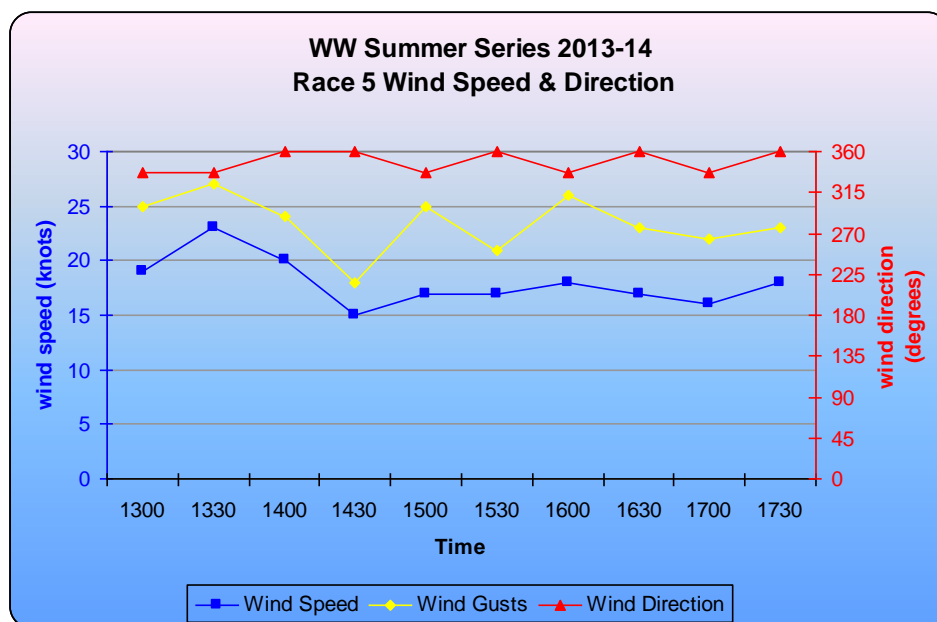


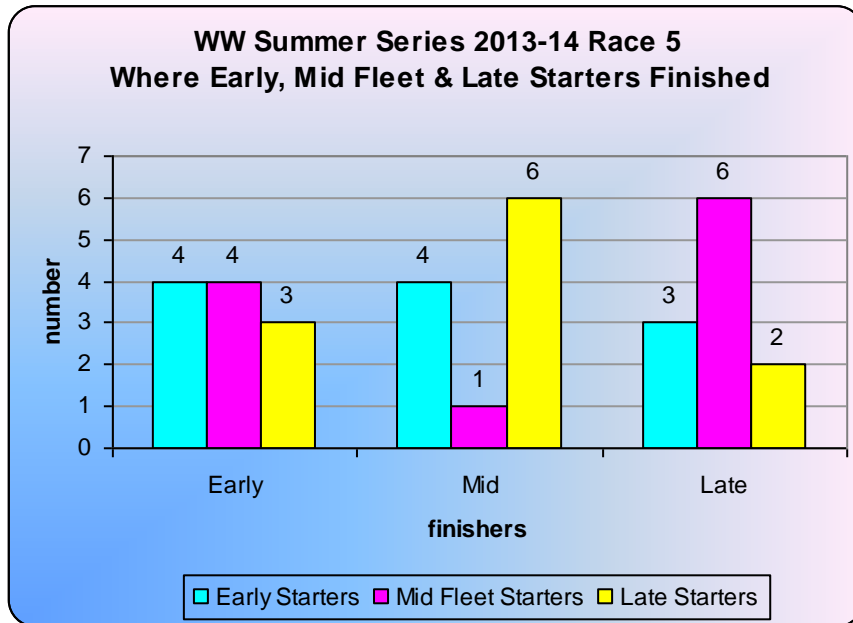
## SECOND WIN FOR SECOND NATURE Race 5 Brighton Wednesday Wonders, Summer 2013 ~ 2104

Almost six months ago to the day, SECOND NATURE (Paul Mentiplay) crossed the finish line in race 5 for her 1<sup>st</sup> and only win of the winter series. At 15:44:01 on 6<sup>th</sup> November SECOND NATURE again crossed the finish line in race 5 for her 1<sup>st</sup> win of the summer series and second win in six months. The coincidence doesn't quite end there with PIZAZZ (P Martyn & R Kemp) finishing 3<sup>rd</sup> in last weeks race, and it was PIZAZZ that was in 2<sup>nd</sup> place in the winter series behind SECOND NATURE. Both races were in 15-20 knot northerly breezes on a 9.8 nautical mile course.

By the start of this race Fawkner Beacon indicated the breeze had eased from 20 to 25 knots to around 20 knots and remained in the 15–20 knot band for the rest of the race. As forecast, it was relatively consistent coming from the north-to-north northwest. Average wind gusts were an additional 30% stronger than average wind speed. This is the highest percentage difference between the average wind speed and gusts for any Wednesday during the current or previous series. There were some anxious moments around number 7 as fickle winds caused yachts to make last minute tacks to avoid hitting the buoy.



With blue skies and bright sunshine 33 yachts took to the water to contest the race around course 14. This is a 6 leg, 9.8 nautical mile course around a large triangle from 4 to 5 to 7 and back to 4 - distance of approximately 6.3 nautical miles. The remaining 3 legs form a small triangle of about 3.5 nautical miles. The combination of weather and course resulted in a good competition with 4 early starters, 4 mid fleet starters and 3 late starters finishing amongst the early finishers. Amongst the mid fleet finishers were 4 early starters, only 1 mid fleet starter and 6 late starters. The majority of the late finishers comprised 6 mid fleet starters, with 3 early starters and 2 late starters making up the remainder.

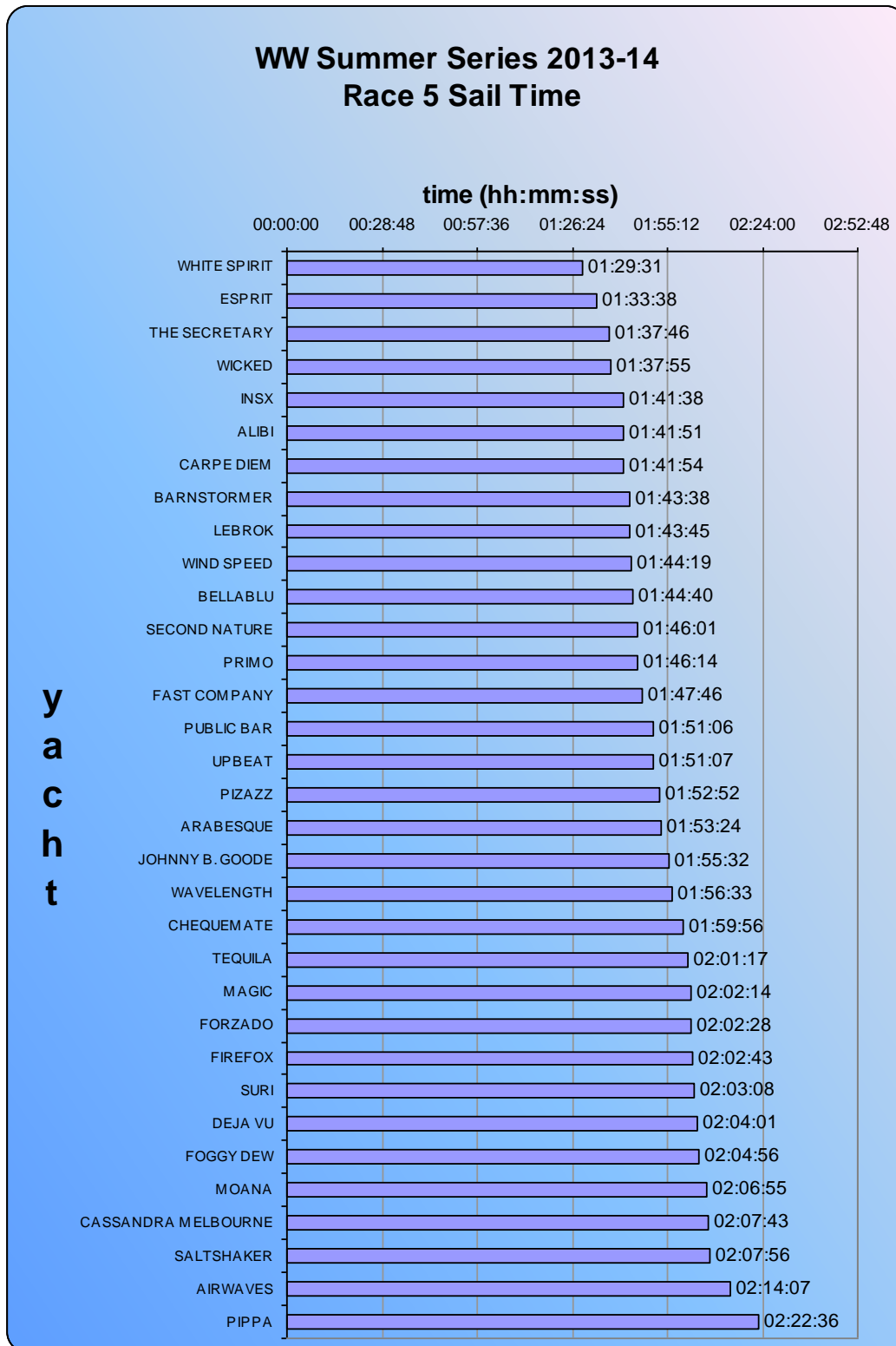


SECOND NATURE was not only one of the early starters but also an early finisher getting away 8 seconds late for her 28-minute start from 11<sup>th</sup> position. She rounded number 4 for the first time in 2<sup>nd</sup> place at 15:09:11 and 35 minutes 50 seconds later she was first across the finish line after sailing the entire course in 1:46:01. SECOND NATURE established the widest winning margin of the day, 2 minutes 45 seconds ahead of FAST COMPANY (Daniel Edwards) in second place. (Email Mark Windward with your recommended handicap adjustment for SECOND NATURE in race 6).

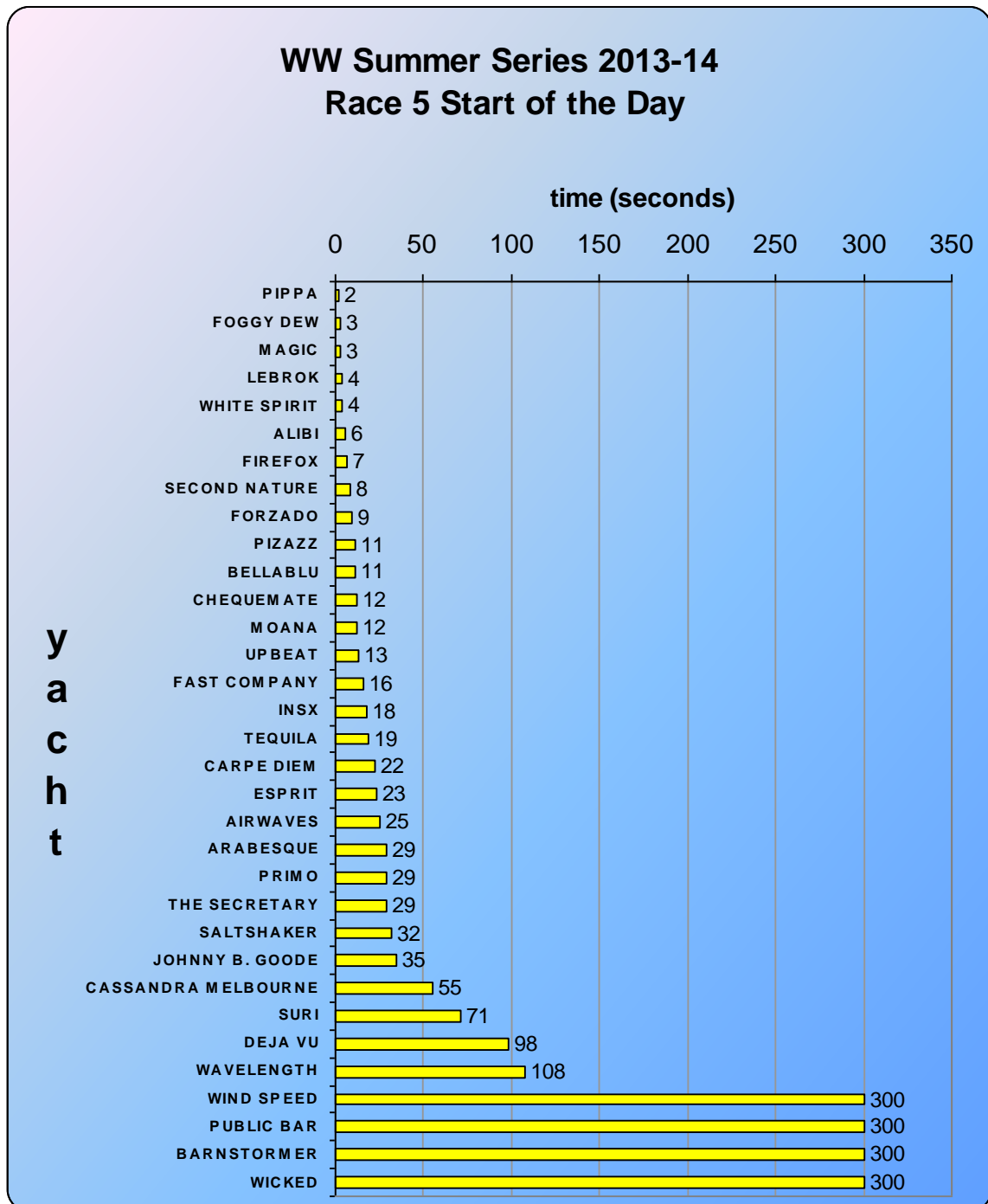
FAST COMPANY was one of five yachts, including 3 other Farr 1020's, with a handicap of 29 minutes. After getting away in 15<sup>th</sup> place within 16 seconds of her handicap start FAST COMPANY rounded number 4 for the first time at 15:10:16 in 5<sup>th</sup> place. She then sailed around the small triangle gaining a further 3 places before crossing the finish line in 2<sup>nd</sup> place at 15:46:46 after sailing the course in 1:47:46. She was the first of the record number of 5 Farr 1020's to finish race 5.

Missing 2<sup>nd</sup> place by a mere 6 seconds was PIZAZZ who started from 9<sup>th</sup> place, 11 seconds late for a 24-minute handicap start. PIZAZZ crossed the finish line at 15:46:52 after sailing the course in 1:52:52. She rounded number 4 for the first time at 15:09:10 when she was in 1<sup>st</sup> place but during the final 37 minutes 42 seconds of her race she was overtaken by SECOND NATURE.

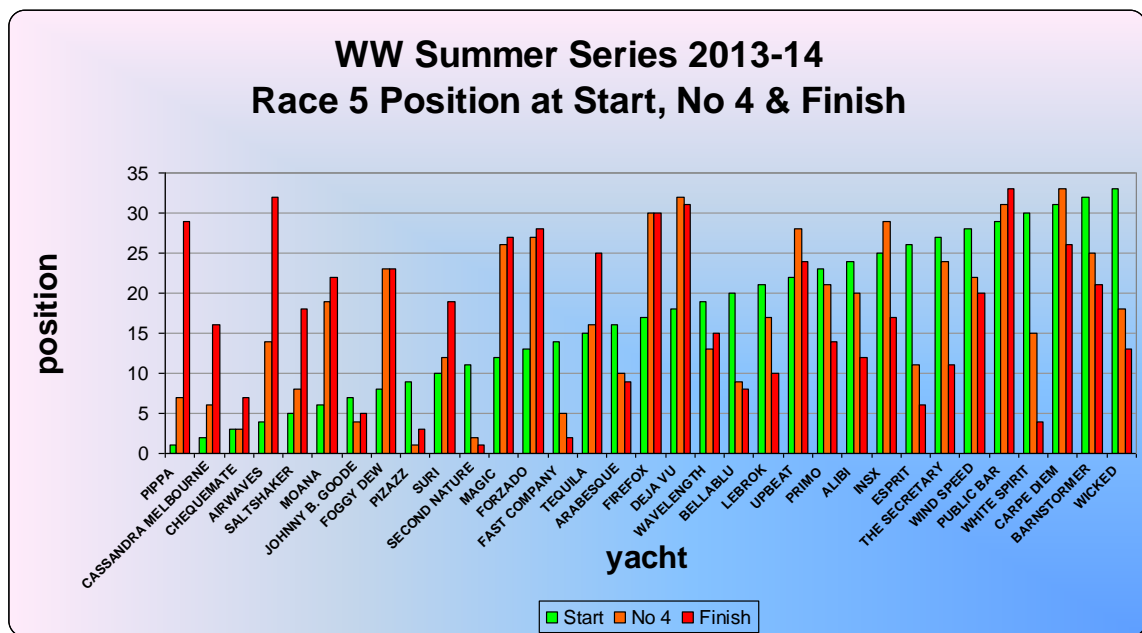
Getting around the course in the fastest time of 1:29:31 was WHITE SPIRIT (Timothy Say). This was 4 minutes 7 seconds faster than ESPRIT (Gary Anderson), which was a further 4 minutes 8 seconds faster than 3<sup>rd</sup> fastest, THE SECRETARY (George Shaw). Twenty-one of the 33 yachts sailed the course in less than 2 hours with an average sail time of 1:53:22.



Start of the day was again keenly contested with 4 yachts starting too early and being penalised 5 minutes. However, it was PIPPA (Jeffrey Woolhouse) the first yacht to start race 5 that won with a time of 2 seconds. Only 1 second behind was MAGIC (Phil Spry Bailey) and FOGGY DEW (Jo O'Grady) then came LEBROK (Theo Korbel) and WHITE SPIRIT with a time of 4 seconds.



Even though rounding number 4 for the first time marked the two-thirds mark in the race, numerous positional changes took place throughout the whole of race 5. No yacht finished in the same place it started. Starting from 25<sup>th</sup> place INSX (Rob Sills) lost 4 places going around the first three legs but gained 12 places sailing the final three legs. WHITE SPIRIT set out from 30<sup>th</sup> position moved up to 15<sup>th</sup> by the first rounding of number and went on to gain a further 11 places to finish 4<sup>th</sup>.



The Farr 1020's must have breathed a collective sigh of relief at the end of race 5 after finally completing a race this summer that contributed to their series. There were five yachts in the race all starting from a handicap of 29 minutes. Was this the first time five 1020's raced against each other in WW? It was a close contest on the first leg out to number 5 but at the first rounding of number 4, FAST COMPANY (Daniel Edwards) had established a significant lead. The final result of the race was as follows:

Place	Boat Name	Skipper	Elapsed Time
1	FAST COMPANY	Daniel Edwards	1:47:46
2	ARABESQUE	Albert Doggett	1:53:24
3	WAVELENGTH	Brendan Kruger	1:56:33
4	TEQUILA	Alan Collins	2:01:17
5	FORZADO	Bruce Dobbie	2:02:28



## **Murmurs heard by Mark Windward, Race 5**

Why is it that with a name like **Second Nature**, this yacht came first?

Mr Paul Handicapper would like to point out that for Race 5 the handicaps were done by Rob Sill. Rob in INSX started off 45mins, started 18 seconds late and finished 17<sup>th</sup>, 18 seconds in front of Salt Shaker.

There was quite a gap between first to last positions in this race.

At the start it was: 39mins ~ 13.40 to 14.19

First time past No 4: 17.40 mins ~ 15:26 to 15.09

At the finish: 19mins ~ 15:44 to 16:03

It is understood that one of the larger yachts (who does not object to the speed of the wind) has some concerns about racing out to No 5 and would be pleased if races did not go out to this marker.

It is not so much the rounding of number 5 but having to avoid Number 1 on the way back to the shore. It looked like they were ready for a fast tack around No 1 (not a part of the course on that leg) but managed to just avoid collecting it.

It doesn't pay to do "interesting things" if there is a gallery to watch you.

Those watching intensely should be careful not to tread on the switch for electric winches in the excitement.

No1 buoy did create a bit of a traffic jam on the second triangle, with a few waves being created. It is being considered that a non-indelible paint is going to be applied to all marks of the course for future races.

The race and wind did create some "Chicken" confrontations as yachts coming back, particularly after rounding No 1, found themselves head on to yachts behind approaching the mark.

Number 7 lived up to its reputation of being nasty. Quite a few yachts stalled at the mark. A yacht about 1020 long would have to feel a little hard done by getting a 'Starboard' call just when they were about to round.

It was a change to see Daniel lost for words at presentation time. He has been there so often. When asked if Arabesque might be a faster yacht he was a little lost for words. They were not that far apart. A good way to promote a yacht that is for sale is to have it compete against 4 other yachts of the same class.

### **A Swell Idea!**

Wavelength has a new tactic for close racing. It is called 'hide behind a wave'. Brendan has tested this tactic out in the recent Club Marine Series.

For an excellent photo of what I think is Wavelength [CLICK](#)

The handicapper misquoted the Pippa skipper a little bit. His suggestion was not for 45 ft. yachts to be restricted. He thinks that there should be a limit to the amount of 50 footers, as they use up too much wind. There tends to be a lack of wind after they pass for about 5 or 10 minutes. You battle to get

windward and clean air, and then they round in front of you using up all the wind.

The very early starters had to trust the forecast of abating winds. You will note from Windward Buoy's graph just at the official start time of the race the wind was at 23 knts gusting to just under 30 knts. With the experience of the last few weeks, there was talk of going out with a reef in the main and No 3. The forecast was correct and the breeze did moderate but it did not swing to the NNE.

Thanks once again to MICHAEL BLAIR of BLAIR SHIPWRIGHTS 0422 209 756 for sponsoring the start of the day hull scrub.

You should not need a reminder about your safety declaration due last month. To get the required form [CLICK](#)

WW Race 10 will carry a prize for the first placed registered entry from an MG owner or previous owner on board (Crew or Skipper).

To register your entry all you have to do is send Mark Windward a photo of your MG (with details) between now and race 9. Reply to [Mark Windward](#) Brian Barnes is the latest entry to the MG Race following a little persuasion from St George, the sponsor of the race.

Brian's MG's are below:

MG F 2000 Anniversary F1 roadster.



And MG B Mk II, 1970

Brian has previously owned: MG TD, MG Y saloon, MG B 1969 Mk 1.

### **Pippa Crew Interest story**

World's oldest sailing clipper in London for final farewell

Story in Sail News

Click here to read the latest story and progress of the City of Adelaide

[CLICK](#)



Gai Woolhouse's (nee Wilcox) Great Grandfather sailed on the City of Adelaide on her inaugural voyage, and then 4 or so more times often with his young family.

On one trip returning to London he hired 2 additional cabins for the voyage.

They were fitted with cages for lots of exotic birds to sell in London. Gai's grandfather was born on this journey and was given the middle name "Seaborn", a name passed down to Gai's father and brother. (No Gai does not have that as one of her names, thank goodness!).



Afloat Magazine is now "on line" in addition to the free printed copies that are given to the club that are placed in the library. Windward Buoy and Mark recommend it for a good read and is one of the best Australian sailing magazines.

You may like to check out an article about the SYC Century Class race in the latest on line addition.

[CLICK](#)

### **Vanuatu Words:**

**From last week:** Basket belong titi ~ In English would be called a bra

**For this week:** What is a:

wan smol box blong white man, oli scratchem beli I singout gudfala...



### **Race four question and answer**

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

I was born in Scotland. 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. It can now be read online, plus many of the letters I wrote home to my wife.

A correct answer was received from Dr P.A.

[It was Ralph Clarke 1755 ~ 1794 and his vegie patch is now known as Clarke Island in Sydney Harbour.](#)

On 23 June 1784 he married Betsy Alicia, their son, Ralph Stuart, was born on 23 August 1785. Anxious for promotion, Clark volunteered for duty at Botany Bay. In May 1787 he sailed in the *Friendship* in the First Fleet.

To read a summary of his rather unhappy life at Sydney and later at Norfolk Island, and more details visit [CLICK](#).

His diary is held by the NSW Library. The original pages can be viewed on line [Click](#)

**Race 5 question** - also comes from the NSW Library.

**What is the name of this ship and what was it used for?**

Given the overcrowding in some Victorian government accommodation the use of shipping might be used again to solve a Victorian government's problem. Mark's Great great uncle had a job on this ship when it was in Williamstown. This was before he left for the goldfields and later set up a shop in Malmsbury.

The ship's survival until 1946, and its use after it left Australia, is an interesting and unique story.

What is the name of this ship and what was it used for?



Send your answer to [Mark Windward](#)

Thanks for all the contributions to this report. Especially to Windward Buoy, St George and for MG bottle of wine prize, The Phantom scribe, Brian Barnes, Gai Woolhouse Dr. Peter A and the princes in the tower, the bar personal, Monica, to a few other who wish to remain an non e mouse and especially to Eloise who came back from Bali especially to put the race report onto the SYC web site.

Send your contribution to [Mark Windward](#)