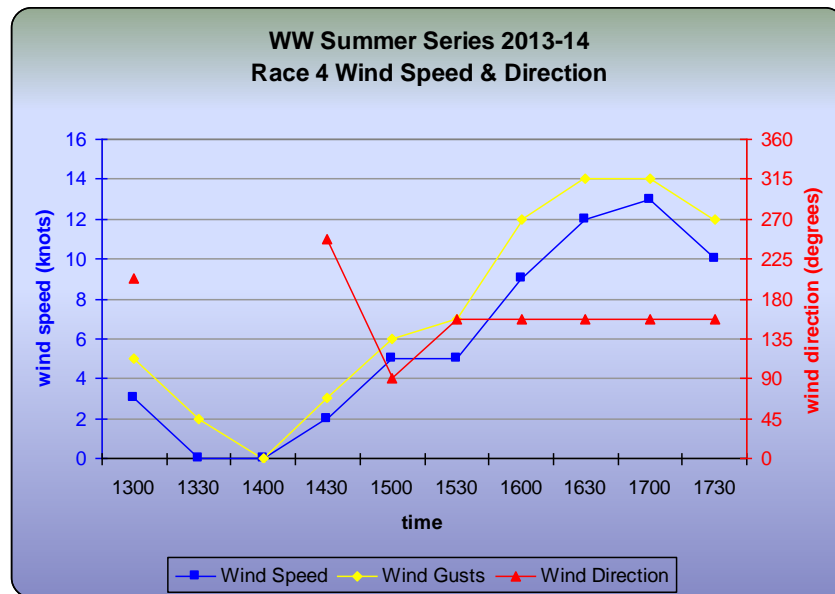


Knot Enough! Wednesday Windless Wonders Race 4. The first race of Summer 2013~14 “LET THE SERIES COMMENCE”

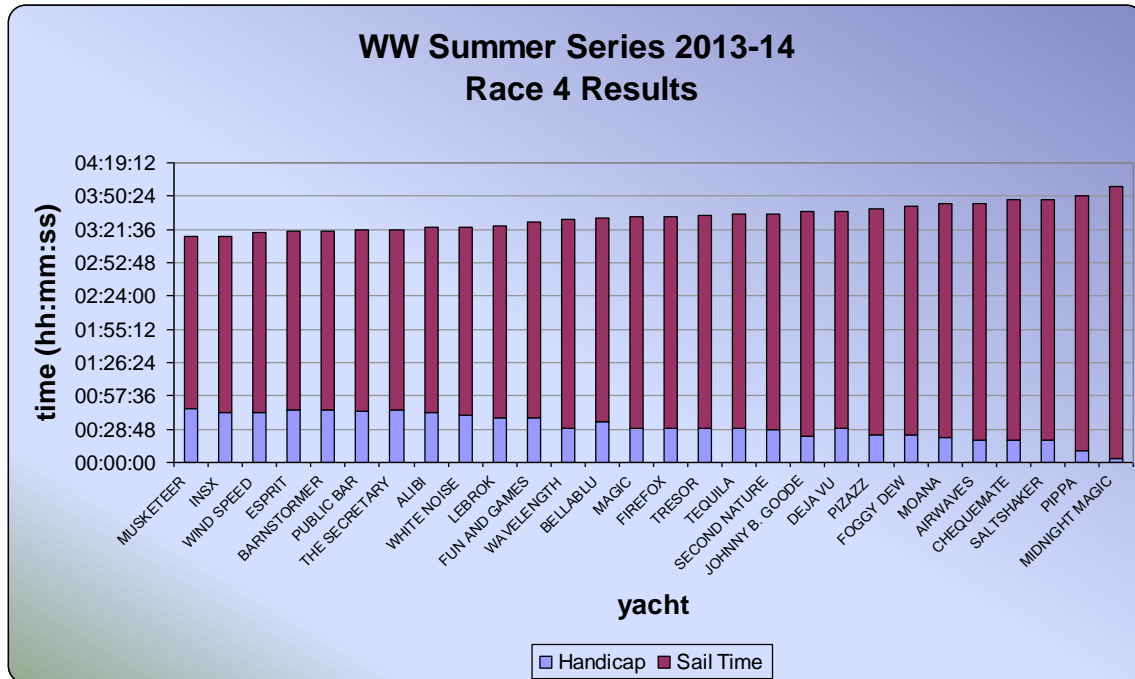
The extraordinary Wednesday weather that has plagued the start of this summer series continued for yet another week but with different tactics. Rather than the brute force and ignorance of gale force winds of previous weeks, the weather used a far more subtle approach – no wind. At both 1330 and 1400 there was no breeze recorded at Fawkner Beacon and it wasn't until about 1500 that it got above 5 knots and moved from the SSW to SSE. This was less than was expected from the forecast of “10 to 15 knots becoming 15 to 20 knots during the day”.



The lack of breeze at the start of the race meant that most of the advantage the early starters had from their lower handicaps was lost. They moved slowly across the start line and went wherever they were taken by the tide and a very fickle breeze. Without visible signs of immediate improvement, these conditions were enough for some yachts to take “early retirement” from the race. However, sailing conditions did improve and 28 yachts successfully sailed the 8.5 nautical mile course 13 in a race that took longer than any in the previous winter series.

Not unexpectedly the lack of breeze had an impact on the final result. It wasn't until 1400 that Fawkner Beacon started to register wind speed and this was after 16 of the 28 yachts had “started”. Nine of the first ten yachts to cross the finish line had handicaps of more than 40 minutes and the same ten yachts had the fastest sail times. With a handicap of 47 minutes and the last yacht to start the race, it was MUSKETEER (Paul Jacka) who was first across the finish line at

16:45:36 after sailing the course in 2:28:36 – the shortest sail time of the race. MUSKETEER was part of an intriguing tacking duel with INSX (Rob Sills) during the last leg of the race from 7 to the finish. One yacht would tack quickly followed by the other for the full length of the last leg with MUSKETEER crossing the line just 5 seconds ahead of INSX. This was the closest finishing margin in the race.

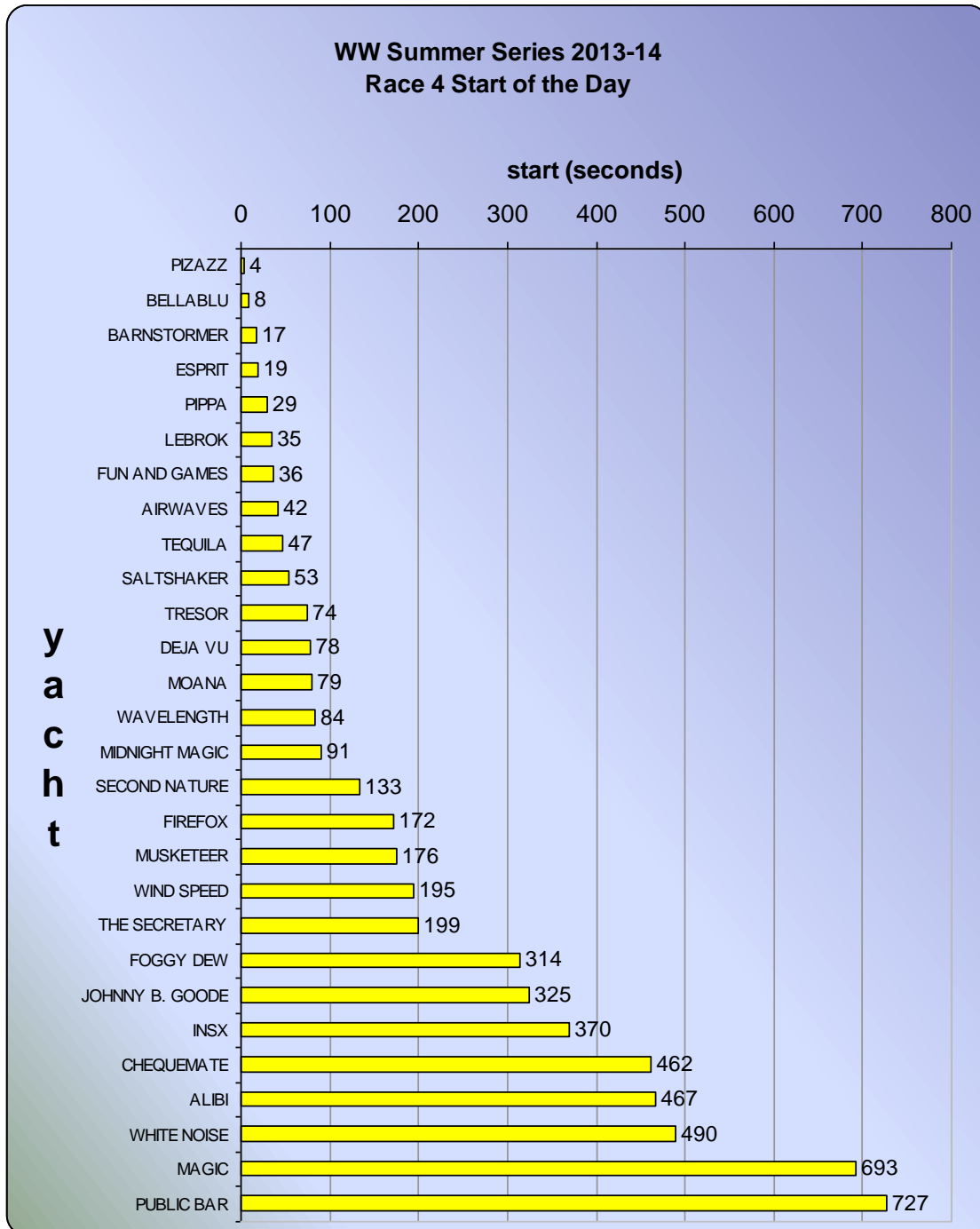


INSX crossed the finish line at 16:45:41 in 2nd place after sailing the course in the second fastest time of the day 2:32:41. INSX had a handicap of 43 minutes but was 6 minutes 10 seconds late across the start line. Nevertheless, she overcame the poor start and rounded number 4 for the first time in 1st place ahead of MUSKETEER. It wasn't until the last leg she was finally overtaken by MUSKETEER.

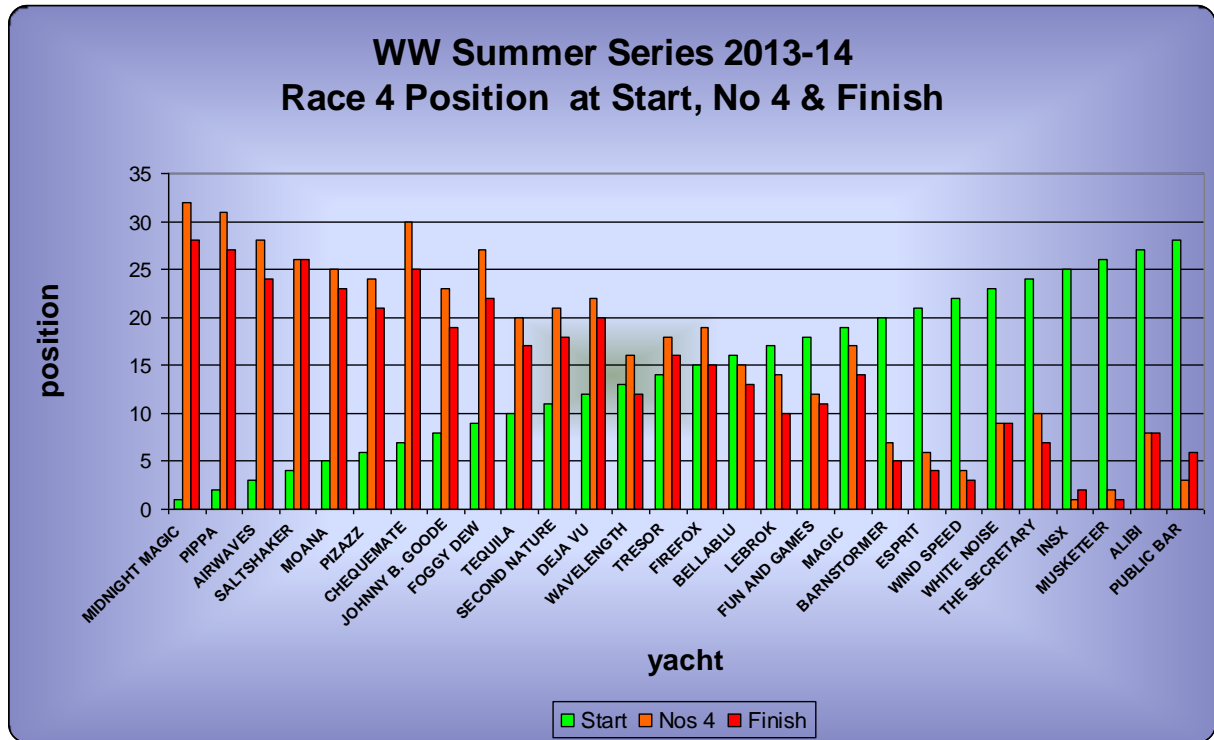
WIND SPEED (Les Browne) sailed the course in 2:36:22, the 5th fastest time of the day and went on to cross the finish line in third place at 16:49:22 which was 3 minutes 41 seconds behind INSX. WIND SPEED didn't have the best of starts being more than 3 minutes late from her 43 minute handicap but she was in 4th place by the first rounding of number 4. She went on to gain a further place to finish in 3rd place after starting from 22nd position.

There was a very wide range of start times in the competition for Start of the Day from the 4 seconds of the winner PIZAZZ (P.Martyn and R. Kemp) to the 12 minutes 7 seconds of PUBLIC BAR (Clive Sondheim). The average time was 3 minutes and 9 seconds with 13 yachts starting more than 2 minutes late for their respective handicap start. Such was the influence of the weather that despite her start, PUBLIC BAR was able to finish in 6th place whilst PIZAZZ had to settle for 21st position. It was BELLABLU (John Lake) that was 2nd to PIZAZZ in Start of

the Day with BARNSTORMER (Brain Barnes) and ESPRIT (Gary Anderson) in 3rd and 4th places.

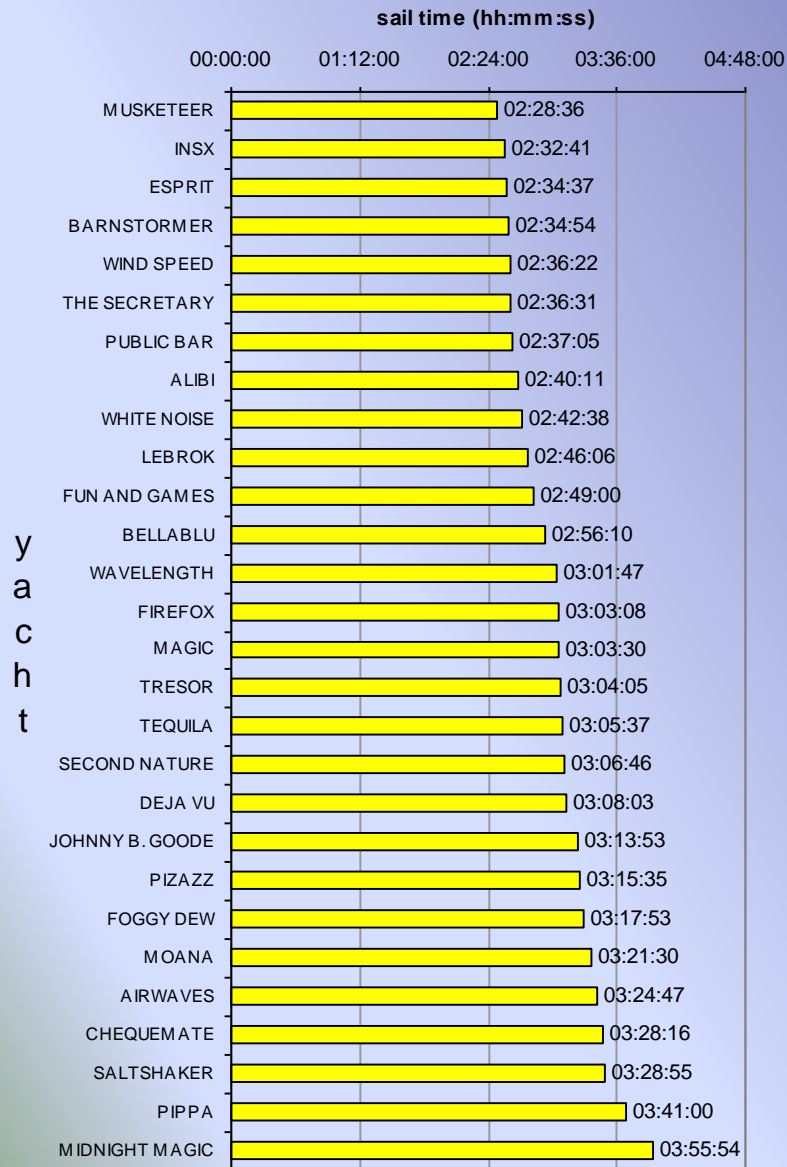


Most of the positional changes the yachts experienced had already taken place by the time they rounded number 4 for the first time. In sailing the last three legs to number 1, 7 then the finish line no yacht gained or lost more than 5 positions.



Although course 13 is one of the shorter Wednesday courses, race 4 became one of the longer with an average sail time of 3:01:16. The shortest sail time was less than 2.5 hours but 16 yachts were able to sail for more than 3 hours with MIDNIGHT MAGIC (Bernadette Moore) sailing almost 4 hours. The shortest times were achieved by MUSKETEER, INSX, ESPRIT, BARNSTORMER and WINDSPEED.

**WW Summer Series 2013-14
Race 4 Sail Time**



The Farr 1020's also had their first contest of the series with a new contestant in ARABESQUE (Albert Doggett). Although WAVELENGTH (Brendan Kruger) and TEQUILA (Alan Collins) completed the race both ARABESQUE and FAST COMPANY (Daniel Edwards) were adjudged DNS and FORZADO (Bruce Dobbie) did not sail therefore the race is excluded from the series.

Being the last Wednesday in the month meant the Century Class was racing, but only four of the 8 contested the race. The result was as follows:

PLACE	YACHT	SKIPPER
1	WAVELENGTH	Brendan Kruger
2	MAGIC	Phil Spry Bailey
3	MOANA	Stan Rankin
4	PIPPA	Jeffrey Woolhouse

*Windward
Buoy*

Yachts registered for Century Class for Summer 2013-4

Century Class of Wednesday Wonders Summer Series 2013 - 2014								
Sail No.	Yacht	30.10.13	27.11.13	18.12.13	29.01.14	26.02.14	26.03.14	Agg Points
SM220	Wavelength	1						1
SM246	Moana	3						3
SM303	Pippa	4						4
SM315	Willarie	8						8
SM616	Magic	2						2
SM1147	Cassandra of Melbourne	8						8
SM7314	Forzado	8						8
SM7263	Farouche	8						8
DNS = x points (number of participants)								
DNF = next after all which finished								
Note: If a race is abandoned/cancelled or no result, then the next race shall be counted; with the exception of the last race, in which case the results from the last completed race will apply.								

If your yacht does not appear on this list and you think it should be, please email details to Mark Windward [Click](#)

The Good Book Says: Every now and then you are reminded about the truth in the bible. I think this reference applies to race 4.
"So the last shall be first, and the first last: for many be called, but few chosen."

Beware - a new Yacht to WW ~ Carpe Diem

The phrase is part of the longer *Carpe diem quam minimum credula postero*, translated as "Seize the day, put very little trust in tomorrow." The ode says that the future is unforeseen and that one should not leave to chance future happenings, but rather one should do all one can today to make one's future better. This phrase is usually understood against Horace's [Epicurean](#) background. It is important to note that "Carpe diem" phrase is often misused in contemporary popular culture, to justify reckless behaviour ("you only live once"). However, the meaning of Carpe Diem is not to ignore the future, but rather not to trust that everything is going to fall into place for you and taking action for the future today.

Race 2 Questions & Answers

Best score was still Prof P but he did not all responses right first time.

Question 1 If I planned a yacht race on the 31 August 1980 to round Fawkner Beacon, what problems might I have incurred?

On the 30th August it was demolished ` Source

The lighthouses of Victoria ~ Dacre Smith in the SYC library

Question 2 Which early Lighthouse changed its purpose and was decommissioned from being active when the keeper was unwell for 2 weeks and no one seemed to notice? It since has been restored and once again operates.

The now 'Time Ball' at Williamstown started out as a lighthouse. When the operator was away for two weeks with a cold and no one noticed it was decommissioned. Recently it has been restored and now operates again at 1.00 o'clock every day.

Question 3 Which is the oldest lighthouse in Victoria, and maybe, if not the highest, is one of the world's highest lighthouses?

Cape Otway. Cape Otway Light station is the oldest surviving lighthouse in Victoria. The light, which has been in continuous operation since its construction in 1848, is perched on towering sea cliffs where Bass Strait and the Southern Ocean collide. For thousands of immigrants, after many months at sea, Cape Otway was their first sight of land after leaving Europe.

It was built after more than 350 lives were lost when the Catarina foundered on a reef off King Island in September 1845. In the face of public outcry, newspaper editorial comments, and widespread condemnation, the New South Wales Government was forced to commission a string of lighthouses in Bass Strait. Cape Otway soon became a favoured site, but decades of logistical challenges lay ahead for the builders, light keepers, assistants and their families.

The Deal Island Lighthouse is Australia's highest lighthouse at the elevation of 305 metres. Unfortunately it is starting to deteriorate as no maintenance has been carried out since it was abandoned in 1848 ~1992.

(Note: apologies from Mark if this question is somewhat confusing but Deal Island is not actually in Victoria.)

Question 4 Where is the square lighthouse, named after a soldier?

Monash light, on the Mornington Peninsula named after General Monash. It is now decommissioned. It once helped mark the Western Channel.

An interesting debate about the construction took place as it was hoped that it would be built of the “new” reinforced concrete. After some dubious negotiations this did not eventuate [CLICK](#)

Question 5 Lightships were used in Port Phillip in the 1800's. Where can you see the remnant of a lightship in Victoria? [CLICK](#)

The Point Gellibrand Lightships & Pile Light is most likely Victoria's first navigational aid of any distinction. An unlit beacon had been on the site since 1835. It also may have been the first harbour light of its kind in Australia.

The reef off Point Gellibrand at Williamstown was lit for nearly 120 years by a series of lights, beginning with three separate lightships over the mid-late 1800s, to a pile light which lasted seventy years before it was dramatically destroyed when hit by the *S.S. Melbourne Trader*

The first lightship to mark the reef off Gellibrand's Point was the former barque *New Constitution* which the Government purchased in October 1856 for £1050. It took up station on 25 July 1859.

In May 1860, tenders were called for construction of a new lightship off Gellibrand's Point. The new lightship consisted of two white lights of equal height, 24 feet apart, and was shown from a temporary anchor in 4.5 fathoms of water. This lightship guarded Gellibrand's Point reef from 1861 until 1895.

This was replaced by a circular iron vessel 36 feet in diameter, painted red and surmounted by a round iron tower painted white showing a red light 38 feet above sea level that was used from 1895 to 1906. It was built using the centre column from the 1859 lightship. The arrangement was unsatisfactory as the vessel regularly broke its mooring by dragging chains and anchors.

The top of one of the lightships protecting Gellibrand (Williamstown) was saved and placed on a permanent structure. After a number of years of rocking on its foundations, a ship damaged the structure. The supports were very thin and deemed to be unsafe. At the last minute before the structure was burnt, the light was saved and removed to the site of Polly Woodside, Victoria's so-called Maritime Museum.... only open on Saturdays & Sundays. Why is it so tiny compared to every other state's Maritime Museum?

For web site on lighthouses [CLICK](#)

Seen near the Yellow Marker Race 4

There was a rumor starting that a submarine and divers were seen near the sunken Beneteau yacht ... (marked by a yellow buoy.) Just in case any security documents were on board divers were checking. The yachts were being raced by Ministry of Defence. The sub vanished by the end of the race, so did 007.

Fawkner Beacon

I think the first time I have seen calm on the wind report?

30/02:00pm	-	-	-	-	-	CALM	0
30/01:30pm	-	-	-	-	-	CALM	0

About Race 4; or as the SYC staff suggested should be called

One more October chance..

The wind might have been calm but a few skippers were not. Who kept on saying, "Pull the red rope!?" The command was heard by most of the fleet. It was repeated a number of times.

I can understand the confusion by the crew. I always thought that there are not any ropes on a yacht. With next to no wind, a light rather than a sudden movement would have been more desirable. Yelling a command repeatedly may not get that result.

There are new helpful instructions being written by a few skippers titled "How to avoid colliding with other yachts when not being able to steer your yacht".

The smell of fish and chips from Half Moon Bay might be alluring but there is a reef restricting skippers from collecting take away orders.

Mark was quite sure some yachts would have to wait for high tide to get off the sand in the shallow water that boats were drifting into during the first hour of the race. It is acceptable to use your anchor in a race to stop going in the wrong direction.

The price of raffle tickets may rise owing to the short amount of time the tower management had to sell tickets after the race.

Late starters may not have realized that the course was changed from 16 to 13, as was first shown on the tower...just as well we did not have to go out to 5!

If you hit the start buoy, try to do it quietly; otherwise you will have everyone cheering.

Vanuatu Word for this week: Basket belong titi

Question: Race Four - Summer. Who am I?

(Peter Algie is currently leading the quizmaster's rating for the end of season prize. This week's question could provide you with the chance to gain some points. Extra points if you provide addition information).

I was a sailor on a ship that arrived very early in the settlement of Australia.

I was born in Scotland. My father was a "gentleman's servant". (Not a good career prospect in modern times). I became famous because I kept a diary, which has since been published. It was never supposed to be made public because it contained very personal information. I can now be read online, plus many of the letters I wrote home to my wife.

My wife died giving birth to a stillborn child. My son died of yellow fever on the same ship I was on when I died 12 days earlier. I did have one daughter survive, born to a convict at Norfolk Island where I spent some time.

I started a vegie garden when I arrived in Australia and it has been named after me and is now a well known place in NSW.

I collected Butterflies in Rio and sent back various stuffed birds and beasts to England.

Who am I? send answer to [MARK WINDWARD](#)

Thanks to Windward Buoy, Professor Algie, Princess Margaret, Lady Di and Jeffrey Woolhouse.

Anonyma Reef advice to marines has been posted. There is some Anomaly with the markers for this reef. Anyone who can't spell very well knew that already.

Comments, answers to quiz, photos of your MG, entries to the Century Series, Reports of your racing, happenings on or about your yacht, please send to **MARK WINDWARD**

Any bets for 30 knots on Wednesday!