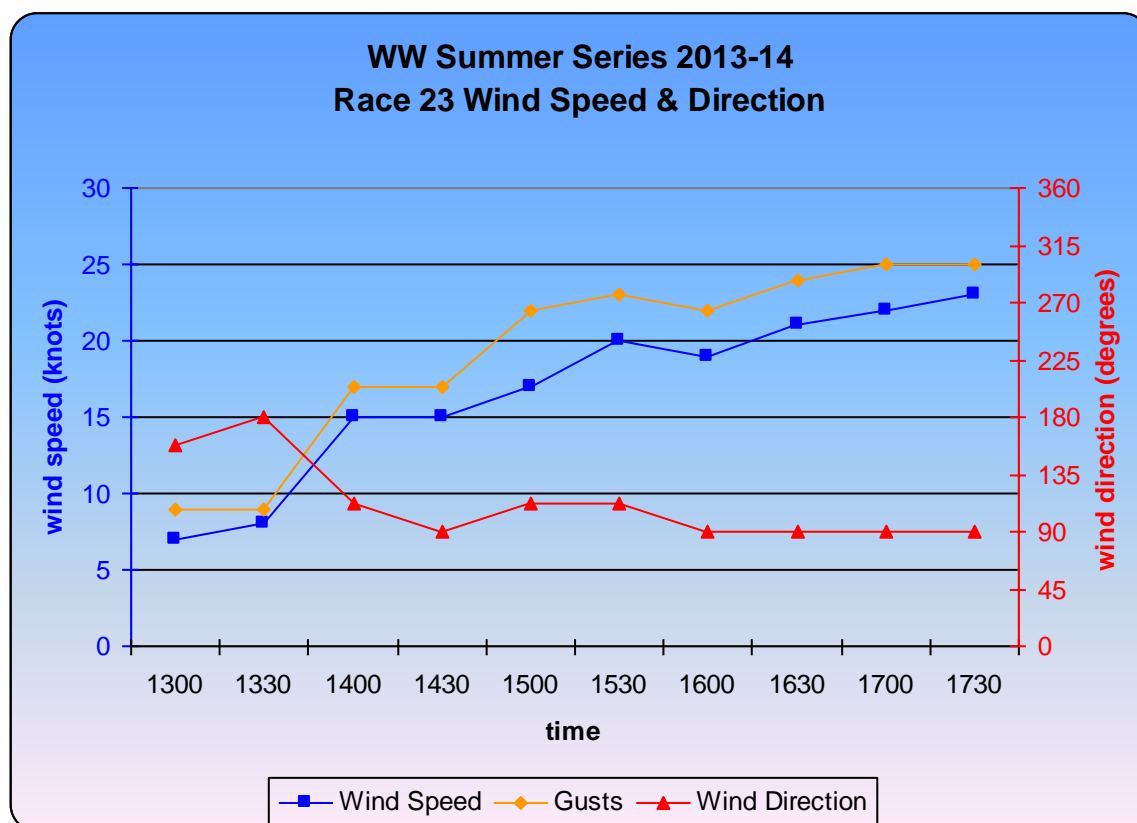


The Closest Finish of the 2014 Summer Series Wednesday Wonders Race 23.

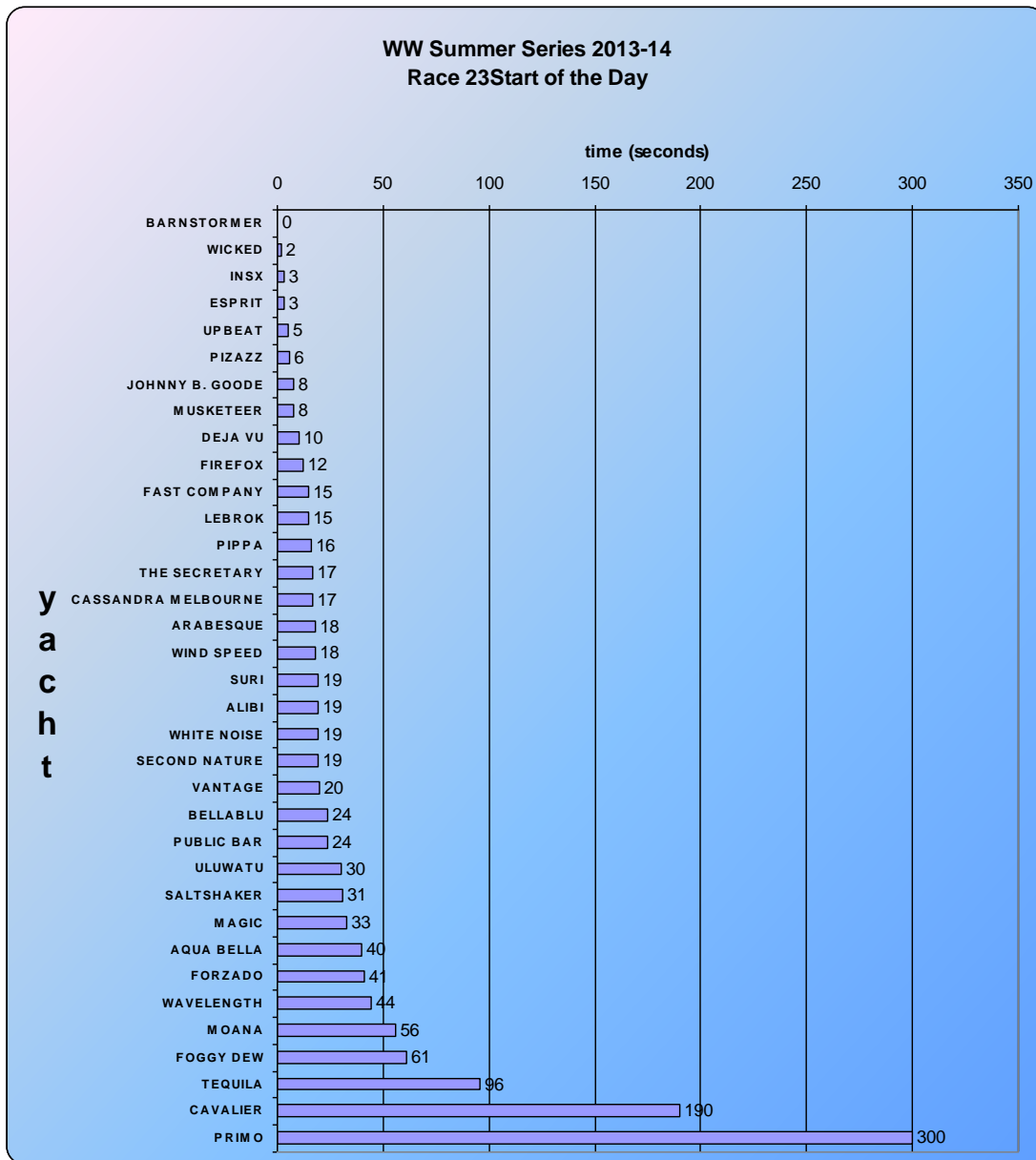
There were two noticeable features of the penultimate race of the summer series. First, this was the closest finish of the series creating a record for the fastest average elapsed time. A yacht finishing every 20 seconds (on average); and, 11 minutes 47 seconds separating the first from the last of the 35 yachts to cross the finish line. This close finish caused some very heavy “traffic” on the last leg from number 3 to the finish with most yachts having to tack at least once to cross the line in a strengthening breeze.

The second noticeable feature was the changeable breeze. Fawkner Beacon recorded the breeze at 2 knots from the north at 0930; by 1000 it was calm but then shifted through the west and south to finish blowing 20 knots from the east at 1600.



At the start of the race Fawkner Beacon recorded about 7 knots from the south but within half an hour the breeze had strengthened to about 15 knots from the ESE and it continued to strengthen and move further east during the race. It was probably the breeze that affected the start of the race. Although 5 knots was recorded at Fawkner it was possibly less at the start line. The first five yachts to start were an average of 62 seconds late. The last five yachts to start, after the breeze had strengthened were an average of 7 seconds late.

The Start of the Day was won by the Bavaria Match 42 BARNSTORMER (Brian Barnes) starting exactly on time at 14:15:00. The Beneteau First 40 WICKED (Mike Welsh) was a close 2nd only 2 seconds late for her start. The median start was 18 seconds but unfortunately the Beneteau 367 PRIMO (Steve Copley) was too eager, started too soon, and was penalised 5 minutes.



After being 2nd last in race 22, receiving a three minute reduction in handicap it was MOANA (Stan Rankin) that leapt to the front of the fleet to convincingly win race 23. MOANA was 56 seconds late for her 16-minute start from 3rd position but by the first rounding of number 4 she was in the lead after sailing the first 4 legs of the 9.8 nautical mile course in 1:08:50. Within another 36 minutes and 1 second she had completed the remaining 3 legs of course 16 and crossed the line at 15:30:51 one minute and three seconds ahead of the Bavaria 32 FOGGY DEW (Jo O'Grady). Following a win in race 14 this was the 2nd win of the series for MOANA, which places her in a small group of 2 other yachts that each has 2 wins this summer. MOANA is one of only two yachts to have completed all 18 races and this win helped lift her from 18th to 8th



Race Record WW Summer Series 2013-14 Moana									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	23	03:21:30	17:13:30	00:22:00	79	13	8.5	6
5	6/11/2013	22	02:06:55	15:58:55	00:22:00	12	14	9.8	18
7	20/11/2013	12	02:05:04	15:57:04	00:22:00	15	14	9.8	18
8	27/11/2013	29	03:13:19	17:05:19	00:22:00	300	13	4.2	7
9	5/12/2013	8	01:50:41	16:22:41	00:22:00	122	6	8.2	15
10	11/12/2013	3	01:43:53	15:35:53	00:22:00	101	31	8.8	17
11	18/12/2013	33	02:05:02	15:57:02	00:22:00	11	14	9.8	13
12	8/01/2014	22	02:05:08	15:56:08	00:21:00	43	7	9.8	14
13	15/01/2014	32	02:04:05	15:54:05	00:20:00	14	13	8.5	16
14	22/01/2014	1	02:00:26	15:48:26	00:18:00	26	14	9.8	16
15	29/01/2014	13	01:59:59	15:51:59	00:22:00	61	14	9.8	17
16	5/02/2014	16	01:51:52	15:43:52	00:22:00	10	7	9.8	14
17	12/02/2014	35	01:58:42	15:50:42	00:22:00	10	14	9.8	13
18	19/02/2014	24	02:42:25	16:32:25	00:20:00	40	14	9.8	13
19	26/02/2014	3	02:06:09	15:55:09	00:19:00	7	14	9.8	16
21	12/03/2014	33	02:35:52	16:26:52	00:21:00	66	16	9.8	10
22	19/03/2014	33	02:06:00	15:55:00	00:19:00	9	32	8.2	10
23	26/03/2014	1	01:44:51	15:30:51	00:16:00	56	16	9.8	17

After starting from 6th place 61 seconds late for her 18 minute handicap FOGGY DEW sailed the course in 1:43:54 to finish in 2nd place at 15:31:54. Like MOANA, FOGGY DEW had received a reduction in her handicap but in this case it was by 2 minutes. At the first rounding of number 4 she had improved her position by 4 places to be in 2nd place and sailed on to create a 1 minute 25 second margin over the Oceanis 34 JOHNNY B. GOODE (John Chipp). FOGGY DEW has completed 16 races this series and had 4 top ten finishes. She is 27th in the aggregate.



Race Record WW Summer Series 2013-14 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
16	5/02/2014	8	01:50:33	15:42:33	00:22:00	41	7	9.8	14
17	12/02/2014	27	01:55:56	15:48:56	00:23:00	12	14	9.8	13
18	19/02/2014	20	02:31:55	16:23:55	00:22:00	91	14	9.8	13
19	26/02/2014	27	02:12:07	16:03:07	00:21:00	13	14	9.8	16
22	19/03/2014	29	02:02:59	15:52:59	00:20:00	18	32	8.2	10
23	26/03/2014	2	01:43:54	15:31:54	00:18:00	61	16	9.8	17

The 2nd yacht to have completed all 18 races this series is this week's 3rd place getter JOHNNY B. GOODE. Out of her 18 races she has managed 7 top ten finishes including a win in race 9 which has helped put her 3rd in the aggregate. JOHNNY B. GOODE was off to a good start from 8th position only 8 seconds late for her 24-minute handicap. By the first rounding of number 4 she had moved up to 5th place and continued her climb to cross the line in 3rd place at 15:33:19 after sailing for 1:39:19.

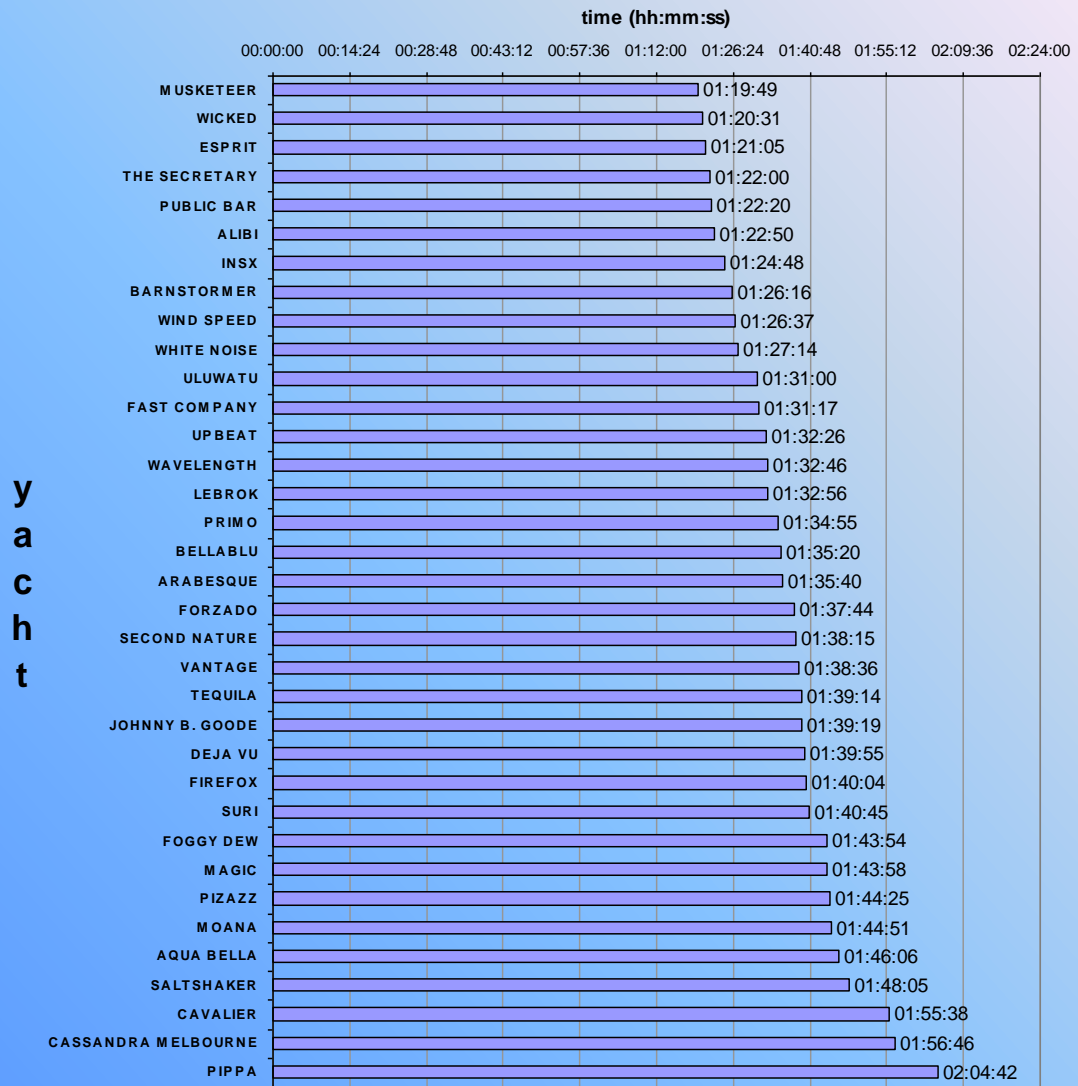


Race Record WW Summer Series 2013-14 Johnny B. Goode									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	19	03:13:53	17:06:53	00:23:00	325	13	8.5	6
5	6/11/2013	5	01:55:32	15:48:32	00:23:00	35	14	9.8	18
7	20/11/2013	29	02:07:25	16:02:25	00:25:00	232	14	9.8	18
8	27/11/2013	18	02:54:49	16:48:49	00:24:00	300	13	4.2	7
9	5/12/2013	1	01:45:05	16:19:05	00:24:00	18	6	8.2	15
10	11/12/2013	10	01:42:09	15:39:09	00:27:00	96	31	8.8	17
11	18/12/2013	30	01:58:01	15:56:01	00:28:00	5	14	9.8	13
12	8/01/2014	24	02:00:36	15:57:36	00:27:00	57	7	9.8	14
13	15/01/2014	30	01:56:59	15:52:59	00:26:00	12	13	8.5	16
14	22/01/2014	5	01:59:47	15:54:47	00:25:00	26	14	9.8	16
15	29/01/2014	9	01:55:25	15:51:25	00:26:00	30	14	9.8	17
16	5/02/2014	13	01:46:28	15:43:28	00:27:00	53	7	9.8	14
17	12/02/2014	29	01:52:06	15:49:06	00:27:00	17	14	9.8	13
18	19/02/2014	22	02:30:22	16:26:22	00:26:00	23	14	9.8	13
19	26/02/2014	6	02:03:02	15:57:02	00:24:00	12	14	9.8	16
21	12/03/2014	25	02:22:35	16:18:35	00:26:00	7	16	9.8	10
22	19/03/2014	26	01:56:12	15:52:12	00:26:00	11	32	8.2	10
23	26/03/2014	3	01:39:19	15:33:19	00:24:00	8	16	9.8	17

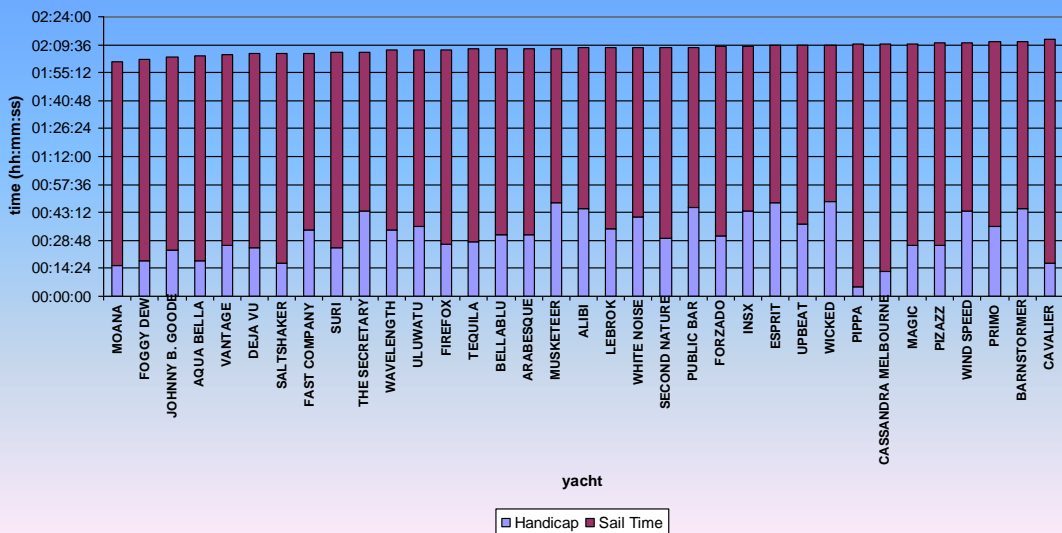
Although the race was over one of the longer courses selected for WW this was the quickest race of the series with an average sail time of 1:36:04. It was the Beneteau 44.7 MUSKETEER (Paul Jacka) that sailed the course in the quickest time of 1:19:49 followed by WICKED in 1:20:31. This is not the first time that MUSKETEER sailed the course in the fastest time having achieved this on 3 occasions from 13 completed races. The two yachts that came closest to sailing the course in the same time were FOGGY DEW in 1:43:54 and the S&S 39 MAGIC (Phil Spry Bailey) in 1

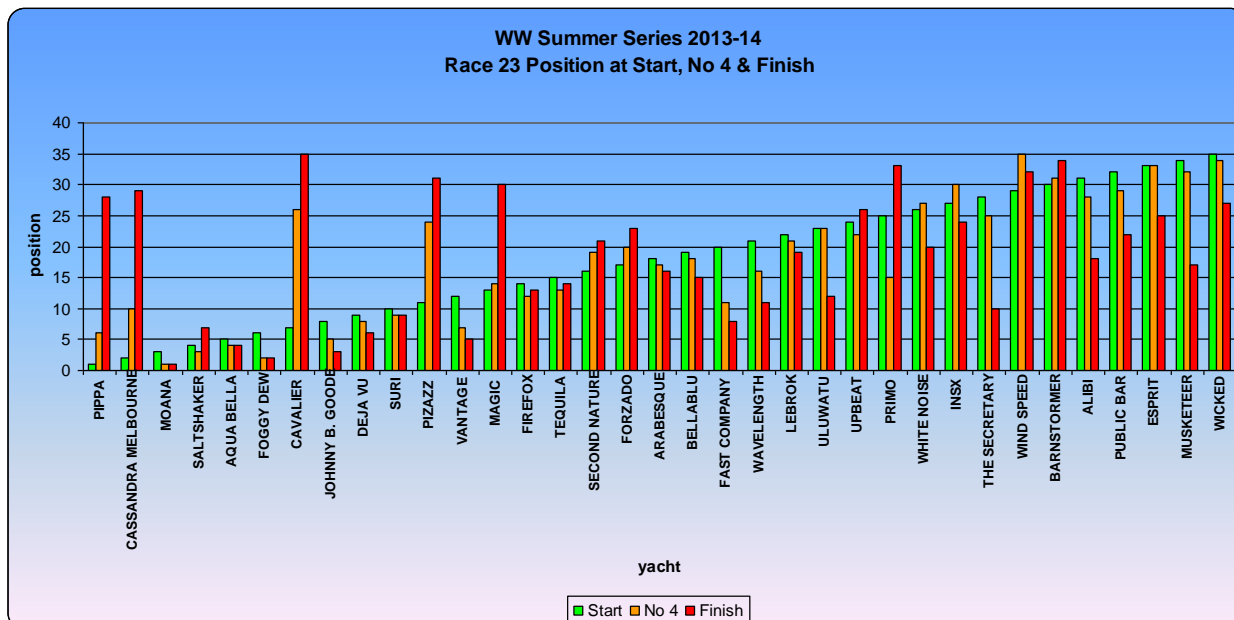
Despite the quick race and compact fleet no yachts tied for a place in race 23. The closest to a tie was the 1-second margin between MUSKETEER and the Sydney 36 ALIBI (Denis Hambleton) in 16th and 17th places respectively. The same margin separated the Beneteau First 35 WHITE NOISE (Jason Close) from the Bavaria 38 SECOND NATURE (Paul Mentiplay) placed 20th and 21st.
: 43:58.

WW Summer Series 2013-14 Race 23 Sail Time



WW Summer Series 2013-14 Race 23 Results

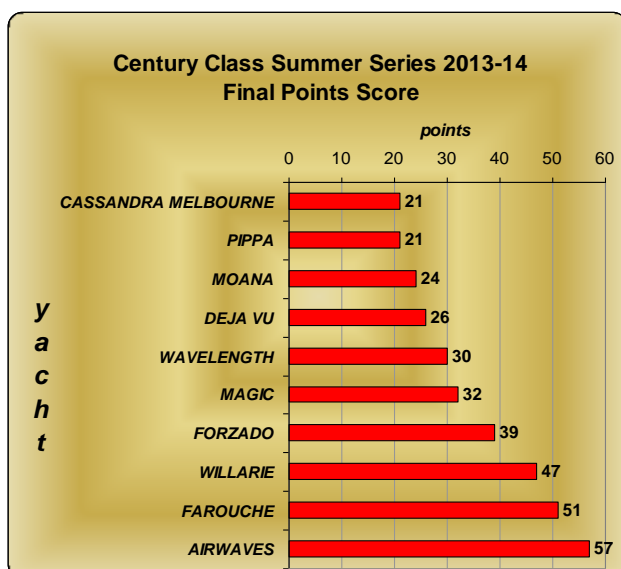




With only one race left in the series there were some surprising changes to the make up of the aggregate. Moving up from 10th to 3rd was JOHNNY B GOODE whilst the Jarken 925 SALTSHAKER (Ken Gayler) came from 14th to 7th and MOANA landed in 8th from 18th position.

AGGREGATE TOP TEN		
YACHT	Race 22	Race 23
PIZAZZ	1	1
FAST COMPANY	3	2
JOHNNY B. GOODE	10	3
ESPRIT	2	4
INSX	4	5
SURI	9	6
SALTSHAKER	14	7
MOANA	18	8
ALIBI	5	9
CASSANDRA MELBOURNE	6	10

Race 23 was the final deciding race in the 6 race Century Class series a tough event with strict entry requirements and no drops allowed. The race was won by MOANA with the Cavalier 37 DÉJÀ VU (Peter Dransfield) 2nd and the Farr 1020 WAVELENGTH (Brendan Kruger) 3rd.



The final race produced one of the closer series finishes possible with both the Mottle 33 CASSANDRA of MELBOURNE (Bob Reeves) and Triton 24 PIPPA (Jeffrey Woolhouse) on 21 points.

Windward Buooy

The email below is from 'BOOKMARK'. I am not certain who this is but it could be a relative? It does provide an interesting analysis and predictions for the last race. I think it is a bit late for him or her to win the top 10 prediction prize though!

Hi Windward,

I think the series has been won! With a score of 52 and a handy 15th as a keeper, I declare Pizazz as the winner of the 2013/14 WW Summer series. Obviously she got under the handicapper's guard early in the season and is now paying the price, I think she will win irrespective of her performance in the last race. Fast Company with a 17th up her sleeve and a favorable handicap will keep the larger competitors at bay because her elapsed time averages 2 or 3 minutes better after handicaps are taken into consideration. She has a mortgage on second. The interest therefore is in third place. It will come down to the weather, the length of the course and the handicapper. Johnny B Goode's handicap will suffer from an excellent performance in the last race and may have to carry a 19th place in race 4. This may keep her off the podium. Esprit has some good results up her sleeve so is in contention. Public Bar and The Secretary will suffer under the handicapper for sailing well recently. Barnstormer has got herself in trouble recently and should not be rewarded by the handicapper. Suri and Salt Shaker had good races last week so may incur a couple of minutes on their handicap leaving Insx and Alibi to fight it out with Esprit for third place in the series. Alibi has been the most consistent performer throughout and has been beating Insx off scratch by 2 minutes each week so probably deserves to come third. However, if windy, Esprit will push her off the Podium. It has been an interesting series and Mark Windward's analysis has been engrossing reading. I don't think there is anyone more qualified to become a future handicapper!

Well done! Bookmark

(I think 'Bookmark' may be referring to the more serious analyses that are due to the work of Windward Buoy. He is so good at Statistics some people might call him 'Mean'. He is better than that, he is at least above average)

Mark Wind-wand Race

This title is used to describe this race due to the magic wand that Moana waved to carry the wind with him all the way around the course.

Mid-way award

18th place out of 36 - awarded to SM178 Alibi

Started at 13:14:19 19 seconds late at 32 place, and passed 14 yachts to finish 18th just 1 second behind Sm4407 Musketeer.

WHAT Skippers and Crew said about this Race:

"I did not really overstate the mark"

"The Tracking of my yacht on the way to Number 5 was:

1:43:58 ~ 0.9 knts ~ 282'

14:9:32 ~ 1.9knt ~ 216'

14:51:15 ~ 5knts ~ 206'

"Do you think we are the biggest loser and have set a record for the biggest loss of places for starting early in a race? Not many yachts would have lost 23 places."

"We did a great sail change and were able to make up our down time. Our old sail is too big and too full to handle stronger wind. The change to a flatter sail paid off."

"I am trying to head up. Our speed just dropped. We will just try to keep moving".

"I am not sure what to do in this race as Mark Windward's report for the last race came too late to read."

"Why did that shackle choose to break just when we hit our fastest speed?"

"If we can drop one of our poor results we still have a chance to finish in the top three".

"We were supposed to finish ahead of Cassandra with another Century Class yacht in between, not just finish ahead of her by 4 seconds."

"I think the handicapper should pay more attention to the time the different yachts take to sail the course."

"How come the later starting yachts always seem to start just as the wind comes up and they can go straight to the mark?"

"I think the Century Class is great. It keeps me healthy, even at my age!"

"The Century Class provides me with a chance to win a race and I think the opportunities for me winning races at my age are getting fewer and fewer."

"We enjoyed the buns and coffee, Stan. Winning the race was nice as well."

"Number 8 is becoming as important as No 4. I am sure the old buoy floating on the water gave much more space."

"I owe my good finish to my crew. She was delighted to be mentioned in the Race report."

"What is Moana doing? Every mark she passes she takes all the wind with her and zapps straight around leaving us floundering and having to do two extra tacks."

"How come the Handicappers want to get all the credit for a close finish of all the fleet crossing in 12.30 minutes. Some of the credit should go to the early starting yachts who sat and waited at the beginning of the race for other yachts to get the wind."

"We should give more credit to our crew 'cause without them we would not be sailing."

"How come that the boat that claims that it always finishes 10th has an average of 8.7 Shouldn't her average be 10.00?"

"They could have shortened the race as the time separating the fleet first time around No 4 would have been just 11.49mins."

"Watching the finish of the race from the shore, a familiar Saturday sailor asks "Why on earth did so many yachts tack immediately and head out to sea after going around 3 on the last leg? They ran straight into the rest of the fleet coming down to the mark. They had to weave and dodge their way out to sea through disturbed air. I don't think one of them gained a good finish place. Those who stayed in along the shoreline faired much better, even if they had to be patient to find a gap to tack out on port."

Winterize your Boat:

[Winterize Your Boat](#) *Winterizing a sailboat involves preparing the engine for winter, removing or protecting gear, and winterizing the head and water systems before covering the boat. You can expect serious problems when the temperature drops below freezing if you fail to correctly winterize all systems.*

This does not seem to be of much value to WW Skippers so I offer the following advice:

- 1 Get your entry in for the winter series of Wednesday Wonders. So every race will count.
- 2 Remember there is no break between the last race of summer and the first race of winter.

3 Try to win start of the day so Blair can give your yacht a clean start for the season.

4 **READ the NEW Sailing Instructions before the season starts.**

There will be new sailing instructions issued. This will include new courses for Wednesday Wonders...

Note: The next race will still be using Daylight Saving time - it finishes on April 6th

SYC Library

General Committee has established a Heritage sub-committee whose role is:

- _To advise General Committee on the records that should be maintained and the manner in which we maintain them
- _how we dress the clubhouse including what items are displayed and
- _the management of the library

If you enjoy the SYC library it would be good to let the club know you value it. You might like to write to the Heritage Committee or to [MARK WINDWARD](#)

The Mark Windward Poetry Award (A reminder see Race 22 report)

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.

With the advent of a number of new inventions I feel that this verse needs some updating. Mark would like to have your version. Entries to Mark before Presentation Night.

Web Site of the week. A must look at site To view some excellent old photos of the Old Peninsular & Oriental Steam Navigational Company 1835~1972 and the Thames Ironworks and Ship Building & Engineering Company
[CLICK](#)



The Thames Ironworks & Shipbuilding Company, c 1860

Quiz question for Race 22: Prof Algie responded correctly.

The ship is [P@O's](#) "Mooltan" and the engine was replaced later on as it was unreliable.

The report of this engine stated:

On sea trials, she 'jumped and rocked', without achieving her designed speed of 12 knots. She was unusually long for her beam, with a length-to-breadth ratio of around nine. Unfortunately for the Company, her engines, which were designed to significantly reduce coal consumption, proved unreliable - and frequently broke down. Consequently, in 1866, new engine and boilers were installed, by C.A Day of Southampton.



From The Sydney Morning Herald - Mooltan- 24th December 1888

P & O opened a regular steamer service from Suez to Calcutta via Ceylon and Madras. The obstacles were considerable: steam coal from South Wales had to be shipped to the Indian Ocean via the Cape, and by the 1850s, P & O alone employed some 170 sailing colliers for the purpose. Coal was stocked at Aden, roughly midway on the 3,000-mile voyage between Suez and Bombay; up to a third of the journey time was taken up in coaling ship.

A herd of 3,500 camels was employed in humping coal across the desert. The beasts were superseded in 1858 when the newly opened railway connecting Alexandria with Suez presented an alternative. From: Passage East by Ian Marshall, The Howell Press 1997.

Race 23: Four Questions

Which was the first British Battleship to use steam turbine engines?

These engines made it about 3knts faster than any other warship, and more reliable and cheaper to run. She has ten 12inch guns in 5 twin turrets. One of the outcomes of these turbine ships was the start of a major organization in Australia.

What was the class of ships? What effect did it have for Australia?

What year did this occur?

Wednesday Wonders Presentation Night for Wednesday Wonders Sailors Friday 2 May 2014

Don't forget to assist the tower management with their planning for presentation night by getting your Booking in NOW.

The rumor that Ian and Margaret have had to move out of their house to make room for the presentation night decorations has been exaggerated...but not by much!

Did you know that Atheism is a non-prophet organization?

Please send your poems, answers, contributions or comments to Mark Windward



Bernie wearing green

for the “orange” Jaffa Trophy