

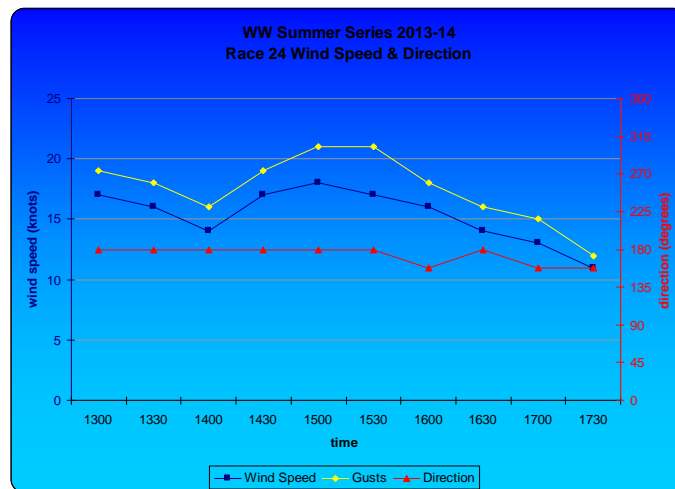
MERCEDES BENZ BRIGHTON
WEDNESDAY WONDERS SUMMER SERIES 2013-14 AGGREGATE
WINNER – PIZAZZ



RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
4	30/10/2013	21	03:15:35	17:09:35	00:24:00	4	13	8.5	6
5	6/11/2013	3	01:52:52	15:46:52	00:24:00	11	14	9.8	18
7	20/11/2013	3	01:56:52	15:51:52	00:25:00	8	14	9.8	18
8	27/11/2013	15	02:46:51	16:42:51	00:26:00	30	13	4.2	7
9	5/12/2013	5	01:44:56	16:20:56	00:26:00	8	6	8.2	15
10	11/12/2013	2	01:36:51	15:32:51	00:26:00	12	31	8.8	17
11	18/12/2013	31	01:58:26	15:56:26	00:28:00	6	14	9.8	13
12	8/01/2014	17	01:55:50	15:52:50	00:27:00	9	7	9.8	14
13	15/01/2014	29	01:54:05	15:51:05	00:27:00	2	13	8.5	16
14	22/01/2014	3	01:56:38	15:52:38	00:26:00	7	14	9.8	16
15	29/01/2014	7	01:53:57	15:50:57	00:27:00	2	14	9.8	17
16	5/02/2014	5	01:43:06	15:41:06	00:28:00	23	7	9.8	14
17	12/02/2014	13	01:47:27	15:46:27	00:29:00	4	14	9.8	13
19	26/02/2014	26	02:04:06	16:03:06	00:29:00	3	14	9.8	16
21	12/03/2014	29	02:21:39	16:20:39	00:29:00	24	16	9.8	10
22	19/03/2014	32	01:56:43	15:54:43	00:28:00	8	32	8.2	10
23	26/03/2014	31	01:44:25	15:40:25	00:26:00	6	16	9.8	17
24	2/04/2014	4	01:54:30	15:49:30	00:25:00	59	14	9.8	15

WW Summer Series 2013-14 - Race 24 True Colours on Display

The 2013-14 summer series suffered a frustrating start with the first three races abandoned. However, fortunes changed dramatically from race 7 (20 Nov 2013) onwards with 17 successful races in 17 consecutive weeks making a total of 19 keenly contested events. The last race of the series was around the 9.8 nautical mile course number 14 - a course that has been a favourite selection chosen 9 times in the 19 races. Although on paper, it comprises six legs it becomes 2 windward and return legs in anything like a southerly breeze.

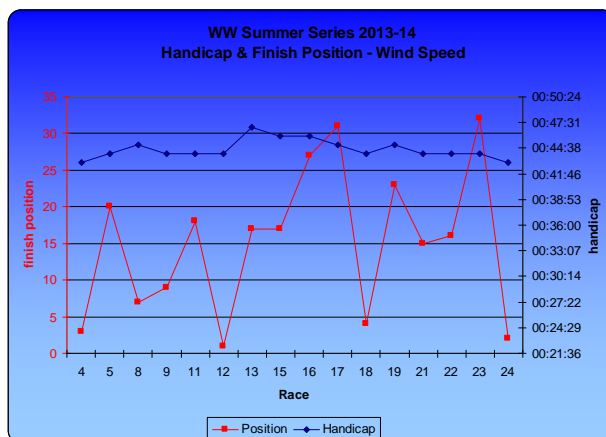


With an average wind speed of around 15 knots, mainly from the south, there was plenty of breeze but choppy conditions prevented race record times being set for the course. The winner, Bavaria 44 TRUE COLOURS (Peter Akers) crossed the finish line at 15:44:28 well ahead of the last and latest contestant in WW the 4th Oceanis 34, BRIGITTE (Denis Buckley).

TRUE COLOURS has sailed 7 races this series starting in race 8 with a handicap of 36 minutes. Her early results landed her some way short of the podium and the kindly handicappers reduced her handicap as the races went by and the podium seemed further away. By the last race TRUE COLOURS had a handicap of 18 minutes; she was the 5th yacht to start the race only 13 seconds late; and, the podium was clearly in sight. She sailed the course in 1:56:28 to finish in 1st place 3 minutes 29 seconds ahead of the Sydney 36 WIND SPEED (Les Browne).



WIND SPEED has completed 16 of the 19 races including six top ten finishes with one of the top ten being a win around course 7 in race 12. She had a good start in race 24 only 3 seconds late for a 43 minute start from 25th position. She sailed very impressively to record the 4th fastest time of the day in 1:34:57 crossing the line in 2nd place at 15:46:57. This result gave WIND SPEED a big lift in the aggregate taking her from 17th place into the top ten to finish the series in a tie in 8th position.



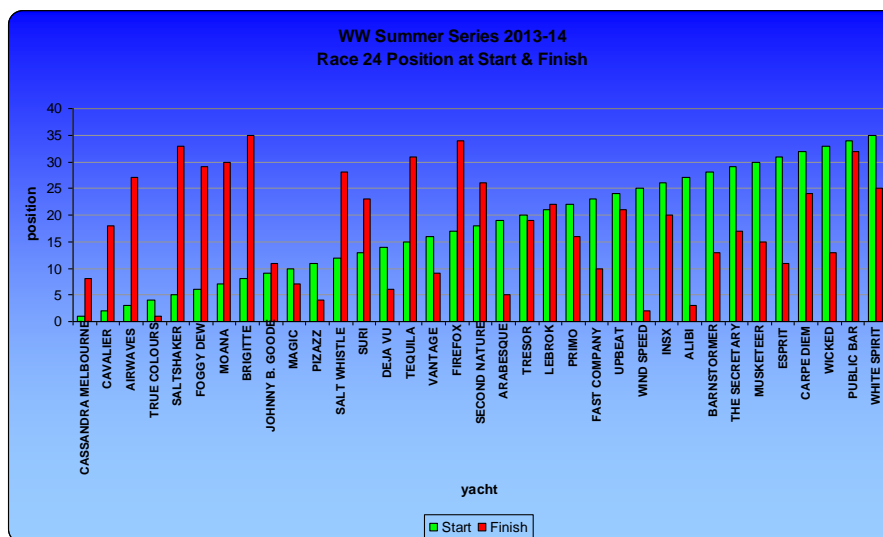
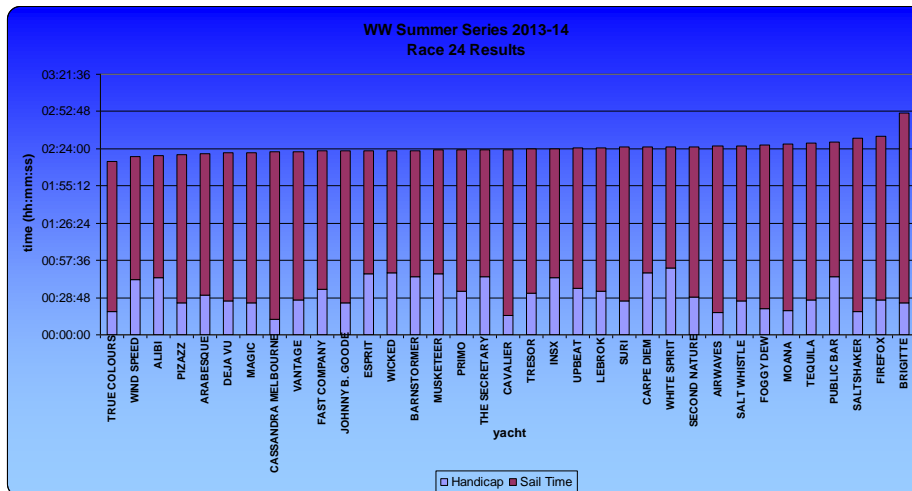
Crossing the finish line 27 seconds after WIND SPEED was the Sydney 36 ALIBI (Denis Hambleton). ALIBI started 1 minute 13 seconds later than WIND SPEED 18 seconds late for a 44 minute start from 27th place. ALIBI sailed a very competitive race sailing the 2nd fastest time of the day (1:34:34); gaining 46 seconds on WIND SPEED; improving her overall position by 24 places; and, moving up 6 places to claim 3rd place in the aggregate.

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
13	15/01/2014	24	01:32:01	15:48:01	00:46:00	40	13	8.5	16
14	22/01/2014	8	01:40:44	15:55:44	00:45:00	31	14	9.8	16
15	29/01/2014	18	01:37:33	15:53:33	00:46:00	13	14	9.8	17
17	12/02/2014	20	01:32:52	15:47:52	00:45:00	1	14	9.8	13
18	19/02/2014	15	02:05:52	16:20:52	00:45:00	27	14	9.8	13
19	26/02/2014	5	01:42:30	15:56:30	00:44:00	12	14	9.8	16
21	12/03/2014	9	01:54:08	16:09:08	00:45:00	15	16	9.8	10
22	19/03/2014	14	01:31:17	15:47:17	00:46:00	2	32	8.2	10
23	26/03/2014	18	01:22:50	15:37:50	00:45:00	19	16	9.8	17
24	2/04/2014	3	01:34:24	15:48:24	00:44:00	18	14	9.8	15

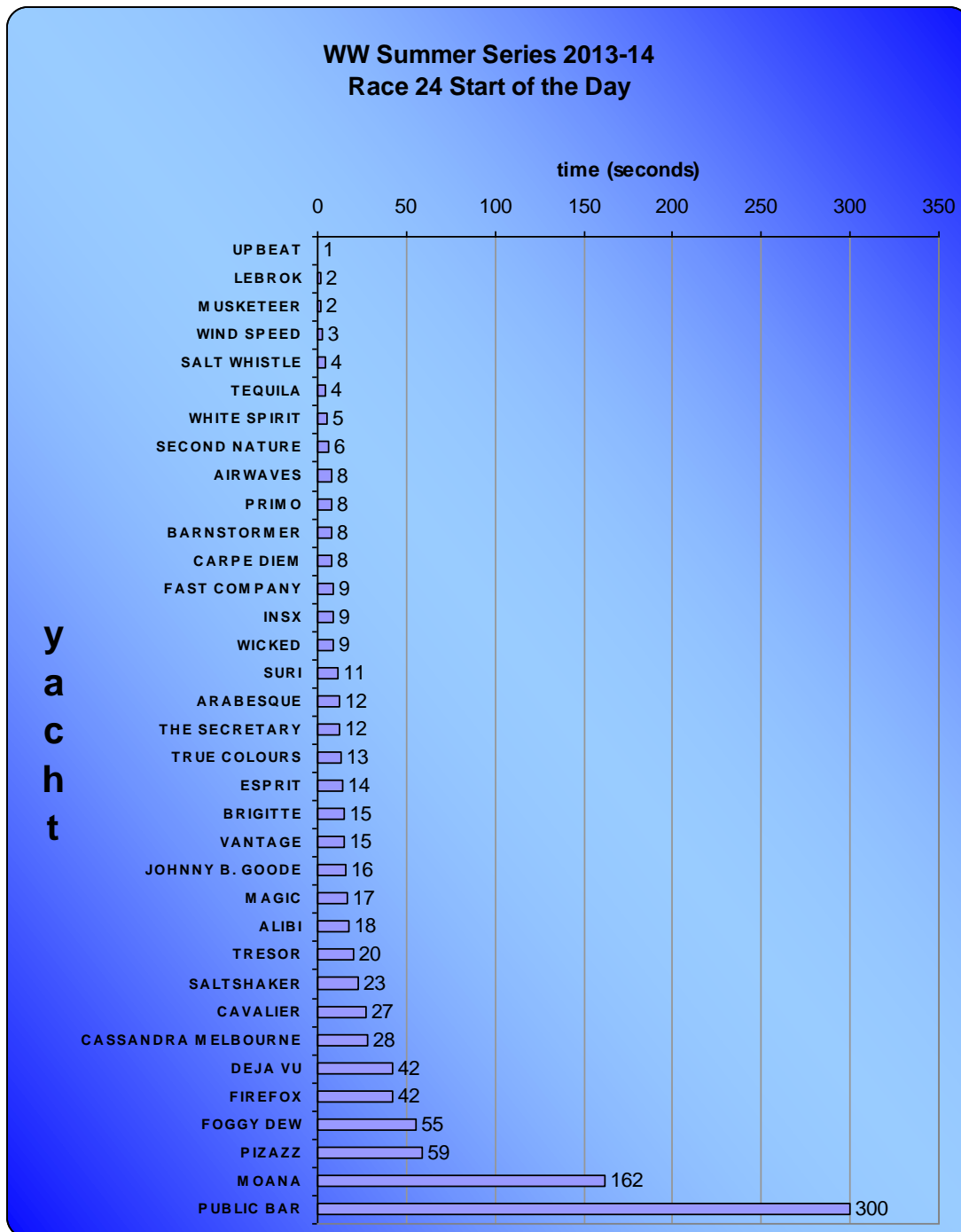
The table below indicates how close the contest between the two Sydney 36's has been this series. They both averaged about 43 seconds for the start; had average handicaps of approximately 44 minutes; and both finished in the top ten.

		AVERAGE				
	RACES	START	H/CAP	ELAPSED	F/POSN	A/POSN
ALIBI	18	43.06	00:44:23	01:43:06	11.5	8
WND SPEED	16	43.56	00:44:30	01:43:44	15.13	5

The race provided some interesting results including two dead heats. The first was between the Oceanis 34 JOHNNY B. GOODE (John Chipp) and the dark blue hulled Beneteau 47.7 ESPRIT (Garry Anderson) who both crossed the finish line at 15:52:03. The second dead heat occurred 32 seconds later when the Beneteau First 40 WICKED (Mike Welsh) and Bavaria Match 42 BARNSTORMER (Brian Barnes) finished joint 13th at 15:52:35.

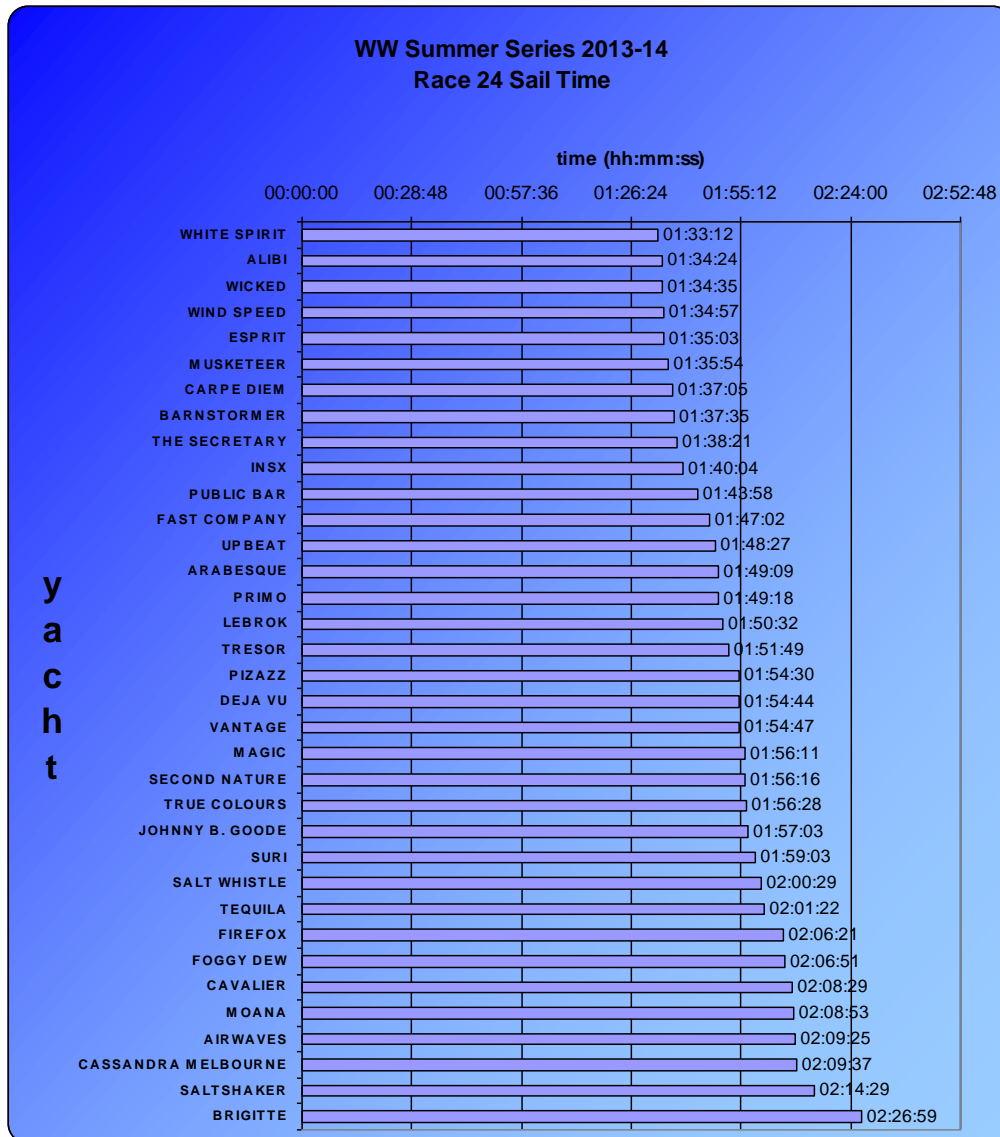


It was another close contest for the Start of the Day with all but two yachts starting within less than a minute of their respective time. In a bold bid to win the start PUBLIC BAR (Clive Sondheim) was across the line too soon by the narrowest of margins and was penalised 5 minutes. The winner of start of the day was the Beneteau 367 UPBEAT (Peter Dunne) 1 second late for her 36 minute start. She was closely challenged by another Beneteau 367 LEBROK (Theo Korbel) and the Beneteau 447 MUSKETEER (Paul Jacka) both 2 seconds late.



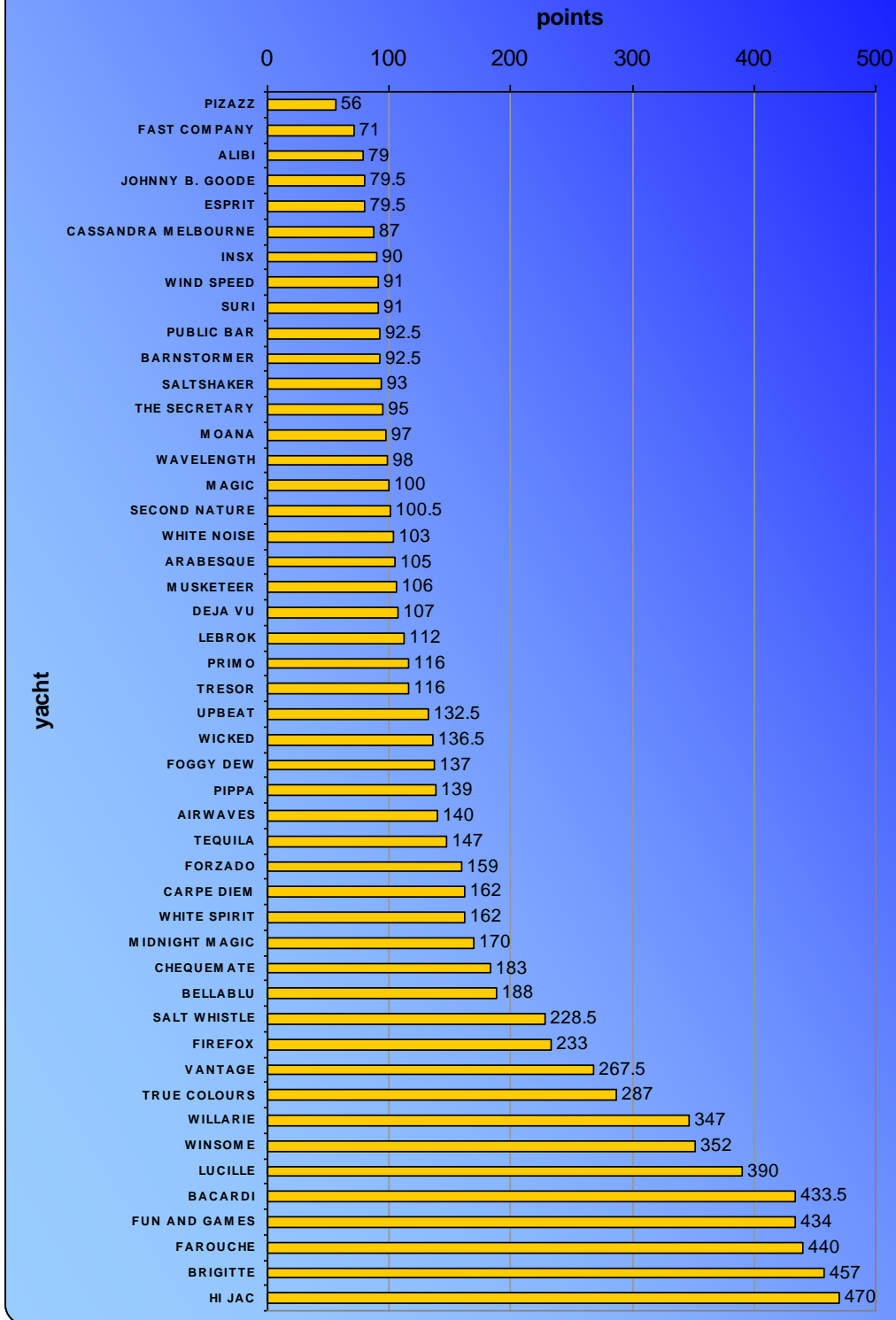
Twenty five of the thirty five yacht fleet sailed the course in less than 2 hours with 53 minutes 47 seconds separating the fastest from the slowest. The

Beneteau 50 WHITE SPIRIT (Timothy Say) has sailed in 9 races this series and on 7 occasions she has been the fastest yacht in the fleet. Race 24 was one of those occasions when she completed the course in 1:33:12, 1 minute 12 seconds faster than her closest rival ALIBI.



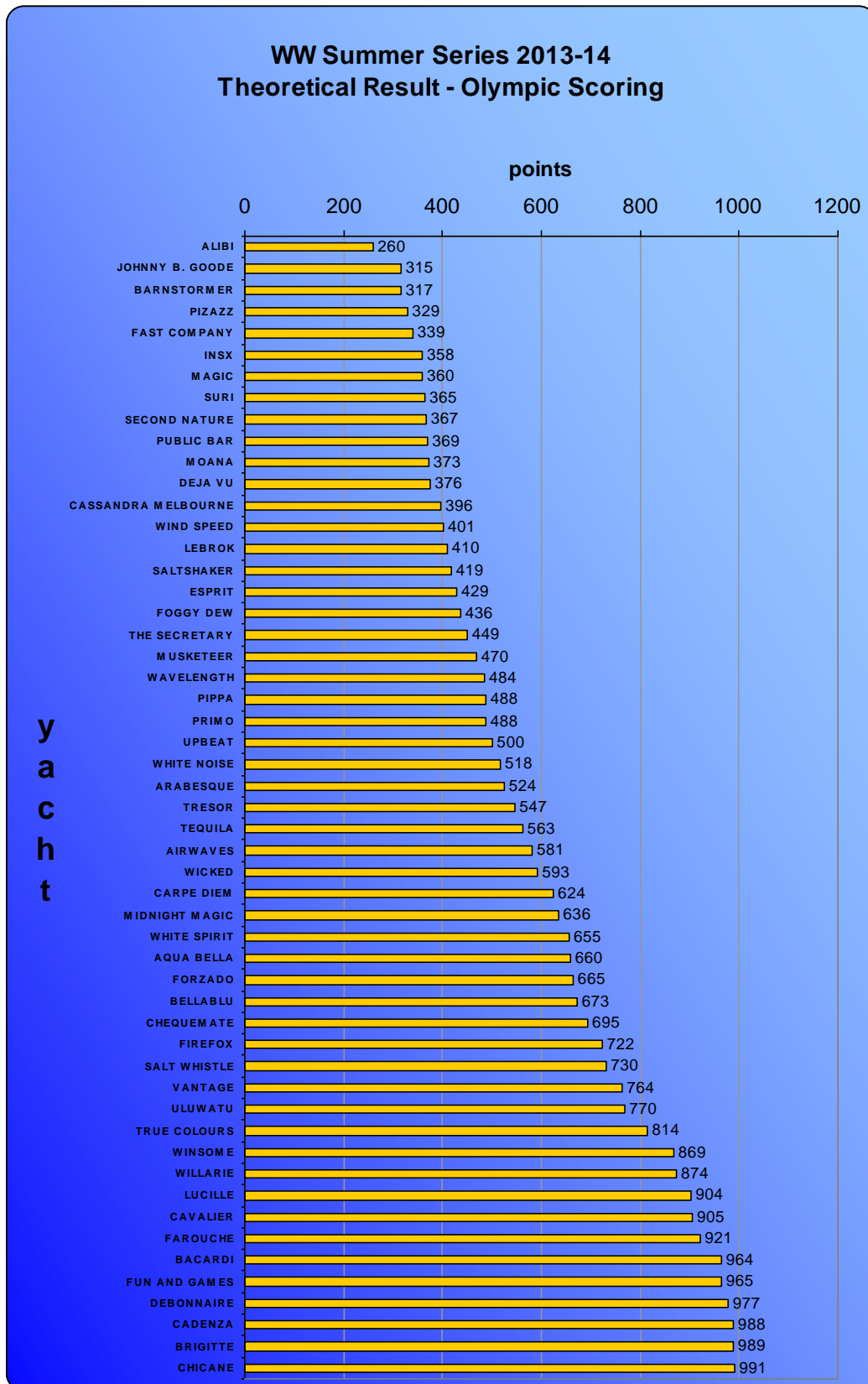
Although race 24 settled the aggregate positions for the summer series it brought a few surprises with relatively large gains resulting from the final race. The Oceanis 34 PIAZZ (Russell Kemp & Philip Martyn) finished first in the aggregate, a position she made her own from race 10. In 2nd place was the Farr 1020 FAST COMPANY (Daniel Edwards) who had challenged PIAZZ for most of the series. Half a point separates 3 yachts for third place with ALIBI on 79 points ahead of JOHNNY B. GOODE and ESPRIT both on 79.5 points. Going further down the points table 10 points separate 9 yachts with WIND SPEED and the Oceanis 34 SURI (Rick Blanck) finishing on 91 points with PUBLIC BAR and BARNSTORMER both with 92.5 points.

WW Summer Series 2013-14 Aggregate Final Points Score

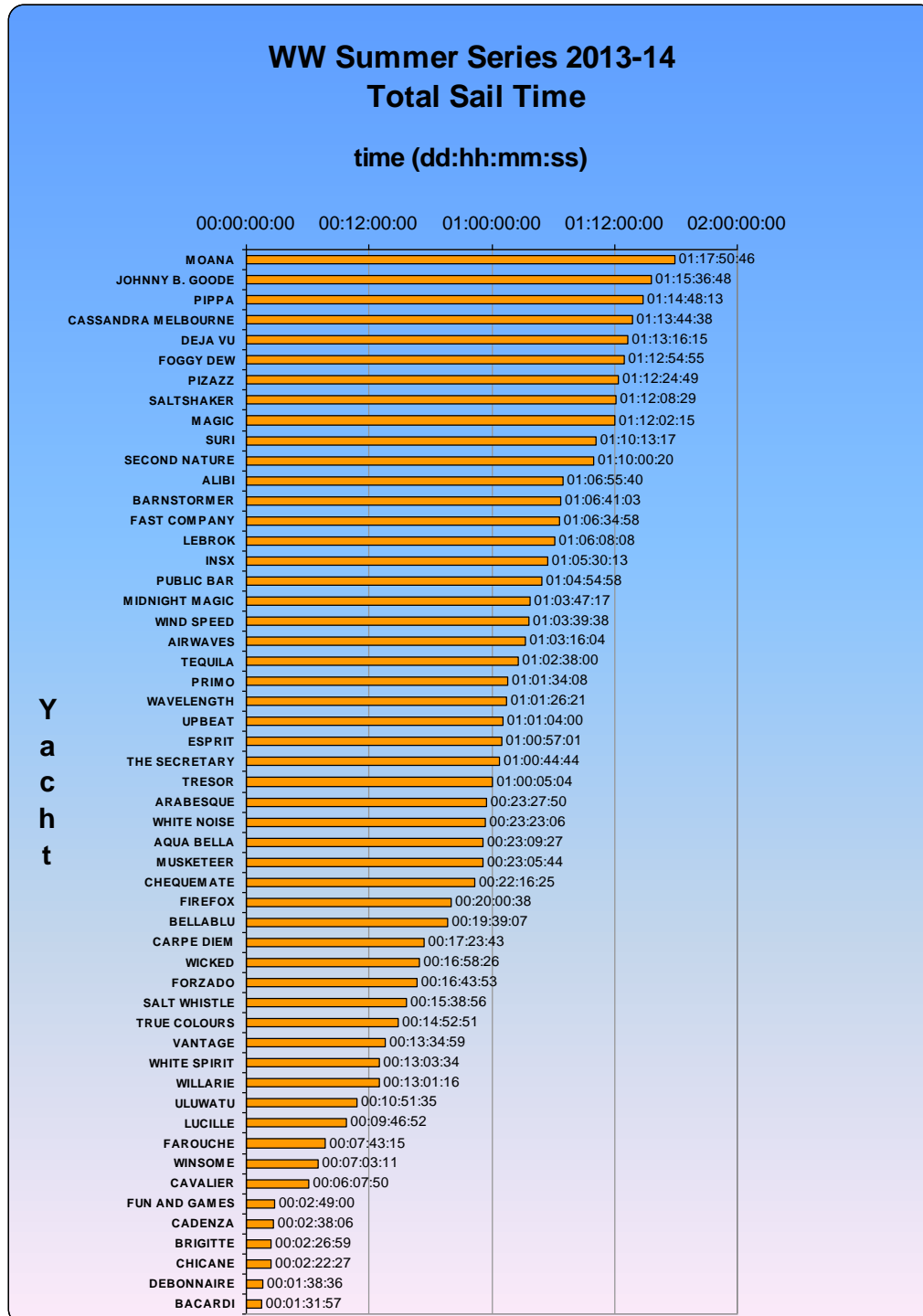


As a paper exercise its possible to gauge what the aggregate result could have been if "Olympic Scoring" (1 point for a win, 2points for 2nd etc.) had

been applied without allowing any drops. The result is illustrated in the following graph.



Which yacht received the best value for money in the last series by having the longest sail time for the series? The more races completed the better value for money. The two yachts that sailed all 19 races, MOANA and JOHNNY B. GOODE. GOODE came out on top sailing for a total of 1 day 17 hours 50 minutes 46 seconds and 1 day 15 hours 36 minutes and 48 seconds respectively



Y
a
c
h
t

*Windward
Bury*

The absence of the little red boat last Wednesday did not go unnoticed. It is understood that whilst on the way to SYC last Wednesday both Jeffrey Woolhouse and Mark Windward had to divert to a hospital to seek treatment for a medical condition. Unfortunately both missed out on the last race of the summer series. It was even more unfortunate because the boundless generosity of the handicapper(s) had reduced PIPPA's handicap for the race. (Don't tell Mark that most other yachts also had their handicaps reduced). It is further understood that the treatment is working and PIPPA will be returning for the winter series. So Jeffrey or Mark get well soon.

Despite the medical setback Mark had pre-prepared some topics for this week's comments.

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.

News of this award has already prompted a couple of responses as follows:

I recently came across a letter Gordon McNeilly wrote to me in 1999 when Gordon lived at Bawley Point in NSW. Before Gordon left Melbourne he and I were partners in "Magic". The letter contained a poem composed by Gordon as follows:

***The Magic of "Magic"**
She has created a bond
that extends way beyond
our daily needs and dreams
and is the basis of schemes
to reach beyond the distant Star
and carry our hopes near and far.*

*Words don't adequately describe the feel,
the feel of sailing "Magic"
the feel of the wheel
the breeze on your face
sailing to some distant place
to live the dream
to hold the course
to win life's challenge
is the reason of course*

Gordon McNeilly

Sadly Gordon, a very gentle man and long time member of the Club died in 2003. There would be some of the older members who would remember Gordon and may be interested in his poetic talent. Before Magic, Gordon and I owned Vinta and Vanquish.

Kind regards,

Phil Spry-Bailey

The second submission is in quite a different category and may not fulfil the rigorous requirements of the competition.

It's hard to get down to the sea these days
It's such a marathon
So many cars and trucks and bicycles
On Sundays - a triathlon.

When Masfield wrote *Sea Fever*
What was in his mind?
Some of his observations
Seem too depressed or blind.

The days of sailing ships had passed
They couldn't make the team
Ships went further and faster
Not with wind but coal and steam.

The sea and skies weren't lonely
But teeming with birds and fish
With a cheap rod and reel from Woolies
You'll get a tasty dish.

What is so enticing
About a dull grey day and morn
Big seas, high winds and spume
Meteorological porn

Many get *Sea Fever*
From the past and times to come
The cures been known for centuries
Low pay, hard work and rum.

John J Smith

NEW COURSES – Change to Sailing Instructions No. 2012-16 SI 10

Six new courses have been developed and they could be used in any future Wednesday Wonders Race. The notice is as follows:



SANDRINGHAM YACHT CLUB

NOTICE TO COMPETITORS

No: 2012-16_SI_10

Change to SYC Sailing Instructions 2012-2016

Applicable to: All affected races sailed under the SYC Sailing Instructions 2012-2016

The 2012-2016 Sailing Instructions are amended as follows:

1. Appendix A.1 – Club Courses – following courses are added to the appendix:

Course 61	Northerly Start. Leave all marks to Port	9.8 nm
	Start-7-5-4-3-1-Finish	
Course 62	Northerly Start. Leave all marks to Port	9.5 nm
	Start 3-5-4-7-1-Finish	
Course 63	Northerly Start. Leave all marks to Port	9.3 nm
	Start-3-6-1-4-2-1-Finish	
Course 64	Southerly Start. Leave all marks to Starboard	10.1 nm
	Start-1-6-7-4-1-2-3-Finish	
Course 65	Southerly Start. Leave all marks to Starboard	9.8 nm
	Start-1-7-4-1-7-4-3-Finish	
Course 66	Southerly Start. Leave all marks to Starboard	10.2 nm
	Start-1-7-4-1-7-4-1- Finish	

Ashley Trebilcock
Club Captain - Sail
3 April 2014

NTC_2012_16_SI_10-Rev-A

The notice can be accessed from the Home page of the SYC web site by following the prompts Keelboat Racing>>Racing>>Race Documents.

Answers to questions in Race 23.

The answers to the questions in race 23 are being held over to allow more time to respond. The four questions were as follows:

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.

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