALTSHAKER has completed 14 races this series with 6 top ten finishes including two 3rd places. She started race 22 in 5th place 15 seconds late for her 15 minute handicap. By the first rounding of number 4 she had improved her position by one place and made another 1 place improvement sailing the remaining 3 legs of the course, gaining considerable distance on a well sailed second last downwind leg. SALTSHAKER sailed the course in 1:55:24 and crossed the finish line at 15:41:24 two minutes 57 seconds behind CASSANDRA. Improving results have helped SALTSHAKER lift her position in the aggregate from 20th after race 21 to 14th after race 22.

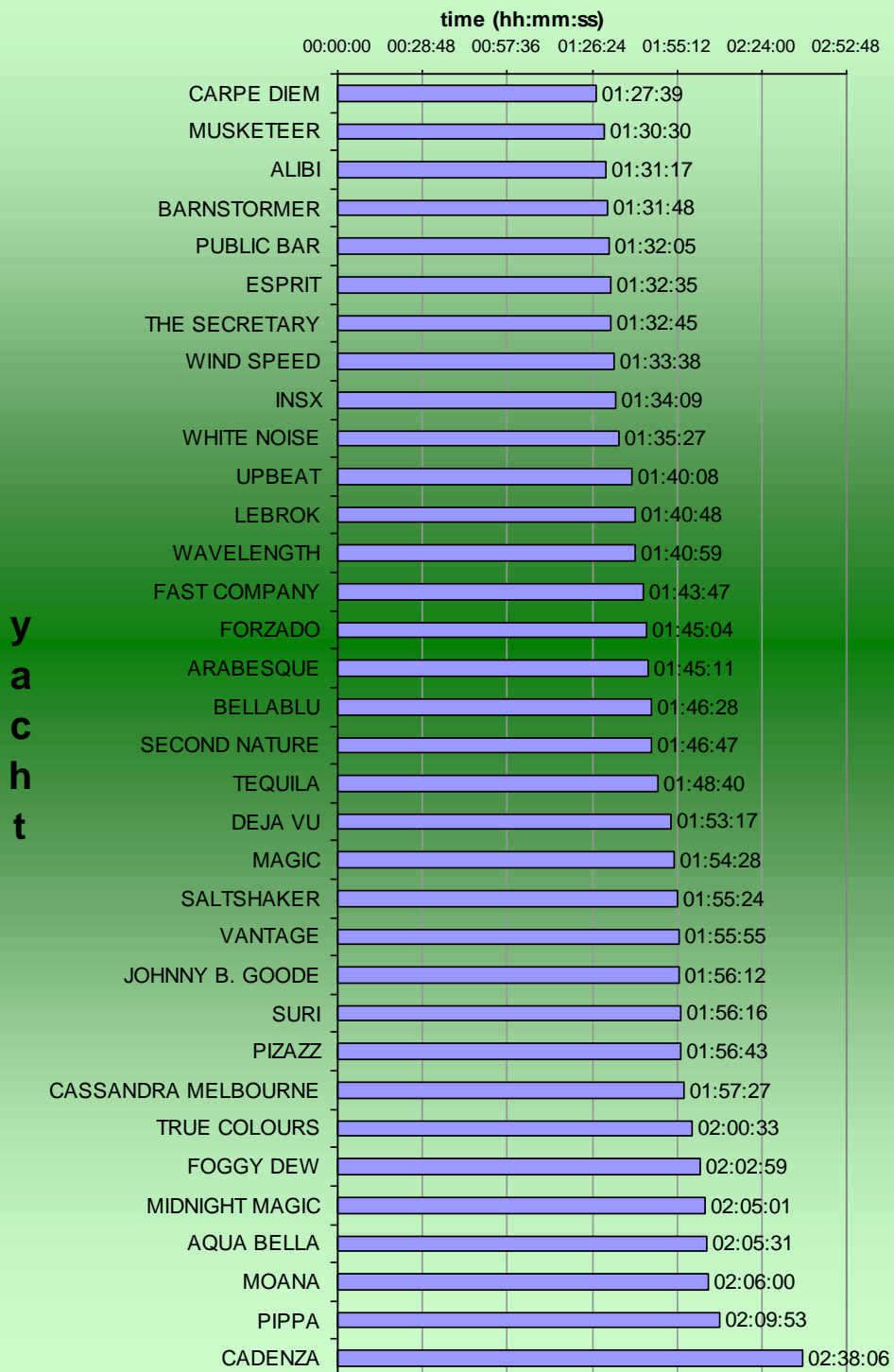


Race Record Saltshaker									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	26	03:28:55	17:17:55	00:19:00	53	13	8.5	6
5	6/11/2013	18	02:07:56	15:56:56	00:19:00	32	14	9.8	18
7	20/11/2013	27	02:12:52	16:01:52	00:19:00	78	14	9.8	18
8	27/11/2013	19	03:03:08	16:50:08	00:17:00	212	13	4.2	7
12	8/01/2014	16	02:04:03	15:51:03	00:17:00	12	7	9.8	14
13	15/01/2014	3	01:47:22	15:34:22	00:17:00	22	13	8.5	16
14	22/01/2014	6	02:07:02	15:55:02	00:18:00	12	14	9.8	16
15	29/01/2014	32	02:07:35	15:56:35	00:19:00	24	14	9.8	17
16	5/02/2014	21	01:58:36	15:45:36	00:17:00	36	7	9.8	14
17	12/02/2014	6	01:58:47	15:44:47	00:16:00	22	14	9.8	13
18	19/02/2014	10	02:32:45	16:19:45	00:17:00	19	14	9.8	13
19	26/02/2014	9	02:11:14	15:58:14	00:17:00	10	14	9.8	16
21	12/02/2014	24	02:30:16	16:18:16	00:18:00	10	16	9.8	10
22	19/02/2014	3	01:55:24	15:41:24	00:16:00	15	32	8.2	10

The 35 starters in race 22 began the race 50 minutes apart but by the first rounding of number 4 this gap was reduced to 28 minutes 11 seconds. Somewhat surprisingly this gap increased and there was a 30 minute 5 second difference between 1st and last finishers. There were some close finishes in race 22 with 1 second separating SECOND NATURE (Paul Mentiplay) and BARNSTORMER (Brian Barnes) in 12th and 13th places whilst TEQUILA finished 7 seconds ahead of SECOND NATURE. Two seconds separated BELLABLU (John Lake) from MUSKETEER (Paul Jacka) and there was a gap 7 seconds between MAGIC (Phil Spry Bailey) and ESPRIT (Garry Anderson).

It was the first time this series that 8.2 nautical mile course 32 had been selected and provided the opportunity for another good sail. The blue sky and gentle SSE breeze that increased as the afternoon progressed added to the enjoyment. Being one of the shorter courses produced some quick sail times with the Beneteau 50 CARPE DIEM (Paul Commins) getting around in 1:27:39 two minutes 51 seconds faster than MUSKETEER.

**WW Summer Series 2013-14
Race 22 Sail Time**

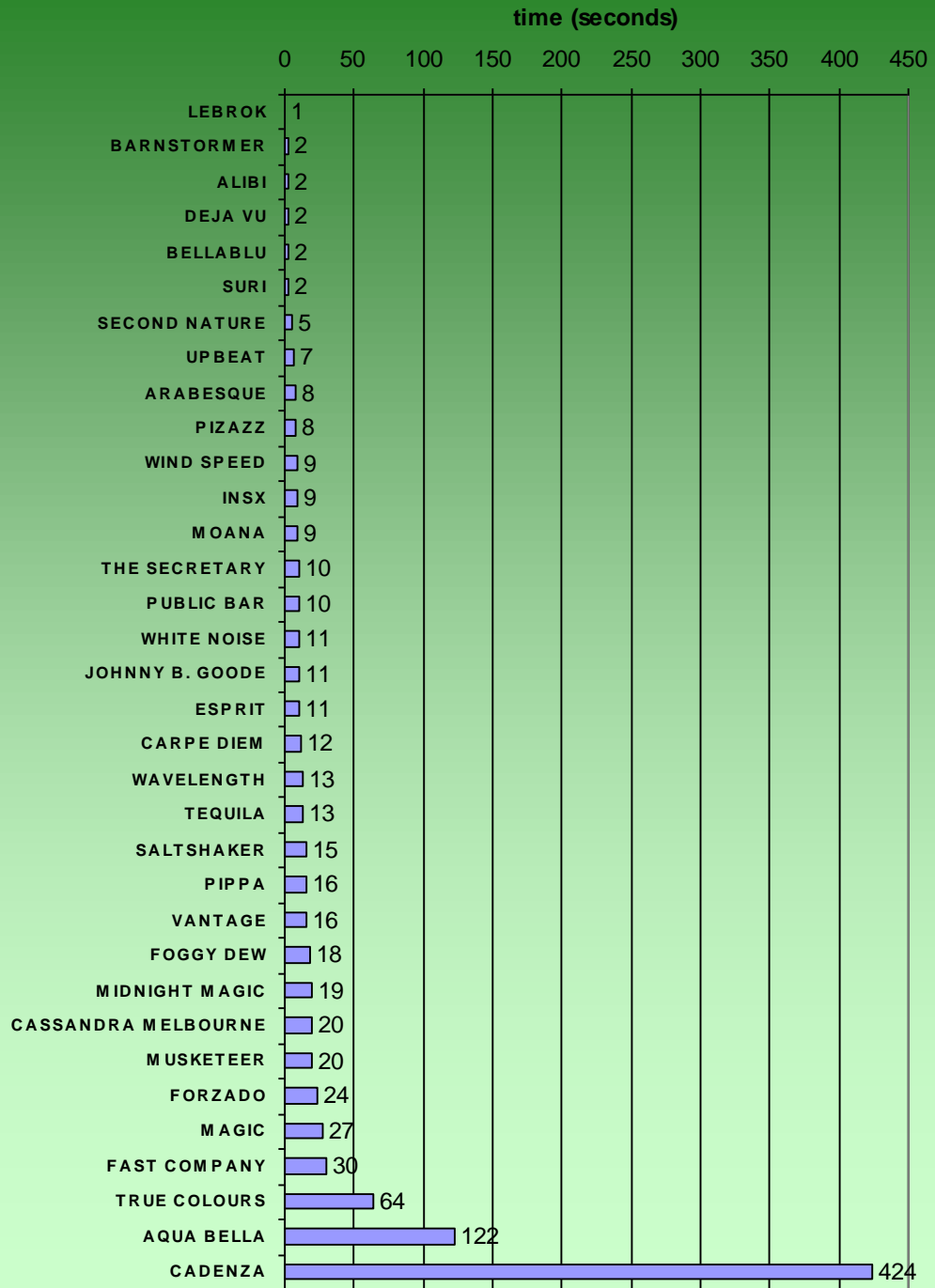


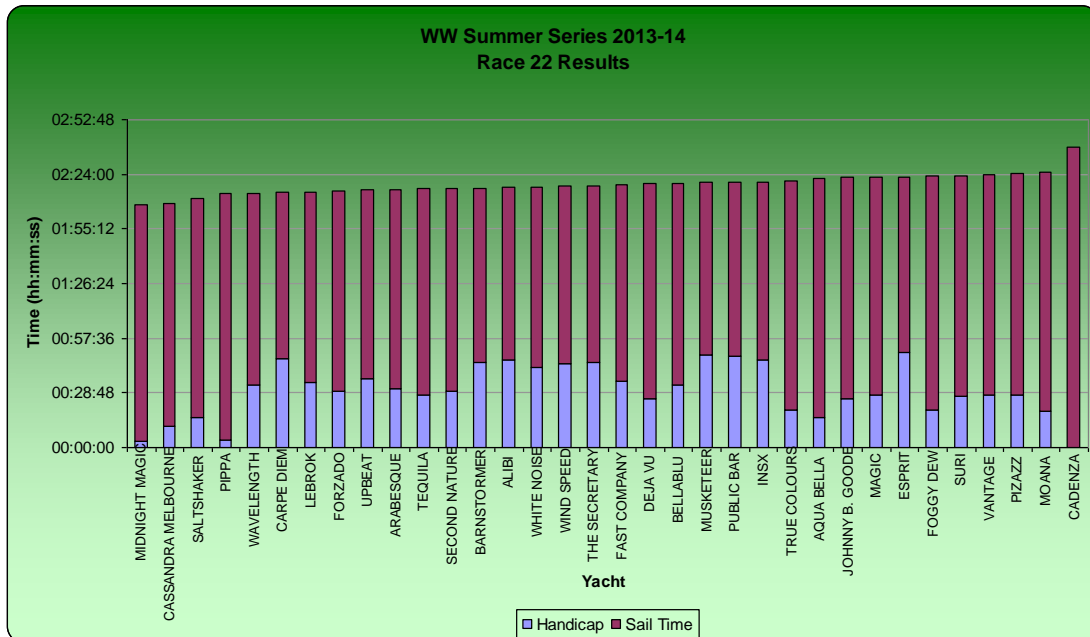
Start of the Day became a close contest but the Beneteau 367 LEBROK (Theo Korbel) was the winner only 1 second late for the start. Close on the heels of LEBROK were the Sydney 36 ALIBI (Denis Hambleton), the Bavaria Match 42 BARNSTORMER (Brian Barnes), the Comar 39 BELLABLU (John Lake, the Cavalier 37 DÉJÀ VU (Peter Dransfield) and the Oceanis 34 SURI (Rick Blanck) all starting 2 seconds late.

WW Summer Series 2013-14

Race 22 Start of the Day

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The summer series comes to a close after another two races. The winter series commences the following week on 9th April 2014.

Windward Quays

Mark's Motions:

Improvements to SYC racing – points not discussed at the OGM

A few innovative suggestions have come to Mark about ways to improve racing at SYC:

A mobile No 4 buoy would be useful for when this mark is out of place. If a small outboard was mounted on to it, it could easily be moved into the correct position.

With such mobility it could be also used to shorten courses by simply relocating it towards the centre of the course or elsewhere on the course with a flag attached.

It could be brought closer to shore to help photographers get better racing photos of yachts, without having to buy huge expensive lenses. This could also be helpful when the bar has a number of interested patrons for better viewing, and create more excitement.

The tower administration could move the line during winter when the setting sun is directly in their eyes.

A Go Pro camera could assist the tower management to check yachts crossing the line... and like other sports, we could sit around and wait for the slow motion replay of the finish played five or six times before any final result was confirmed.

Comments after race 22

“It is good to have a course that is not mainly a windward and return. With a few reaches in the course I was able to get full benefit from my old sails, which are a little baggy but work well on a reach. We were able to get amongst the early finishes, without having to but a new sail.”

“As WW is a no extras race I was tempted to protest against the winning yacht for flying a green spinnaker but the crew claimed it was only flown after the finish.

Missing boats and other news

It is just a rumor that Ian wants to keep Chequemate very clean so it looks good for any potential buyer. He is having problems with his tendons and is tentative to be on board any yacht. Yes, he is suffering from withdrawal symptoms, so be nice to him.

Ian Meltemi was last seen on Meltemi somewhere in Tasmania. There is concern that his GPS is a little out and he has misread course 14. It seems that he has installed a mobile office so he doesn't need take any time off. He is then heading for Lakes Entrance. Just let Mark know where you are Ian, so we can keep the race sheets up to date.

If you think Stan Rankin looks distracted while sailing Moana, it could be that he is reading a copy of his wife's book that has just been launched. *The Lost Child*, by Suzanne McCourt, Text Publishing 2014

The Library at SYC ~ A Great Collection

Thanks to Geoff Middleton for the hours he spends taking care of the SYC library. It contains many interesting books. Mark would be very pleased if you could share any recommendations of books to other members.

Francis Chichester's story was "difficult to put down". It will be returned this Wednesday but another WW skipper is keen to borrow it:

The Autobiography of FRANCIS CHICHESTER - The lonely sea and the sky...

This is a great adventure book of flying, sailing, and navigation with just a compass, as well overcoming considerable health issues. He flies across many countries including Australia where he landed because he was not quite sure where he was with only litres of fuel to spare. He modified a Moth to a seaplane so he could cross the Tasman (never previously done), plus many other adventures including setting records for crossing the Atlantic.

The introduction to the book quotes from *Sea Fever*, as does the sub title.

For centuries the sea has captured the spirits of sailors and adventurers all over the world. In his poem "Sea Fever", John Masefield claimed that all he needed was "a tall ship and a star to steer her by" to feel complete.

Many of WW sailors would know this poem off by heart. It was included in the Education Departments Victorian Reader: Seventh Book page 29~30

See more about Readers [CLICK](#)

Sea Fever by JOHN MASEFIELD 1878 -1967

*I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by;
And the wheel's kick and the wind's song and the white sail's shaking,
And a grey mist on the sea's face, and a grey dawn breaking,*

*I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.*

*I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a whetted knife;
And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.*

The Mark Windward Poetry Award

With the advent of a number of new inventions I feel that these verses need some updating. Here is an opportunity for WW sailors to receive the Sandringham Yacht Club Bardic award.

Your task, if you accept this challenge, is to update "Sea Fever" to reflect some of the modern Sailing equipment used on yachts while still evoking the romance of sailing.

To enter you should send your entry to [Mark Windward](#) the Wednesday before Presentation night. The judge's decision is final and no correspondence or protests will be entered into.

Some attempts to alter this poem include Spike Milligan's fatal travesty of its bardic opening line ("I must go down to the seas again, to the lonely sea and the sky; I left my shoes and socks there - I wonder if they're dry?").

Answer to question from Race 21 - What can you tell Mark about this Photo?

It is a Cunard ship and the photo was taken in Canada.

Professor Peter correctly answered ... *The ship is "Aquitania" at Halifax and employed as a troopship.*

RMS Aquitania was a [Cunard Line ocean liner](#) designed by [Leonard Peskett](#) and built by [John Brown & Company](#) in [Clydebank](#), Scotland. She was launched on 21 April 1913[4] and sailed on her maiden voyage to New York on 30 May 1914. *Aquitania* was the third in Cunard Line's "grand trio" of express liners, preceded by the [RMS Mauretania](#) and [RMS Lusitania](#), and was the last surviving four-funnelled ocean liner. *She was* widely considered one of the most attractive ships of her time; *Aquitania* earned the nickname "Ship Beautiful".



In her 36 years of service, *Aquitania* survived military duty in both world wars and was returned to passenger service after each. *Aquitania's* record for the longest service career of any 20th-century express liner stood until 2004, when the [Queen Elizabeth 2](#) (ultimate career service of 40 years) became the longest-serving liner.

The ship was painted with a camouflaged design to break up the silhouette of the ship's profile and was effective.

For an excellent and well photographed history of the *Aquitania* [CLICK](#)

It concludes with this paragraph...

The AQUITANIA comes to rest. Her last voyage was her 443rd, and in 35 years of continuous service she has steamed some 3 million miles in peacetime and in two world wars, and carried nearly 1,200,000 passengers and troops. Crossing the Atlantic 582 times between the wars, she carried 530,749 passengers. The AQUITANIA is the last of the four-funneled Atlantic liners, and with her passing from the seas an era of Atlantic travel comes to an end.

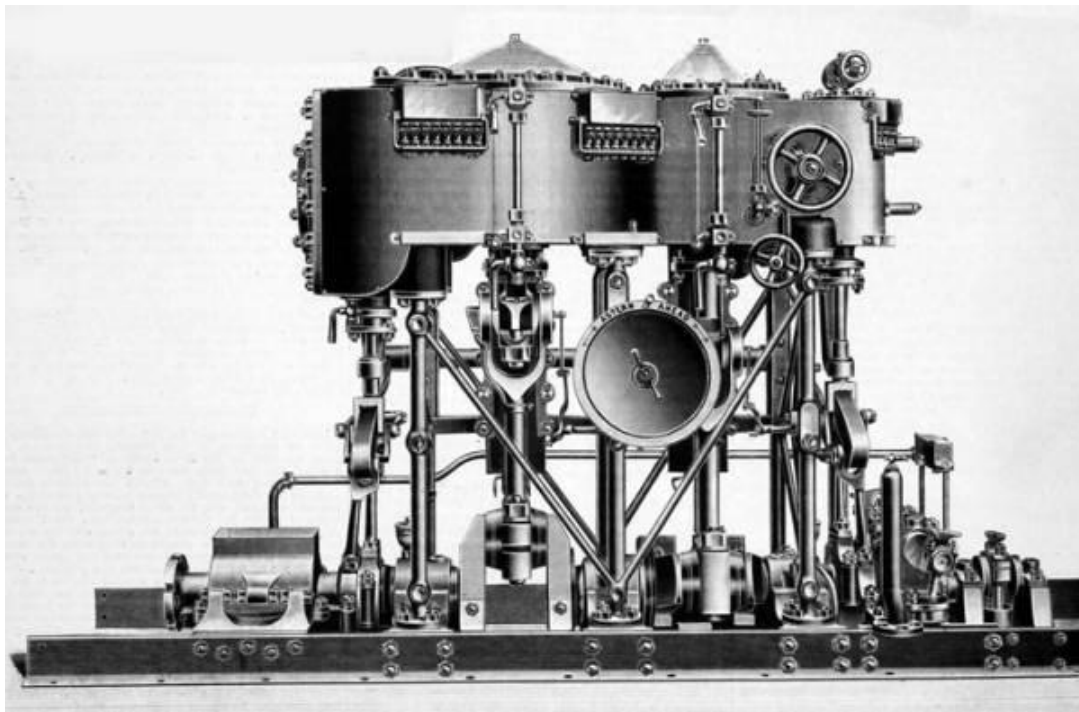


CUNARD WHITE STAR R.M.S. "AQUITANIA"

CABIN PALLADIAN LOUNGE

Aquitania has an interesting connection with Australia. In March 1940 she made the long voyage to Sydney, where she was based for the transportation of troops from Australia to the Middle East. On 23/11/1941, the AQUITANIA picked up a raft with 26 survivors from the German raider KORMORAN that had sunk HMAS SYDNEY. Radio silence was maintained and the AQUITANIA was unaware of the loss of the SYDNEY. There were 318 survivors from the KORMORAN, but 645 had been lost in the SYDNEY.

RACE 22 Question: What ship does this engine belong to?



A

Tandem Compound Inverted Direct-Acting Steam Engines to Wolf Esq.'s design. Source: Grace's Guide

This engine was a significant part in the development of shipping.

In 1861 it was built for a ship with a Tonnage: 2,257 girt ~ 1,627 nrt

Dimensions: 349ft length x 39.1ft beam x 28.7 ft draught Engines: 1,734 iHP, built by Humphreys & Tennant of Deptford.

It was a well-known shipping company's (still operating) first compound engine.

Single screw. Designed Service Speed: 12.0 knots.

Ship Design: Iron Hull, Clipper bows, single funnel,

Passenger Capacity: 112 First Class + 37 Second Class

THE TIMES reported on the 27th November 1861

This vessel, respecting the performances of which on an ocean voyage, great interest has been felt in nautical and engineering circles, returned to this port last night from Alexandria. One of the most novel features is the smallness of her horse power as compared with her tonnage, and the reduced size of her boilers, which are constructed on Mr. A. Lamb's patent, and which are only about half the size of the tubular boilers employed in ships of the Royal Navy for the supply of steam to engines of the same nominal horse-power.

If successful, will be to materially reduce the consumption of coal, and hence to lessen the expenses and difficulties attendant upon ocean steam navigation. The total quantity of coal consumed, during a voyage of nearly 6,000 miles has been 630 tons, against an expenditure of about 1,200 tons in other ships of the same tonnage employed on this line.

This is a saving of very nearly half, while an average speed has been maintained out and home of 10.64 knots

Century Class This Wednesday will be the final Century Class race for the season.

Now is a good time to do your maths and see if you qualify for the Century Class for winter. If you are not registered currently in the Century Class check if you qualify.

The age of your yacht plus the age of the skipper must equal 100 years or more.

Send your details to Mark Windward (in writing or email). Your details will remain confidential.

Things to do this Saturday: See details on SYC home page
Come to the Rec Boating Car Boot sale @SYC 10.00 ~ 12.00

Then GO **Cruis'n down the river** with SYC boats. Join other SYC sailors for dinner Sat 29 to Sun 30, or stay longer, with 2 for 1 deal? See details on SYC home page

Things to do next month: See details on SYC home page

Enter the 4th Annual **Club Marine SYC Centenary Trophy Regatta** on Saturday 26 April

Wednesday Wonders Presentation Night ~ Friday 2 May ~ 19.00 Book **Now**
Please note that the raffle tickets sold each week subsidize the funding for WW presentation night. This money is used to provide all the Funny Drink money and goes towards reducing the cost of the food. It is not a General SYC event.

Poems, Answers and other comments, photos please send them to [MARK WINDWARD](#)

A gossip is someone with a great sense of rumor.