

WW Summer Series 2014-15 Race 19 - Being Cavalier Pays Off for Cavalier

(18 Feb 2015)



Rumour has it that the two crew of CAVALIER (David Lynch) believed their skipper would not be aboard the yacht in time for the afternoon race. Fearing the worst, the crew took things into their own capable hands and set out for the race sans skipper. The rest, as the saying goes, is history. Skipperless CAVALIER won the race with a margin of 1 minute and 6 seconds to record her first podium finish of the series which helped lift CAVALIER 7 places in the aggregate. She had started 22 seconds late for her 15-minute handicap from 4th place and after sailing for 1:14:23 rounded number 4 for the first time at the head of the fleet. CAVALIER completed the last 3 legs of the race in 1:04:59 to cross the finish line at 16:04:44. She has completed 12 races so far this series and this was by far her best result. It remains to be seen how the skipper reacts to the crew's victory, which should include a 5-minute addition to the handicap for the

next race. *It has been reported to MARK that Dad greeted the boys with something like this, "Why didn't you have No 1 sail up?" Reply from the winning crew "We thought it would be too embarrassing to win by too big a margin!"*

Crossing the finish line in 2nd place at 16:05:50 was FIREFOX (Kim Beveridge Howard). FIREFOX had started from 14th place 19 seconds late for her 29 minute handicap. By the first rounding of number 4 she was in 5th place having made up significant ground on the leaders. She continued to improve her position during the last 3 legs of the race to sail the entire course in 2:06:50. FIREFOX has completed 15 races this series and this was her second podium finish. Despite her good result in this race she only improved her aggregate position by 1 place going from 29th to 28th place.

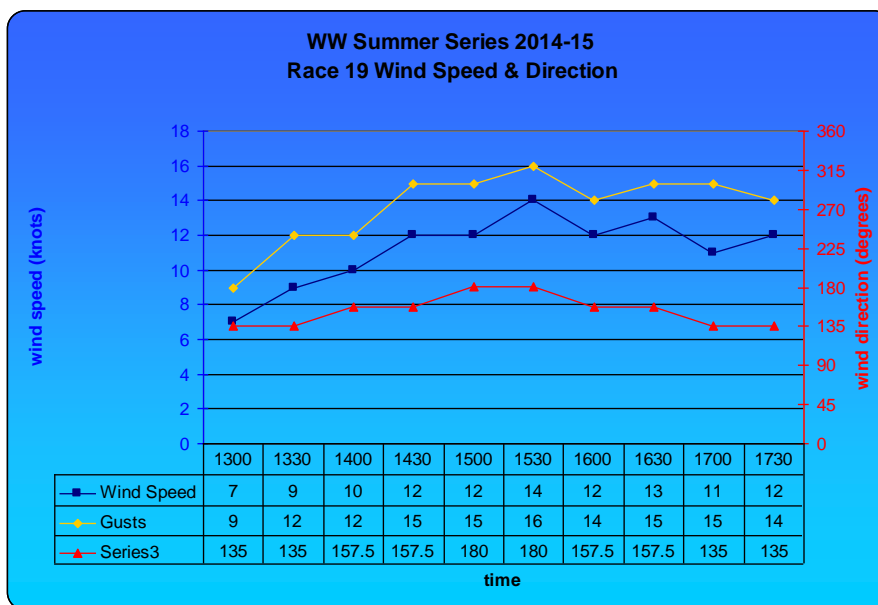


CASSANDRA of MELBOURNE (Bob Reeves) is one of 5 yachts to have completed all 18 races this series. She has recorded 2 podiums and 5 top ten finishes and her handicap has moved from a low of 14 minutes to a high of 19 minutes. She started race 19 from 5th place after being 59 seconds late for her 18-minute handicap. By the first rounding of number 4 she had improved her position by one place and repeated that improvement in the last 3 legs of the race. CASSANDRA sailed the course in 2:20:47 and crossed the finish line at 16:08:47 – 2 minutes 57 seconds behind FIREFOX. This 3rd place lifted CASSANDRA in the aggregate from 21st to 14th place.

The 6 leg, 9.9 nautical mile course 62 was selected for race 19 making it the 4th time this series. On this occasion the breeze was lighter than previously making it one of the longer races. The average sail time was 2:12:23 with 25 of the 36-yacht fleet taking 2 hours or more to complete the course. The first 3 legs of course 62 account for about 60% of the distance (about 6 miles), with the remaining 3 legs making up the remaining 3.9 nautical miles.



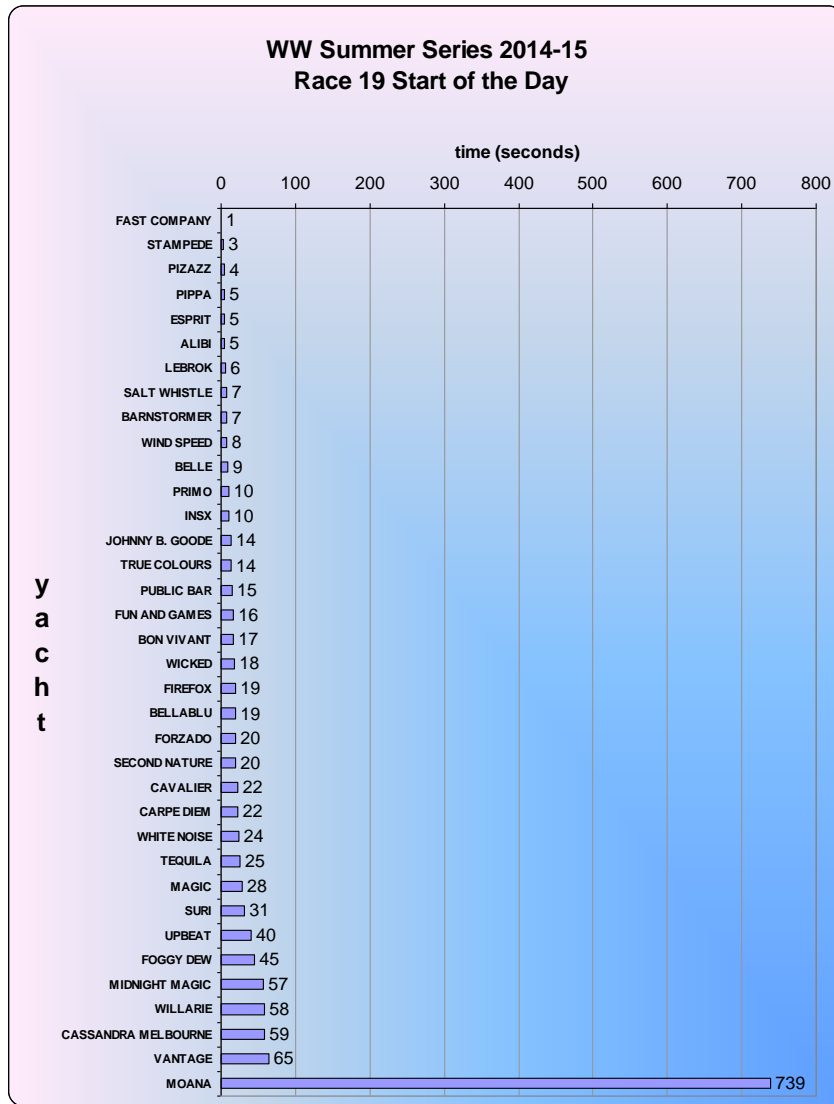
Although the threat of rain was present throughout the entire race it failed to eventuate with the cloud giving way to blue sky as the race neared completion. The sea became increasingly choppy as the afternoon unfolded and the breeze, which was mainly in the south south east, increased in strength.



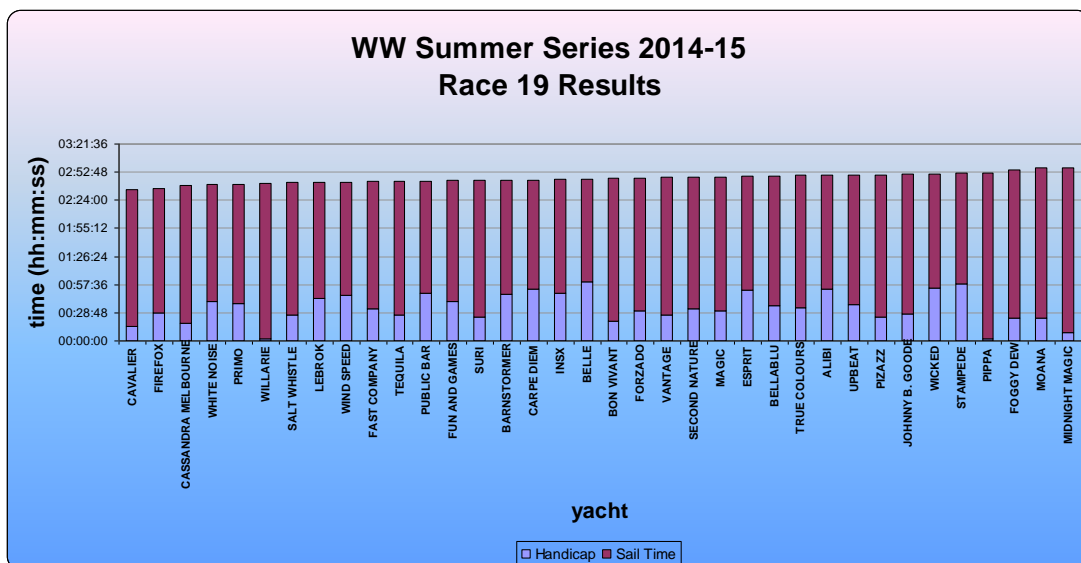
Note the increase in wind if the race had started at 14.00



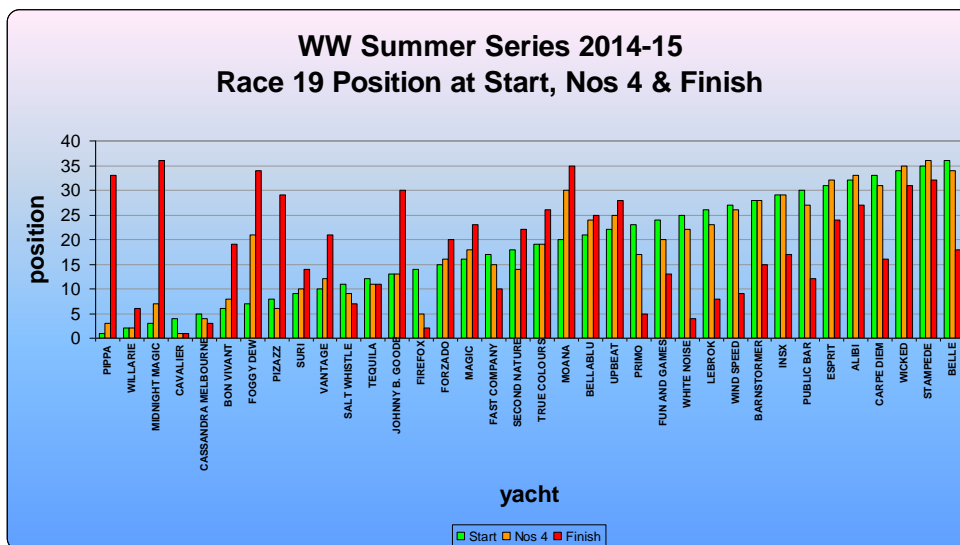
Start of the Day was won by FAST COMPANY (Albert Doggett) with a one second start. She bettered the three-second time by runner up STAMPEDE (Christopher Gendala). All but two of the 36 yachts started within a minute of their respective handicaps and the median start time was 17 seconds. Yet another rumour has the skipper of MOANA (Stan Rankin) having to return home after forgetting to bring the yacht keys hence the 12 minute 19 second start. Consequently MOANA started 20th rather than 7th and finished in - well she didn't finish last. *With a perfect start she could have finished 15th in front of Carpe Diem.*



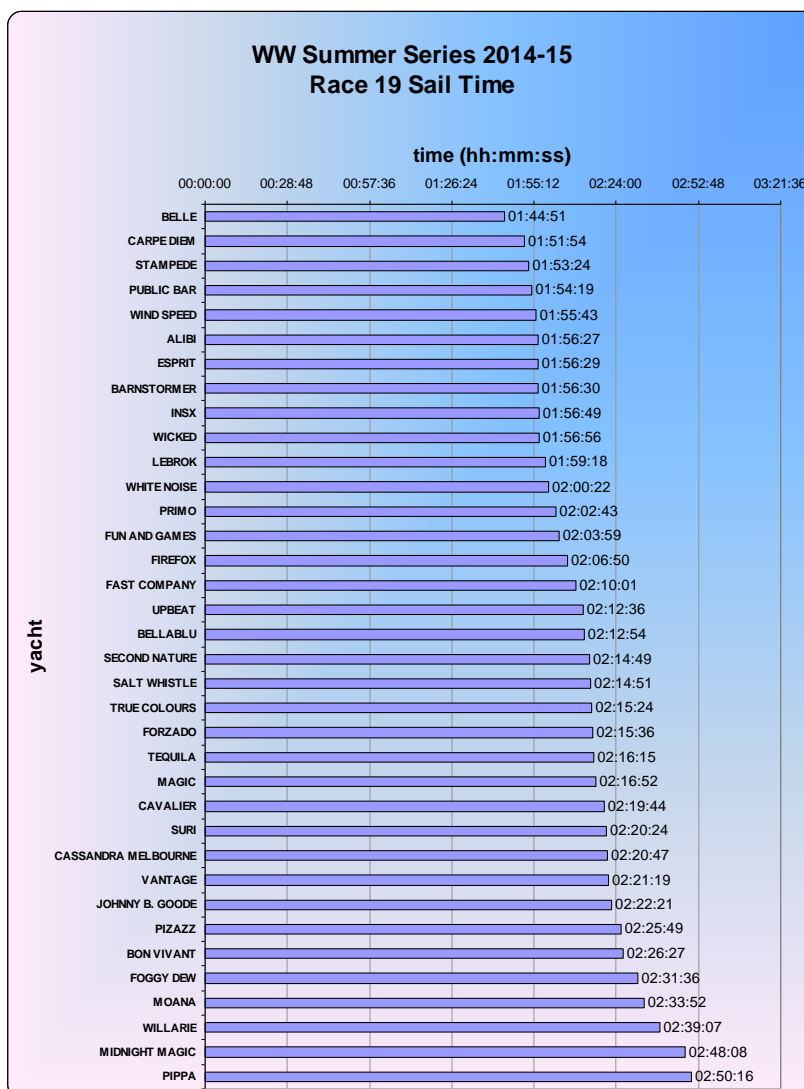
After starting the race 56 minutes apart all 36 starters finished the race within 22 minutes 24 seconds of each other. At the first rounding of number 4 the fleet were coming together to be 29 minutes 14 seconds apart. Interesting to see PIPPA (Jeffrey Woolhouse), the first yacht to start, finished after 2:50 mins one place behind the last yacht to start – STAMPEDE.



The fleet became reasonably homogenised throughout the race with 5 of the early starters, 3 from mid fleet and 4 late starters all amongst the first 12 yachts to finish. Amongst the mid fleet finishers were 3 from the early starters, 4 from mid fleet and 5 from the late starters whilst the late finishers comprised 4 early starters, 5 from mid fleet and 3 late starters.



It was BELLE (Doug Painter) that sailed the course in the fastest time of 1:44:51, 7 minutes 3 seconds faster than closest rival CARPE DIEM (Paul Commins).



There was a group of 5 yachts – ALIBI (Denis Hambleton), ESPRIT (Garry Anderson), BARNSTORMER (Brian Barnes), INSX (Rob Sills) and WICKED (Mike Welsh) that sailed the course within 29 seconds of each other. Their handicaps ranged from 48 to 54 minutes and they finished the race 27th, 24th, 15th, 17th and 31st respectively.

As well as the prizes awarded for Start of the Day after each race, there is the infamous Misty Blue Trophy awarded for the best starter of the series. The winner is not determined until after the completion of each series but if results of past series are any guide an average start of approximately 5 seconds is needed to win the coveted trophy.



A new old yacht for long time WW skipper, Jacquie Hope (Currently sailing on Deja Vu) Jacquie has just purchased a 1989 Sadler 32 yacht - a popular yacht in UK but few in Australia. She managed to find one right on her doorstep at SYC.



“... Needs heaps of work so got it for a song, and will still be singing for years to come. Attached photo shows her in her heyday, when she was not like a fiberglass reef, totally encrusted in baronies and long, thick tendrils of growth hanging down to her knees. It was all she could do to get round to the slip to be hauled out this morning, dragging her own ecosystem of mixed flora and fauna along underneath. Some of the mollusks on the keel could have fed a small family for a week. Such is the price of total neglect.”
She is currently just inside the gate in the yard. Called “Dad’s Dream”. I think a name change is on the way. Jacquie did sail a Triton 24 in WW about 15 years ago, so she knows a good yacht when she sees one.

Web Site of the Week thanks to Colin from “Twelve O’clock Magic”

A pretty way to view strong winds and wind patterns of Australia

[CLICK](#)

Utube of the Week

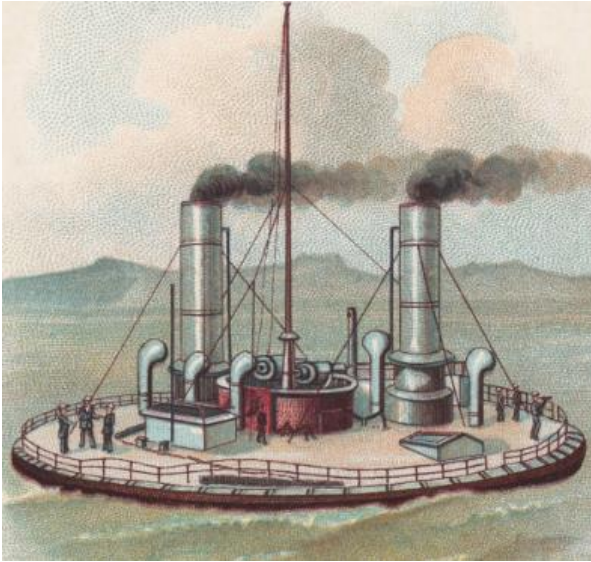
I know a few non-yachting people read Marks reports so this is for you:

The World’s fastest Outboard in 1958 [CLICK](#)

A 10min film of how good the Mercury Outboard was. It established a new world record of over 100mph with a 60 hp o/b. Presented in the 1950 style of documentaries.

Answer to Race 17 & 18 question

Correct response from Phil SB



As Mark persists with these questions I have had to put my ethereal matters aside for a moment and respond, the unfortunate ship was the Novgorod, an Imperial Russian warship designed by Rear Admiral Andrei Popov and together with its sister ship known as “popovkas”. It was to operate in coastal waters providing a stable platform and a shallow draft. It was not a success as on firing one of the two guns it carried it would rotate, was slow and difficult to operate. Built in 1874 it was scrapped in 1912.

The *Novgorod* and her near-sister *Vitse-Admiral Popov* featured concentrated armour along the waterline and two 26-ton guns.

The ship was driven by six engines each driving its own propeller shaft. Launched in 1873, the vessels could operate in less than 15ft (4.5m) of water and were to command the Dnieper River, the Black Sea and Sea of Azov.

Popov's vision emphasized 'tactical perfection' to the point where the ship was no longer a ship but strictly a floating weapons-platform; range – even mobility – were largely sacrificed in this pursuit of the maximum weight displacement to killing power ratio.

A critical flaw lay in the training of the (exposed) guns themselves; the round hull itself acted as revolving turntable and the sheer concussion of the guns firing sent the ship practically spinning out of control. The design was never repeated.

Both ships served in the Danube Flotilla during the Russo-Turkish War of 1877–8. They were redesignated Coastal Defence Armour-Clad Ships in 1892, and became store ships in 1903. They were not scrapped until 1912.

Oddly enough, Admiral Popov succeeded in gaining the enthusiastic approval of the former chief constructor of the British Royal Navy, Sir Edward Reed, who cruised on the vessel while touring Russia and wrote that the concept of a circular ironclad should be 'carefully considered'.

101ft x 101ft x 12.6ft (30.8m x 30.8m x 3.8m) • 2490 tons [D] • Hull wood, iron plated •
Armament: 2 x 11in, 2 x 4 pdr, 2 x 2.5 pdr • Complement 128 • Built Galerniy Shipyard, St. Petersburg, Russia, 1873

Race 19 Question What is the name of this ship? The first of it's kind.

This vessel was built in America in 1864. It had an iron hull weighed 6.8 tons was about 40 feet long. It was used by one of the American armies. It was salvaged in 2000 and the crew were buried with full military honors. It did have one successful attack.

Thanks to Windward Buoy, Jacquie, Colin, Phil, David and Stan for their contributions. Send any photos, stories, donations, comments etc to [MARK Windward](#)

Definitions of words you may not have been aware of...

Flabbergasted, adj. Appalled by discovering how much weight one has gained.

Bacteria - rear entrance to a cafeteria.