

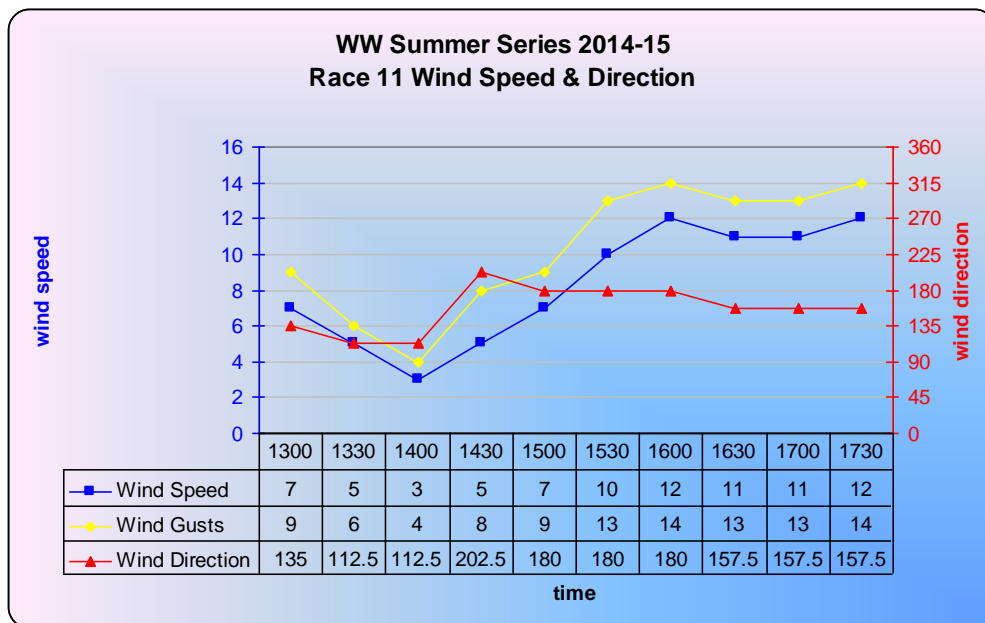
A day out at Royal Brighton Beach Wednesday Wonders Summer Series 2014-15 Race 11 10 Dec 2014



With ISAF racing postponed at SYC due to the lack of breeze there was a degree of cautious optimism about the journey to RBYC for a combined WW race in light conditions. Nevertheless 37 yachts, including 2 visiting cuta boats, made the journey north to be rewarded with a well organized race in good conditions around Royal Brighton's 8.9 nautical mile course 6. The bureau had forecast cloudy conditions and a 40% chance of rain but this stayed away making for an enjoyable afternoon sail.



Fawkner Beacon recorded 3 knots of breeze at the later than usual start time of 1400 but over the following two and a half hours this increased to around 12 knots and averaged about 8 knots for the race.





Following a 2nd place in the first race of the series the JARKAN 30 SALTSHAKER (Ken Gayler) hasn't appeared in the top ten in any of her 9 completed races until race 11. Despite her worst start for her lowest handicap so far, 54 seconds late for her 17 minute handicap, SALTSHAKER won race 11 with a margin of 28 seconds, ahead of the visiting cota boat PHOENIX (Bruce Griffiths). SALTSHAKER had sailed the 7 leg course in 2 hours and crossed the finishing line in 1st place at 16:17:00. She has completed all 11 races in the current series and the win has helped SALTSHAKER from 19th to be 11th in the aggregate.

...and a tip from the crew: "It paid off to stay close to the breakwater and we were able to lay the mark with one tack."

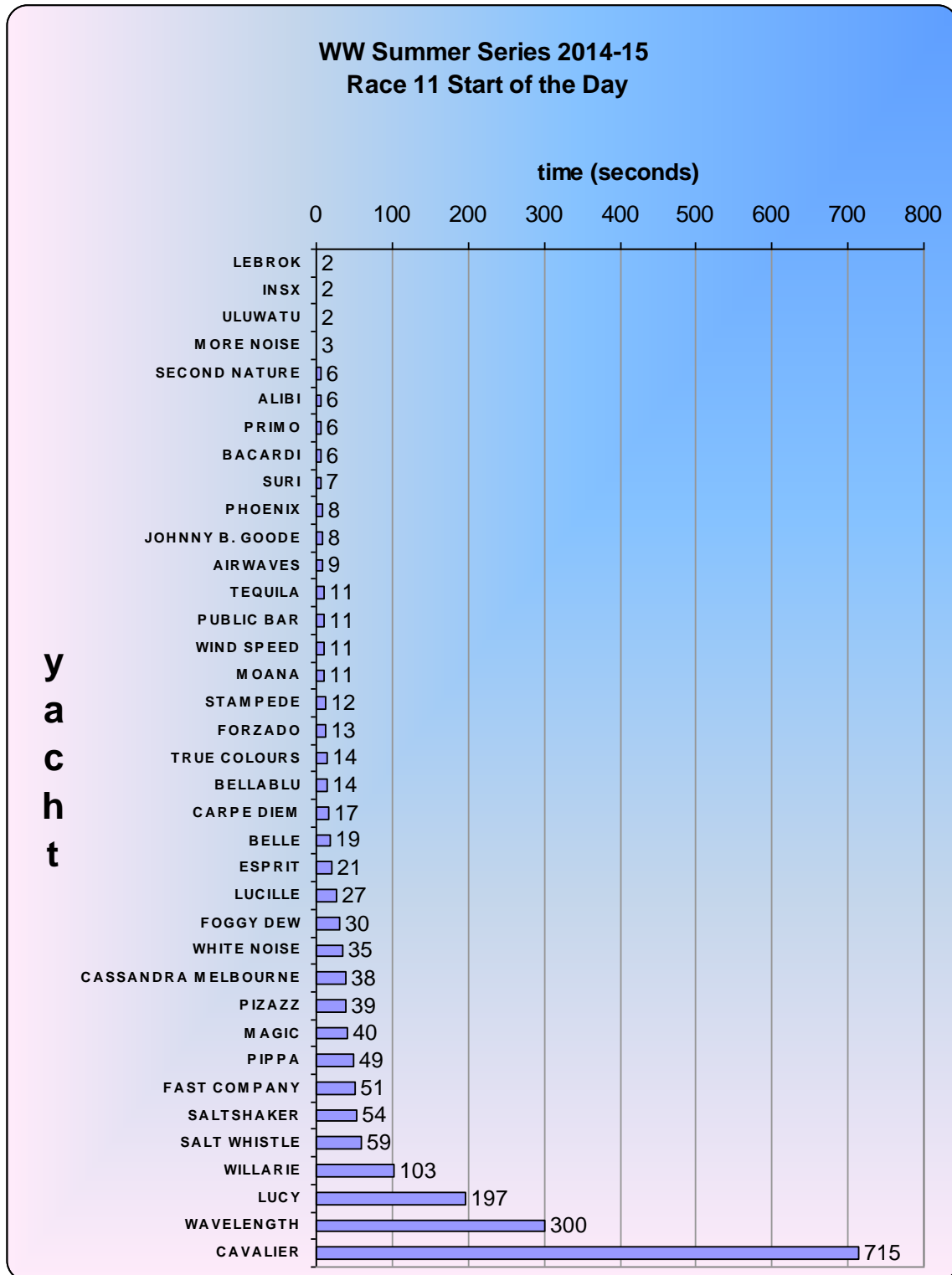


Taking a well earned rest back at SYC after coming 2nd in race 11 was the kauri pine cota boat PHOENIX (Bruce Griffiths). She had a good start, 8 seconds late for her 13-minute handicap from 5th position and sailed well to complete the course in 2:04:28. PHOENIX crossed the finish line at 16:17:28.

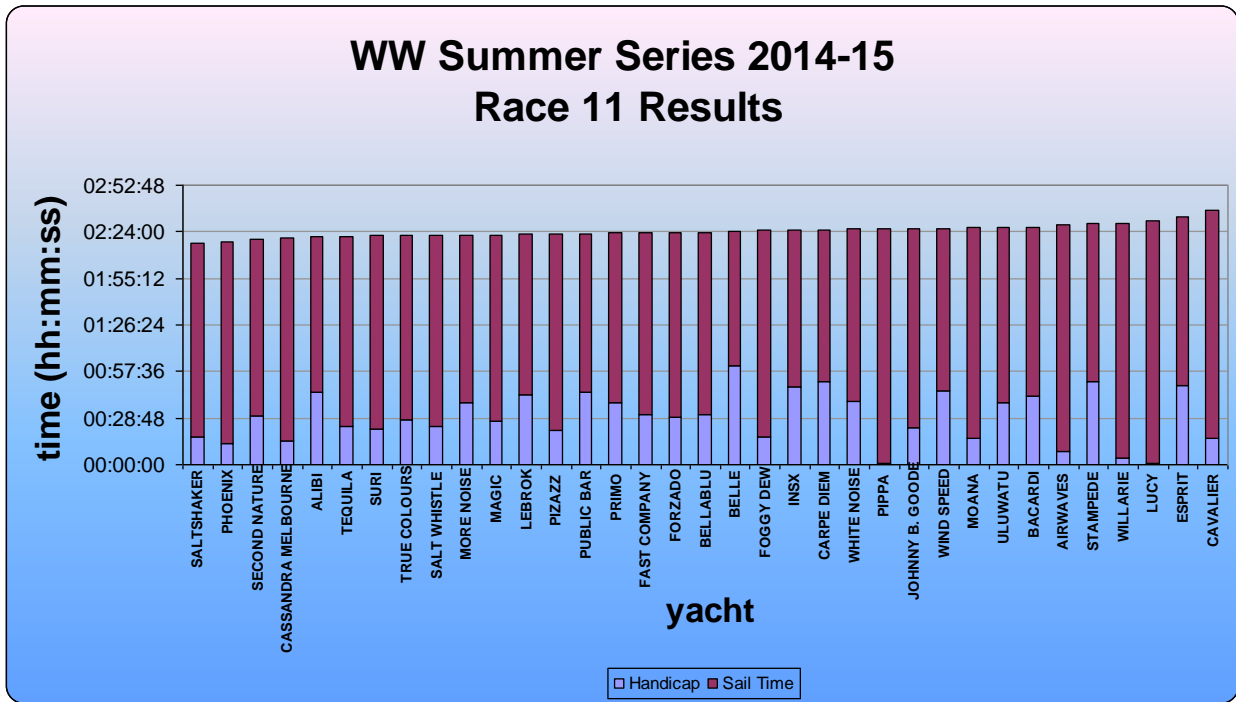


SECOND NATURE (Paul Mentiplay) has sailed in 10 of the 11 races this series but this was her first podium finish. SECOND NATURE had a good start only 6 seconds late for her 30-minute handicap from 19th place. She sailed around the course in the 15th fastest time of the day in 1:49:01 and crossed the finish line in 3rd place at 16:19:01, 1 minute 33 seconds behind PHOENIX. SECOND NATURE moved from 20th to 15th place on 61 points in the aggregate.

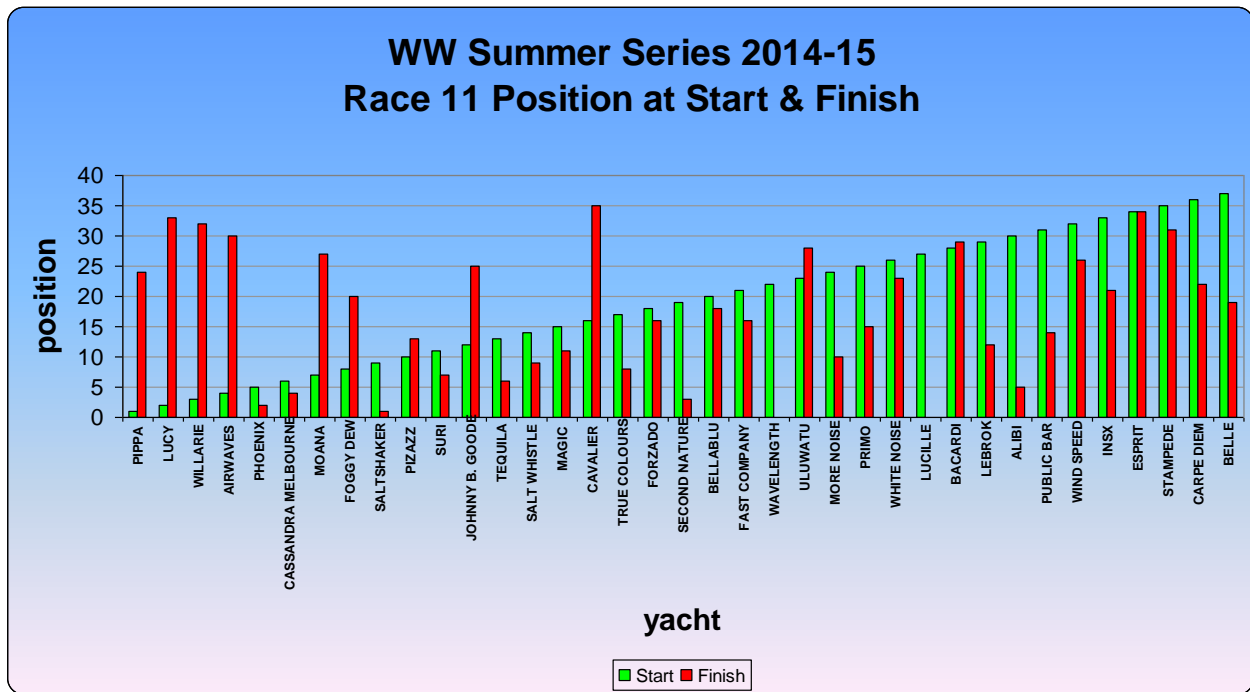
There was a three-way tie for Start of the Day with LEBROK (Theo Korbel), INSX (Rob Sills) and ULUWATU (Peter Geary & Mal Billings) all starting within 2 seconds of their respective handicaps. All but 4 yachts started within a minute of their handicap with WAVELENGTH (Brendan Kruger) starting too soon and penalized 5 minutes. Fourteen seconds was the median start time.



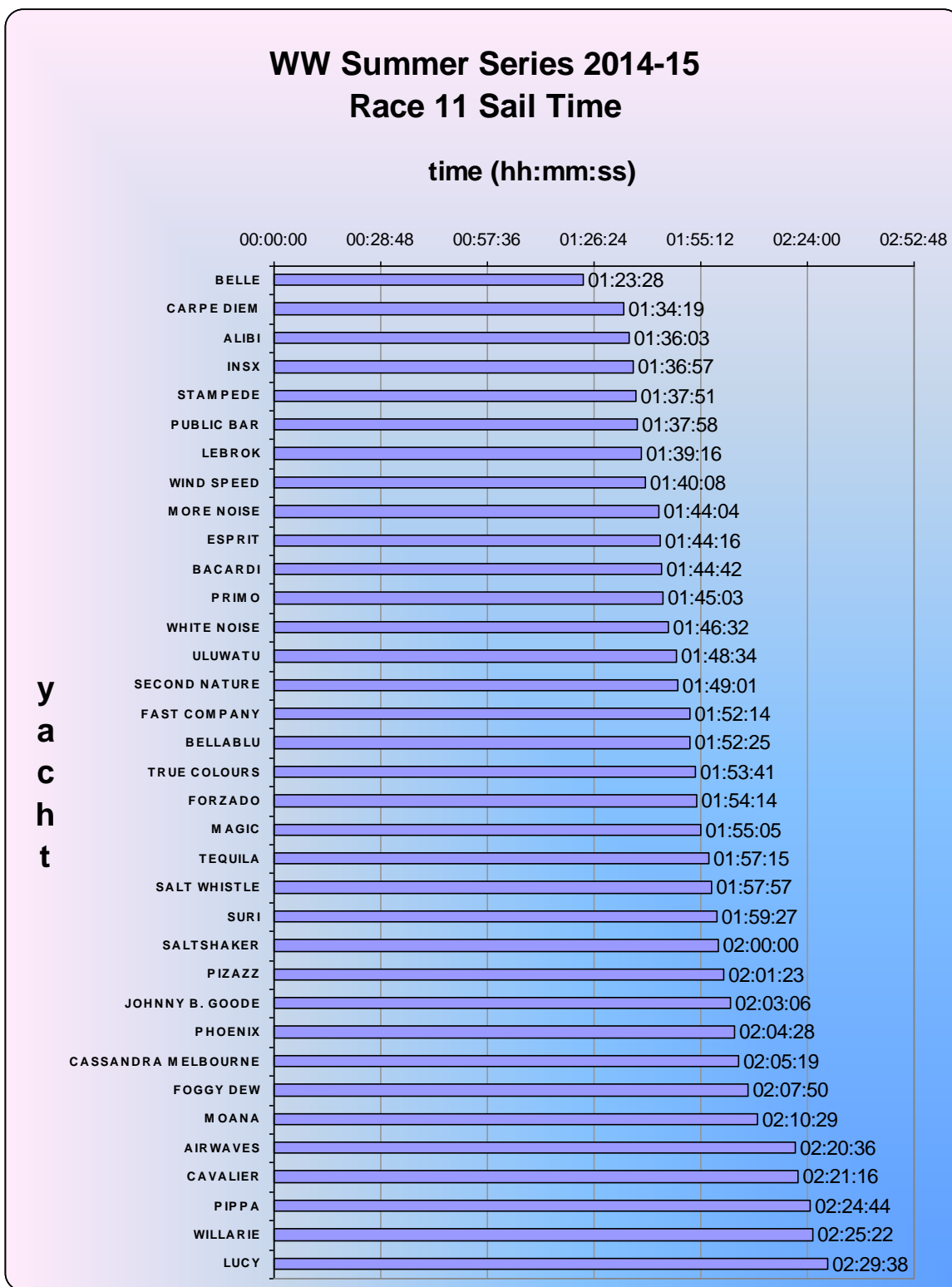
There was a record 60-minute difference between the handicaps of the first and last yacht to start the race but this difference was reduced to 20 minutes 16 seconds at the finish. There was a tie for 16th place with 2 Farr 1020's FORZADO (Bruce Dobbie) and FAST COMPANY (Albert Doggett) both finishing at 16:23:14 after starting 2 minutes 38 seconds apart.



The first 4 yachts to start the race had to endure light and fickle breezes decreasing the value of their early handicaps.



The average sail time for the race was 1:54:59. It is almost expected that if she sails BELLE (Doug Painter) will sail the course in the shortest time and this race was no exception. She was 10 minutes 51 seconds faster than second fastest CARPE DIEM (Paul Commins) and 66 minutes 10 seconds faster than couta boat LUCY (Michael Golding)





LUCY

There was little change in the aggregate top ten with ESPRIT (Garry Anderson) dropping to 12th and MORE NOISE (Jason Close) entering in 9th place. Even though THE SECRETARY (George Shaw) did not contest race 11 she still leads the aggregate on 35 points.

AGGREGATE RACE 11		
YACHT	POSITION RACE	
	10	11
THE SECRETARY	1	1
LEBROK	2	2
WIND SPEED	4	3
BELLE	3	4
ALIBI	9	5
INSX	6	6
WHITE NOISE	5	7
CARPE DIEM	7	8
MORE NOISE	11	9
BARNSTORMER	10	10

Many thanks to RBYC for an enjoyable race around a good course.

It is understood that SYC will return to WW and WW return to SYC by 17 Dec 2014 for the last Wednesday race of 2015.

Windward Bury

A plea from the tower: Fun DAY Racing December 24th Will you be there?

If you are intending to come to the fun race on December please let them know in advance. They would like to make sure they do not run out of....? and would like to be sure there are enough yachts attending to make it worthwhile.

CONTACT Monica, Boating department [CLICK](#) to email

Do you realize that this was the first Mercedes Benz Brighton Wednesday Wonders held at Brighton.... Or should that be the Brighton Mercedes Benz Brighton Wednesday Wonders. Thanks to our sponsor Mercedes Benz Brighton either way.

Marks's bright remarks to Brighton up your day



One of the pair of Couta yachts at Brighton, C31 Lucy - skipper Michael Golding.

Mark thought Couta boats were small yachts but they are 26ft in length (2 feet bigger than the Tritons) and they are not a slow boat. C41 finishing second and C31, 13mins off being first. Yes, C41 *Phoenix* did get a prize, which was collected by Bruce Griffiths even if the race sheets read a bit differently.

Some skippers can't follow simple sailing instructions. It seems that George, despite leading the series of Wednesday Wonders got the sailing instructions confused. It appeared that he thought you had to sail in one of the Brighton yachts for race 11. His crew was very concerned. Ian took to a rubber duck to try and find George amongst the fleet of yachts at SYC. Noel, another member of his crew, was looking very concerned in discussions with one of the organizers of the ISAF race. I guess they were thinking about calling the races off until they found George. They did delay the start, and George appeared on a Brighton yacht. Rumor has it he couldn't get a car park any closer to SYC. Someone asked Mark "Does George have a boat in every port?"

The start was little confused as Brighton sail stern chasers only every second week, and I think they had altered this race to fit in with the WW fleet. It could explain why there were so many yachts patrolling the start line on 0 and on Port tack. One Couta yacht got squeezed away from the line and was wondering why a big yacht was not allowing him to start. At the start there was very little or no wind.

Pippa recorded an average speed of 1.4 knts in the first 10 mins and covered just 0.5nm. Plus chasing the gentle breeze took her on a wider angle towards the mark which meant a longer distance than yachts that followed. That just about took away any handicap advantage. This information did help the skipper feel better after finishing 24th and 5 mins away from 4th place. The other surprize was the Brighton yachts started passing the early starters by the second leg. That is not quite what the early starters of SYC are accustomed to. It took the SYC yachts until about the second last leg to pass the earlier starters, which says a lot for our handicapping and handicapper.

Three in a row Some skippers get very worried about how to pass the handicapper. If you go past too quickly it looks obvious that your handicap is too generous. If you let him whiz past, it looks like your are not trying.

The following sequence seems to set a good example to follow. The finishing places were Sm6161 4th, Sm344 8th, and Sm340 10th



3:55:24



3:56:55



3:57:51



3:58:18

Mark's advice for the next Trip to Brighton during a big race at SYC:

It would be good if:

We had a defined passage (or access lane) to return to the marina that would avoid all races. It was very difficult to predict where kite surfers are going to go. A few yachts were getting into very shallow water trying to keep clear.

We have notification of what happens if our race is canceled, and most important, a cut off time long enough to avoid yachts heading out from the marina...this would be by 12.30 to allow for the smaller yachts.

Notes for the Royal Race:

Thank you to whoever left courses and maps of Brighton on WW yachts before the race. It was appreciated.

I hope Number Sm700 realizes that the course was designed so she would not run aground and was set to keep yachts out to sea. Good thinking tower staff. Without his 5 mins from last week Sm 700 would have finished 4th.

Just in case you have been looking at the race sheets Stan, Moana was not penalized 5 min for an early start and finished 22nd.

The next generation: On board Willarie was a Great grandson of a former SYC member. Assisting in sailing Willarie, was Ian's grandson, fifteen-year-old Jack Morley who was even at the helm for a time.

Did anyone else have a sense of Deja Vu after race 10 and listening to the radio calls? I do not think it was just Margaret that thought there was sense of déjà vu.



Bacardi is all ship shape and now on her way to Sydney. She departed at 14.30 Sunday afternoon. All the Wednesday Wonders will be watching your progress in the race Marty, including the handicapper, if you do very well! Enjoy the ride.

Answer to Race 10 Question

Neatest correct entry is awarded to Tom Badelka -- crew on "MOANA"

Thanks for your usual professional and humorous summary of last weeks race.

The "mystery ship" -- is the 3 masted fully rigged ship "PENTHESILEA" built Sunderland 1968/69. The name is from the Amazonian Queen Penthesilea in Greek Mythology.

Among other correct entries is one that accuses Mark, or Dr Watson, of a devious plot!

"Watson confides- that this question is a devious plot that it will take so long to dissect the data that those foolish enough to try have been lured into a trap and will miss the start of the WW's at Brighton- but Watson, we have not been fooled, the sailing ship is the "Penthesilea".

The photo of the crew on board *Penthesilea* was taken on deck at Puget Sound Port by Hester Wilhem about 1904.

See a report of the fire on the *Penthesilea* at Williamstown taken from the *Illustrated Australian News for Home Readers* 4th December 1873

Read the article [CLICK](#)



Photo of *Penthesilea* at City wharves Brisbane 1893 floods. Held at John Oxley Library, Sate Library Queensland
[CLICK](#) to view

To view a painting of her under full sail at the National Maritime Museum Greenwich
[CLICK](#)

Question for Race 11 - What ship am I?

I was part of the Royal Steamer Service between England and Australia.

Built in Glasgow by J Elder. I was a very significant vessel at that time. I was fitted with some new luxuries, Electric Lighting, mechanical ventilation and refrigerated holds. Plus I had an all round promenade deck.

I was built to government specifications so that I could be used in a time of war such as watertight compartments and coalbunkers. I could keep steaming at full speed for 40 days.

I did spend some time as a troop ship during the Boer war.

Thanks to everyone who contributed to this report. A request that whomever takes photos of the winner on the podium please send them to Mark. I do not get them forwarded to me automatically. Remember this week is a Century Class race. The following week, Wednesday 24th, is a fun race - please advise if you are racing EMAIL Monica [Click](#) here or ring.

Please send replies, photos, comments but not complaints to [MARK WINDWARD](#)

This week the wind was too strong for me to wind in the sail. And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham?