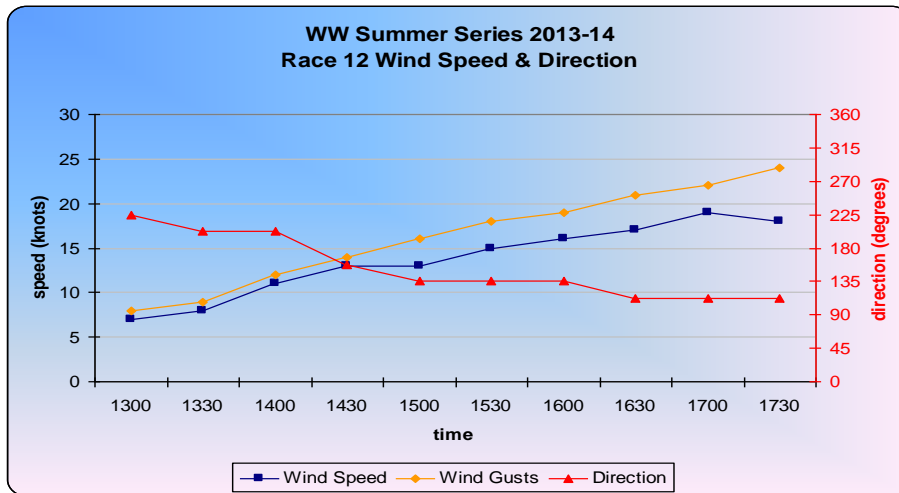
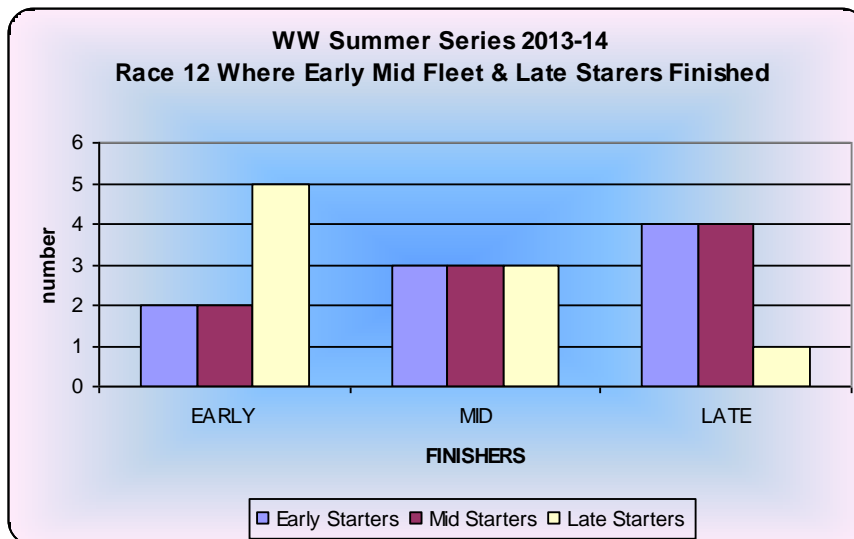


Wednesday Wonders Summer 2014 HALF GONE ~ HALF TO GO Race 12 / 24

At one stage in race 12, the 27 yachts were spread over 3 different legs along the 9.8 nautical mile course 7. The first yacht started about 44 minutes before the last, by the first rounding of number 4 the difference was reduced to 27 minutes 25 seconds but by the time the race was over there was only 20 minutes and 4 seconds separating the fleet. During the race the wind steadily increased from 8 to 16 knots and shifted over 60 degrees from a south west to an east south east direction. Without taking anything away from the skippers and crews of the yachts, the wind shift was crucial to the outcome of the race. The majority of yachts with higher handicaps found their way to the front of the fleet as a result of the changing wind strength and direction.



Five out of nine yachts amongst the early finishers had been late starters with two early and two mid fleet starters. Three early, mid fleet and late starters finished in the middle of the fleet whilst the late finishers comprised four early, four mid fleet but only one late starter.



The Sydney 36, WIND SPEED (Les Browne) not only sailed her fastest time of the series to win race 12 but also got her best start from 6 attempts. WIND SPEED started 13 seconds late for her 44 minute handicap from 22nd place but by the first rounding of number 4 had moved into 8th place. She went on to sail the entire course in 1:28:52 to cross the finish line at 15:42:52. This was her first win of the series and her 4th top ten finish resulting in a lift in the aggregate from 10th to 3rd place.

| RACE RECORD – WIND SPEED | | | | | | | | | |
|--------------------------|------------|------|----------|----------|----------|-----|--------|----------|------------|
| RACE | DATE | POSN | ELAPSED | FINISH | HCAP | SOD | COURSE | DISTANCE | WIND SPEED |
| 4 | 30/10/2013 | 3 | 02:36:22 | 16:49:22 | 00:43:00 | 195 | 13 | 8.5 | 6 |
| 5 | 6/11/2013 | 20 | 01:44:19 | 15:58:19 | 00:44:00 | 300 | 14 | 9.8 | 18 |
| 8 | 27/11/2013 | 7 | 02:06:33 | 16:21:33 | 00:45:00 | 29 | 13 | 4.2 | 7 |
| 9 | 5/12/2013 | 9 | 01:29:25 | 16:23:25 | 00:44:00 | 20 | 6 | 8.2 | 15 |
| 11 | 18/12/2013 | 18 | 01:40:04 | 15:54:04 | 00:44:00 | 22 | 14 | 9.8 | 13 |
| 12 | 8/01/2014 | 1 | 01:28:52 | 15:42:52 | 00:44:00 | 13 | 7 | 9.8 | 14 |

ESPRIT (Garry Anderson) was the 2nd yacht to cross the finish line. However, an early start proved costly for ESPRIT with the 5 minute penalty dropping her 8 places to become 10th. As a result ALIBI (Denis Hambleton), another Sydney 36, was second crossing the finish line exactly 1 minute after WIND SPEED. ALIBI started from 24th being 34 seconds late for her 44 minute handicap. By the first rounding of number 4 she had improved her position to be in 10th place and continued to improve to be 2nd across the finish line. ALIBI sailed the course in 1:29:52 finishing at 15:43:52. She has sailed in all 8 summer races and this was her best result taking her 4th top ten finish. ALIBI is 5th with in the aggregate with 23 points, just 10 behind the leader.

| RACE RECORD ALIBI | | | | | | | | | | |
|-------------------|------------|------|----------|----------|----------|-----|--------|----------|------------|--|
| RACE | DATE | POSN | ELAPSED | FINISH | HCAP | SOD | COURSE | DISTANCE | WIND SPEED | |
| 4 | 30/10/2013 | 8 | 02:40:11 | 16:53:11 | 00:43:00 | 467 | 13 | 8.5 | 6 | |
| 5 | 6/11/2013 | 12 | 01:41:51 | 15:54:51 | 00:43:00 | 6 | 14 | 9.8 | 18 | |
| 7 | 20/11/2013 | 5 | 01:40:31 | 15:53:31 | 00:43:00 | 17 | 14 | 9.8 | 18 | |
| 8 | 27/11/2013 | 10 | 02:11:55 | 16:25:55 | 00:44:00 | 18 | 13 | 4.2 | 7 | |
| 9 | 5/12/2013 | 11 | 01:31:00 | 16:25:00 | 00:44:00 | 19 | 6 | 8.2 | 15 | |
| 10 | 11/12/2013 | 17 | 01:27:34 | 15:41:34 | 00:44:00 | 24 | 31 | 8.8 | 17 | |
| 11 | 18/12/2013 | 8 | 01:38:35 | 15:51:35 | 00:43:00 | 12 | 14 | 9.8 | 13 | |
| 12 | 8/01/2014 | 2 | 01:29:52 | 15:43:52 | 00:44:00 | 34 | 7 | 9.8 | 14 | |



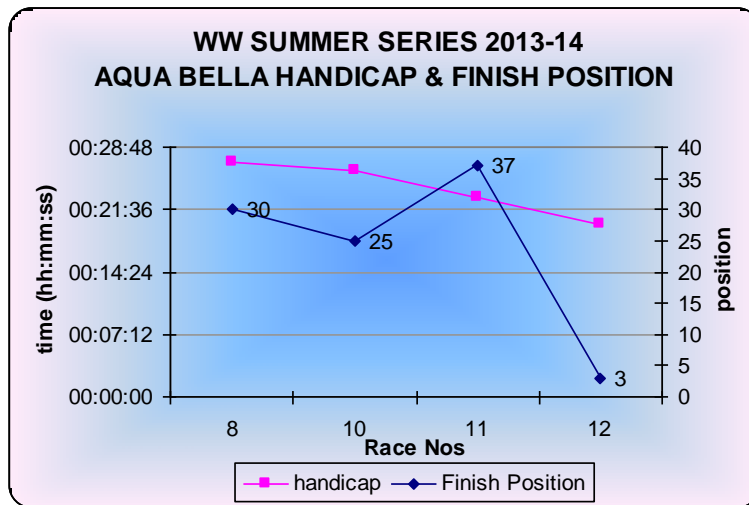
Photo thanks to Chris Furey. (Please ask permission to use commercially)

Now having had a photo included in WW report we look forward to Les' "A little bit about my yacht" with comments on the race, his crew or WindSpeed.

Send to MARK.Windward

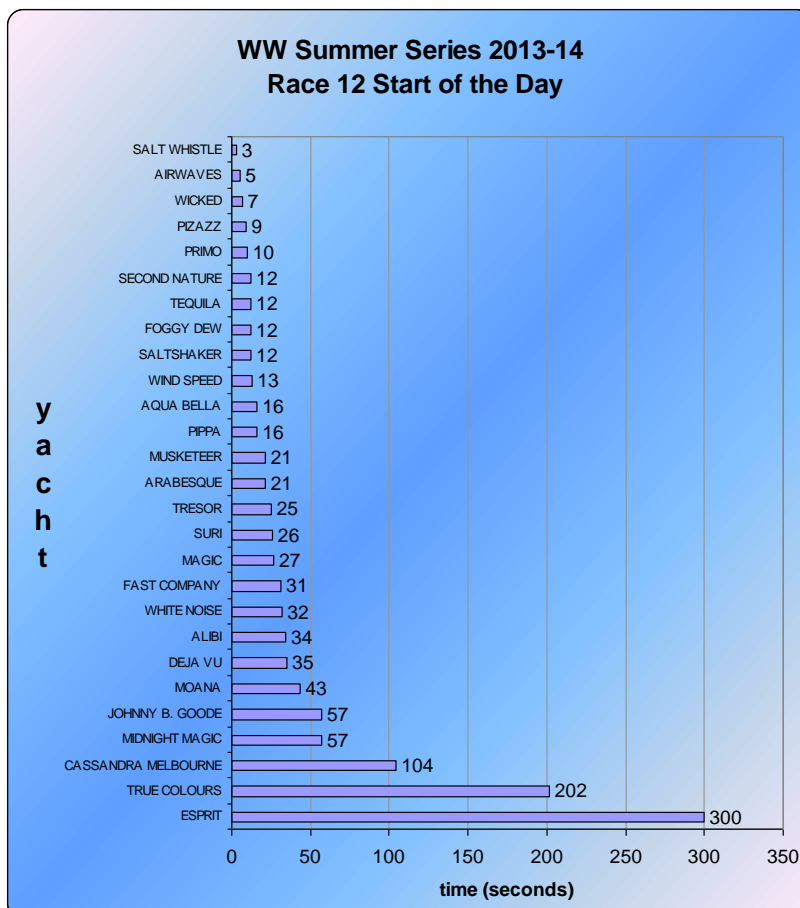
Mark would welcome any other contributions of "A little bit about my yacht".

This is the first series of Wednesday Wonders for AQUA BELLA (Geoffrey Simpson) a Hanse 35. Race 8 was her first race in which she had a handicap of 27 minutes. In this race she was the 6th yacht to start 16 seconds late for her 20 minute handicap. She was the 2nd yacht around number 4 on the first occasion but slipped back a place to finish in 3rd position. AQUA BELLA crossed the finish line 9 seconds behind ALIBI at 15:44:01 after sailing the course in 1:54:01.

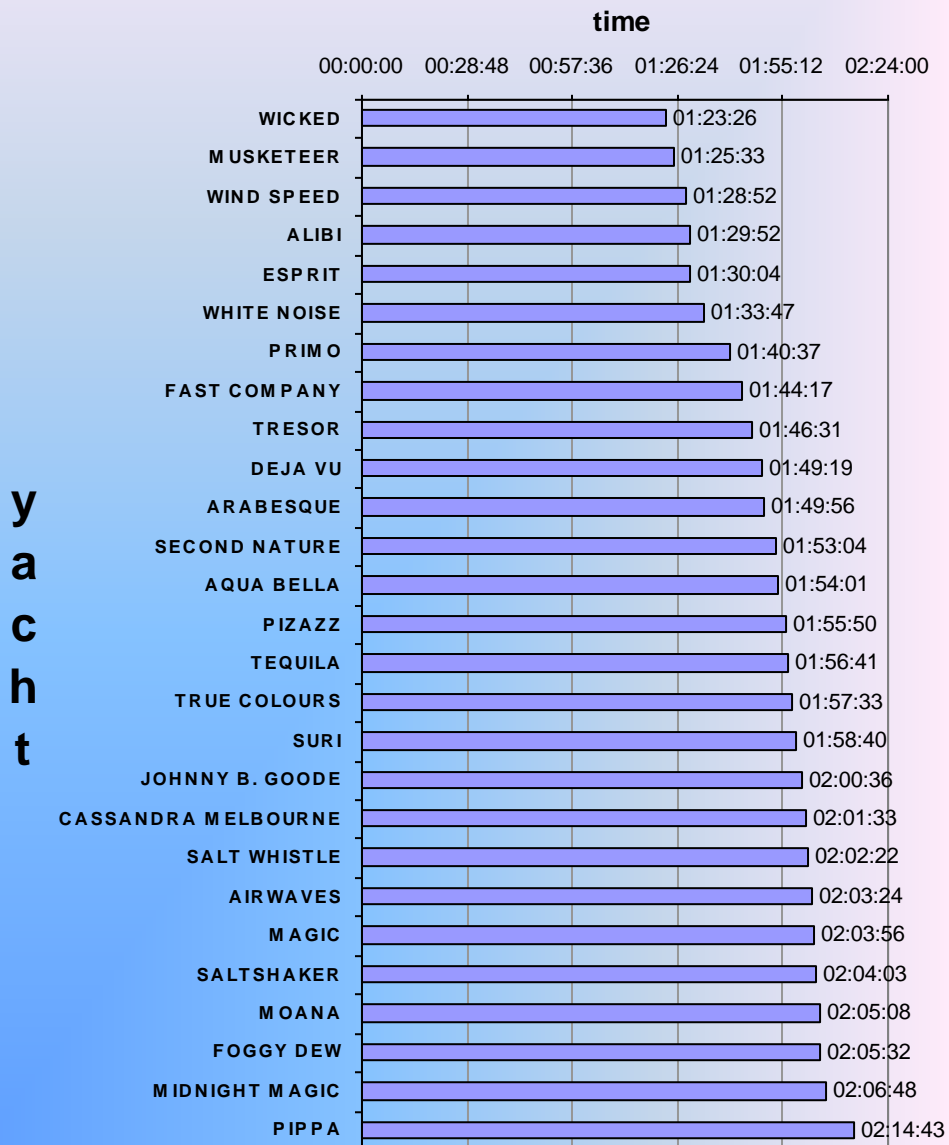


The average start time was 42 seconds with all but three yachts starting within 1 minute of their handicap. SALT WHISTLE (Ainslie Allen) won Start of the Day on 3 seconds with AIRWAVES (Rob Fenton) on 5 and WICKED (Mike Welsh) on 7 seconds.

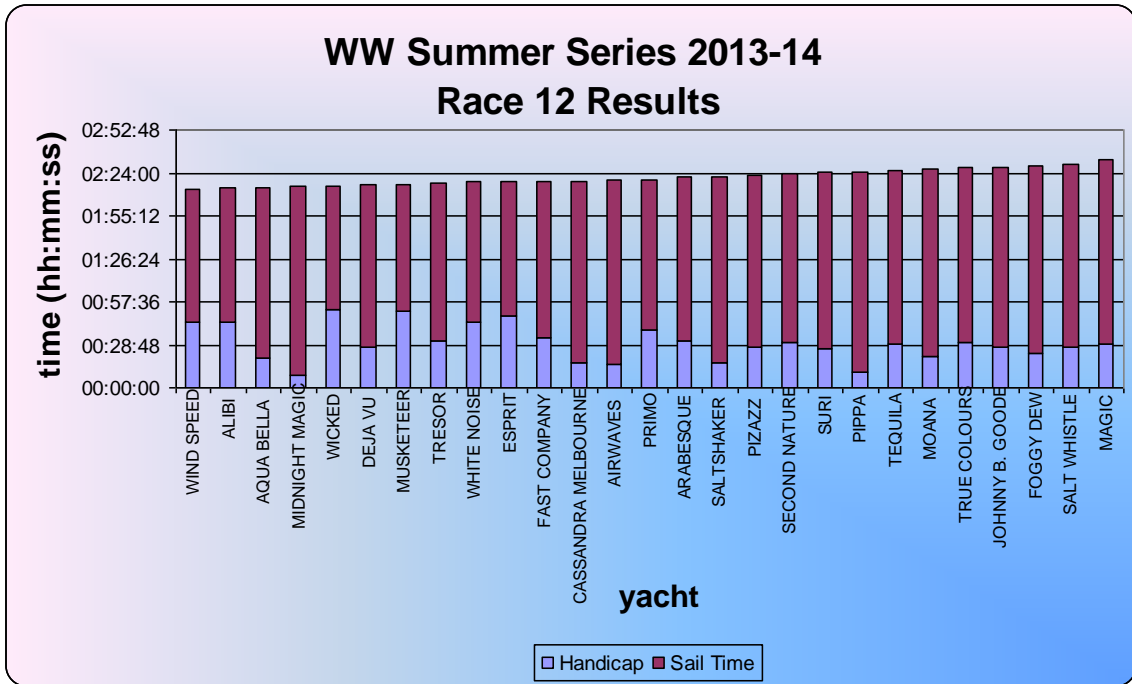
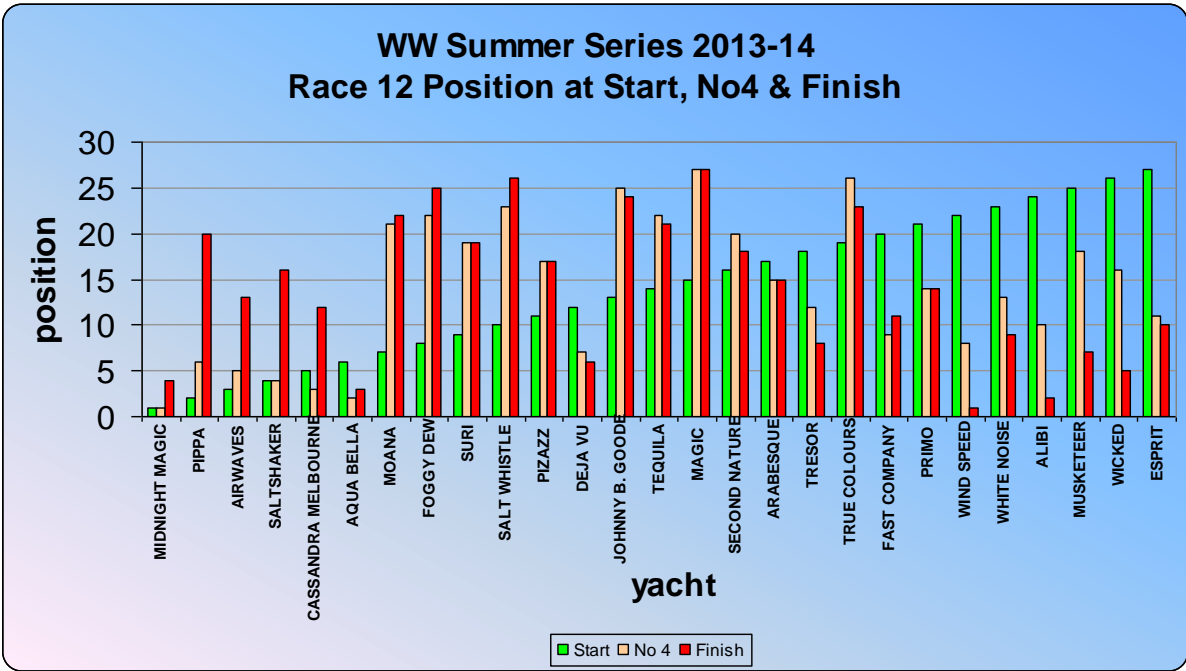
There was a difference of 51 minutes and 17 seconds between the slowest and fastest sail time with an average of 1:51:20. WICKED was the fastest more than 2 minutes faster than MUSKETEER (Paul Jacka) and more than 5 minutes faster than WIND SPEED.



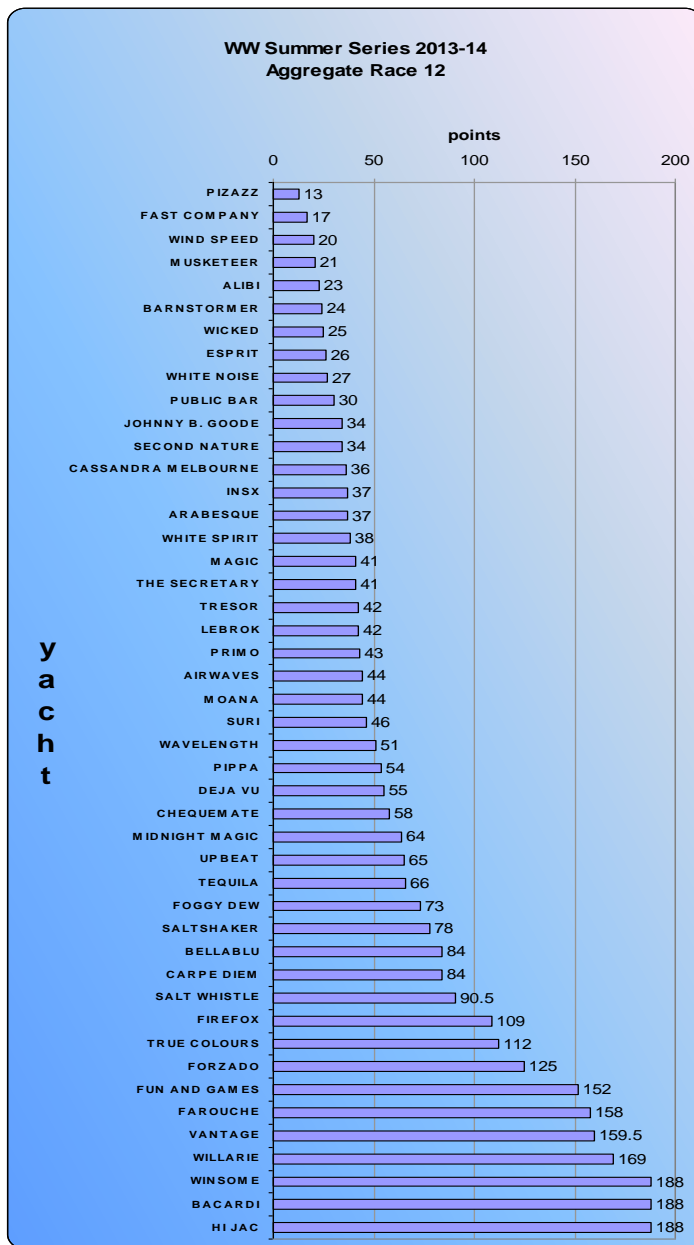
WW Summer Series 2013-14 Race 12 Sail Time



The last six yachts to start race 12 all made significant improvement to their start positions. ALIBI gained 22 places, WIND SPEED and WICKED 21, MUSKETEER 18, ESPRIT 17 and WHITE NOISE (Jason Close) 14. For these gains to occur some yachts had to relinquish the benefits of an early start with some significant losses. Amongst these were PIPPA (Jeffrey Woolhouse), FOGGY DEW (Jo O'Grady) and SALT WHISTLE.



Although only 8 races have been completed, race 12 marks the half way stage of the series. The 8 races have produced 8 different winners with 4 on handicaps of more than the 31 minute 12 second average and four on less. Moreover, the series has seen 19 out of a possible 24 podium finishers with one yacht achieving 3 podium finishes and 3 yachts achieving 2. The point's score in the aggregate are shown in the graph below but with the probability of more races in the second half of the series than the first, are likely to change.



It is interesting to look at the weather forecasts for Port Phillip and compare them with the observations of Fawkner Beacon. The conditions experienced for races 11 & 12 were similar but the forecasts were very different.

| RACE | FORECAST | OBSERVED |
|------|---|---------------------------|
| 12 | Strong Wind Warning for Wednesday for Port Phillip Southeasterly 20 to 25 knots tending southeast to southwesterly 15 to 20 knots in the middle of the day then tending east to southeasterly 20 to 25 knots in the evening. Winds reaching up to 30 knots in the late evening. | 14 knots SW moving ESE |
| 11 | South to southeasterly about 10 knots increasing to 10 to 15 knots in the early afternoon then turning easterly in the late evening. | 13 knots Southerly |

*Windward
Buoy*

MARK Windward

As is normal in these reports Mark Windward and Windward Buoy aim to offer advice to sailors to improve their sailing and to add to the enjoyment of sailing.

In recent correspondence with Geoff Simpson, Mark suggested that maybe he could improve his performance if he took a less relaxed approach to racing, (as is captured in the photo below). You may have noticed following this discussion that *Aqua Bella* (formerly spelt *Aqua Blue*) has improved her result in this race, and finished 6th. This is a vast improvement, no doubt as a result of consulting Mark.

Geoff is willing to share some of the rules he has newly adopted to improve his sailing.

1. Do not put on the BBQ during the race.
2. Do not open the bar at lunchtime, wait until after the finish.
3. Do not start showing movies until it is dark.
4. To be a safer and faster yacht conduct a *live* (not a Dummy) MOB every race.
5. To make the MOB drill more beneficial and be taken seriously, provide the crew with scrubbing brushes to clean the hull before getting back on board.
6. Forget about owning a powerboat, they are boring, even if it is solar powered and gets in the way of yachts!



Thanks to Chris Furey for this photo

Is it the size that matters?

An avid reader of the weekly reports has asked if the graphs that showed yacht length verses handicap could be based upon waterline rather than overall length? The avid reader believes the club should have a record of the waterline lengths of each yacht.

Saturday 27 January - Australia Day keelboat racing

The Mercedes-Benz Brighton Australia Day Race @14:00 @ Sandringham – see SYC website

Answers to Holiday Questions from Race 11

(Correct responses from Prof Algie shown in red)

- 1 When was the first Magnetic compass used and in what country? **China 1040 – 1044**
Country correct but the date I think was closer to 1117
- 2 When was “The Horn” discovered to be an island? **1624 Correct response**
:
- 3 When was Antarctica (across from Drakes passage) discovered? **1820**
Correct. Just a short distance from the Horn, Antarctica across Drakes Passage was not discovered until 1820.
- 4 When was the first Anemometer (Mechanical) invented? **1450 Correct**
It was invented by Leon Battista Alberti. Much later, in 1994, the Sonic Anemometer was invented by a name I am sure you all remember - Dr. Andreas Pflitsch.
- 5 What date and who invented the Barometer? **Evangelista Torricelli 1643 Correct**

6 When did solar cells first come into use? **1954 by Bell Laboratories**

I am not sure who they worked for but credit is usually attributed in the United States to Gerald Pearson, Daryl Chopin and Calvin Fuller in 1951 for the development of the first silicon solar cell capable of generating a measurable electric current. The date Peter has given is close to being correct for the first cell, but it was not in use until quite a bit later. As with new inventions the costs were high to manufacture and it wasn't until the 1970's, through massive investment in innovations and research, solar PV costs dropped allowing it to become competitive with fossil fuels.

7. Who invented and the first Sextant that could measure Latitude & Longitude, and when?

Isaac Newton 1730

Not full points for this answer. In 1731, Thomas Godfrey and John Hadley independently invented the reflecting quadrant (octant), a precursor to the sextant. John Campbell invented the sextant in 1757. The octant could only measure latitude, and not longitude. Royal Naval Captain John Campbell's sextant could measure both longitude and latitude.

8 What marine contribution did Martha Coston make to marine safety? **Invented the maritime flare.**

Correct: She developed signal flares that are still used by the U.S. Navy today. At the age of 21 Martha J Coston found herself with four children to support when her husband, a former naval scientist died. Martha found plans for a pyrotechnic (signal) flare in his notebook and decided that she could design a signal flare that would work. She received her patent for her Pyrotechnic Night Signals on April 5, 1859. Read more ~ "A Woman with a Flare" New York Times [CLICK](#)

9 What year did fiberglass come into use for boats? **Mid 1960's Correct**

In the 1960s fiberglass changed the world of boating. Strength was attributed to heft, so inch and a half thick solid glass hulls were the norm. Now resin infusion and vacuum bagging, which were first used in France in the 1970s, have gained acceptance and are widely used boat-building methods. Vacuum bagging has a wet laminate cured under vacuum, which pulls out the excess resin and creates a light and strong high fibre content laminate. Resin infusion is a variation of vacuum bagging in which the resin is infused into the dry laminate after the vacuum is created. Both methods produce clean and light fibreglass parts that are strong and require little fairing or sanding.

10 Since what year do you think *rescue beacons* have been instrumental in assisting over 28,000 people in 7,000 rescue situations? **1982 Correct**

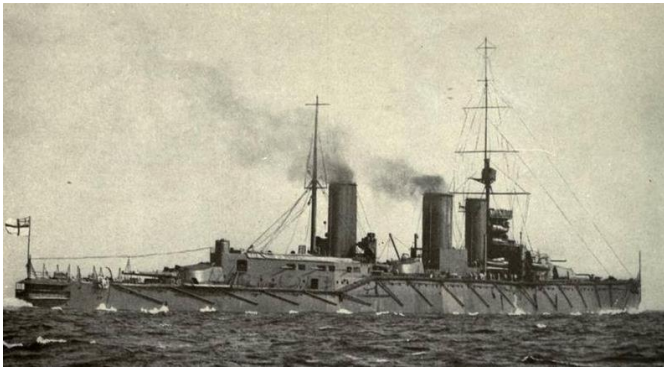
11 What year was the first navigable Submarine built? Model three of the first one could carry 16 passengers. **1620 Correct between 1620 & 1624**

The *Drebbel*, was the first navigable submarine invented by Cornelius Drebbel while working for the Royal Navy. Using William Bourne's design from 1578, he manufactured a steerable submarine with a leather-covered wooden frame. Between 1620 and 1624 Drebbel successfully built and tested two more submarines, each one bigger than the last. The final (third) model had 6 oars and could carry 16 passengers. This model was demonstrated to King James I and 7,000 Londoners. The submarine stayed submerged for 3 hours and travelled from Westminster to Greenwich and back, cruising at a depth of 4 to 5 metres. It was tested many times in the Thames, but never used in combat. Cornelius made other inventions, his most profitable was scarlet dye. See more [CLICK](#)

Questions for race 12

A pictorial question for those who can't read!
Which ship do you think is the odd one out?
Why?

[Mark Windward](#)



Send your answers or any contributions (we will try to match your comments with a photo of your yacht) to

[MARK Windward](#)

A good way to stay cool next Wednesday could be sailing @ SYC.

MARK