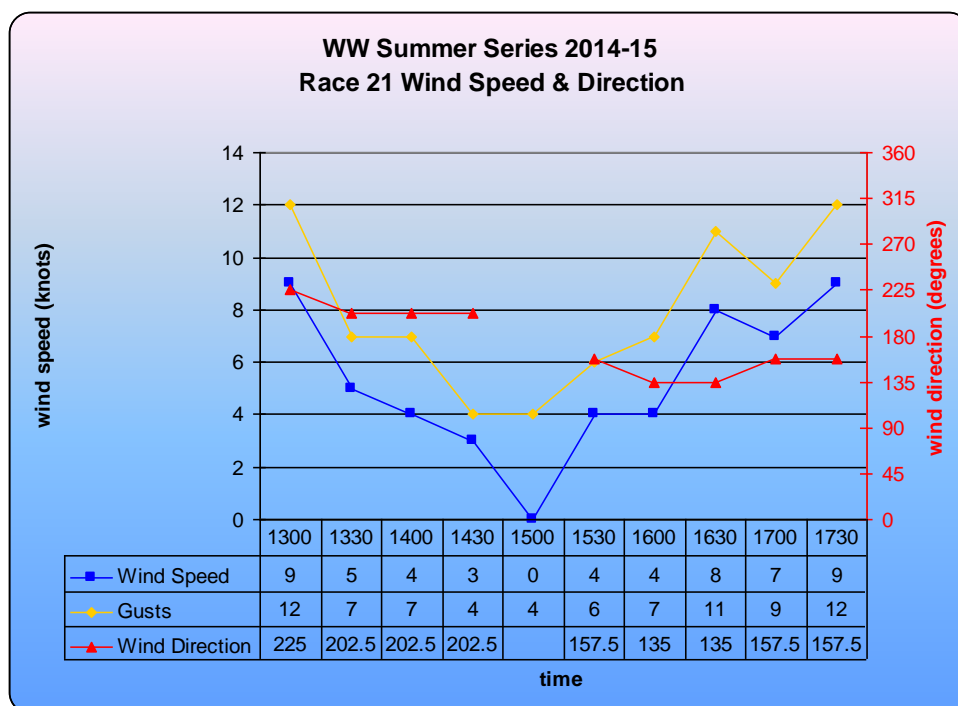


WW Summer Series 2014-15 Race 21 A Long and Winding Sail

(4 Mar 2015)



This was a day when the Port Philip breeze was at its most fickle. The breeze averaged 5 knots for the afternoon – the lowest this series. The forecast for the whole of Port Philip included a strong wind warning with “Westerly 15 to 20 knots increasing to 20 to 25 knots in the late evening.” Examination of the BOM wind charts showed winds of less than 10 knots around the SYC area during the afternoon. At 1300 Fawkner Beacon recorded a south-westerly breeze of 9 knots that decreased so that by 1500 it was 0 before climbing back to 9 knots from the south south-east at 1730. The variable breeze resulted in yachts having to sail the best they could with what there was rather than follow some predetermined strategy.



In order to achieve a result in the fickle breeze it was necessary to shorten course 14 from 9.8 nautical mile length to a 3-leg course of approximately 6.1 nautical miles. Despite the shorter Course a number of records were created. A record average time of 2:16:59 to complete the course was established with 3 yachts sailing for more than 4 hours. For the first time the fleet finished further apart (75 minutes 6 seconds) than when they started (48 minutes). The winning margin of 11 minutes 26 seconds was a record for this series and the Winter 2014 series. Even with the extension of the cut off time 10 yachts were unable to finish the course – the second highest number this series. The first half of the 26 yachts to complete the course all had a handicap of 40 minutes or more. Start of the day reached new heights with one starting 3113 seconds late for a 22-minute handicap. Nevertheless, race 21 witnessed a different winner for the 17th time this series.

It was INSX (Rob Sills) that recorded a very compelling first win of the series when she crossed the finish line at 16:47:45 to give the rest of the fleet an extension to the cut off time. She was the 28th yacht to start the race 30 seconds late for her 48 minute handicap. INSX positioned herself in the right place at the right time and sailed the course in the fastest time of the day – 2:29:45. She has completed 18 races this series and recorded 2 podium and 7 top ten positions. INSX started the series with a handicap of 42 minutes, which has progressively increased to 49 minutes before falling back to 48 minutes for this race.

With a total of 77.5 points INSX occupies 3rd place in the aggregate.



WICKED (Mike Welsh) is one of 7 yachts to have completed 18 races this series. This was her 6th top ten finish and 2nd podium finish following a 3rd place in race 3. WICKED didn't get the best of starts being 2 minutes 3 seconds late for her 52-minute start from 34th place. However, she did record the second fastest time for the race sailing the course in 2:37:11 and crossing the finish line at 16:59:11. Her handicap has averaged 51 minutes for the series from a minimum of 48 to a maximum of 54 minutes.

WICKED is in 6th place in the aggregate on 85.5 points, 23 points behind the current leader. This is her highest position to date.

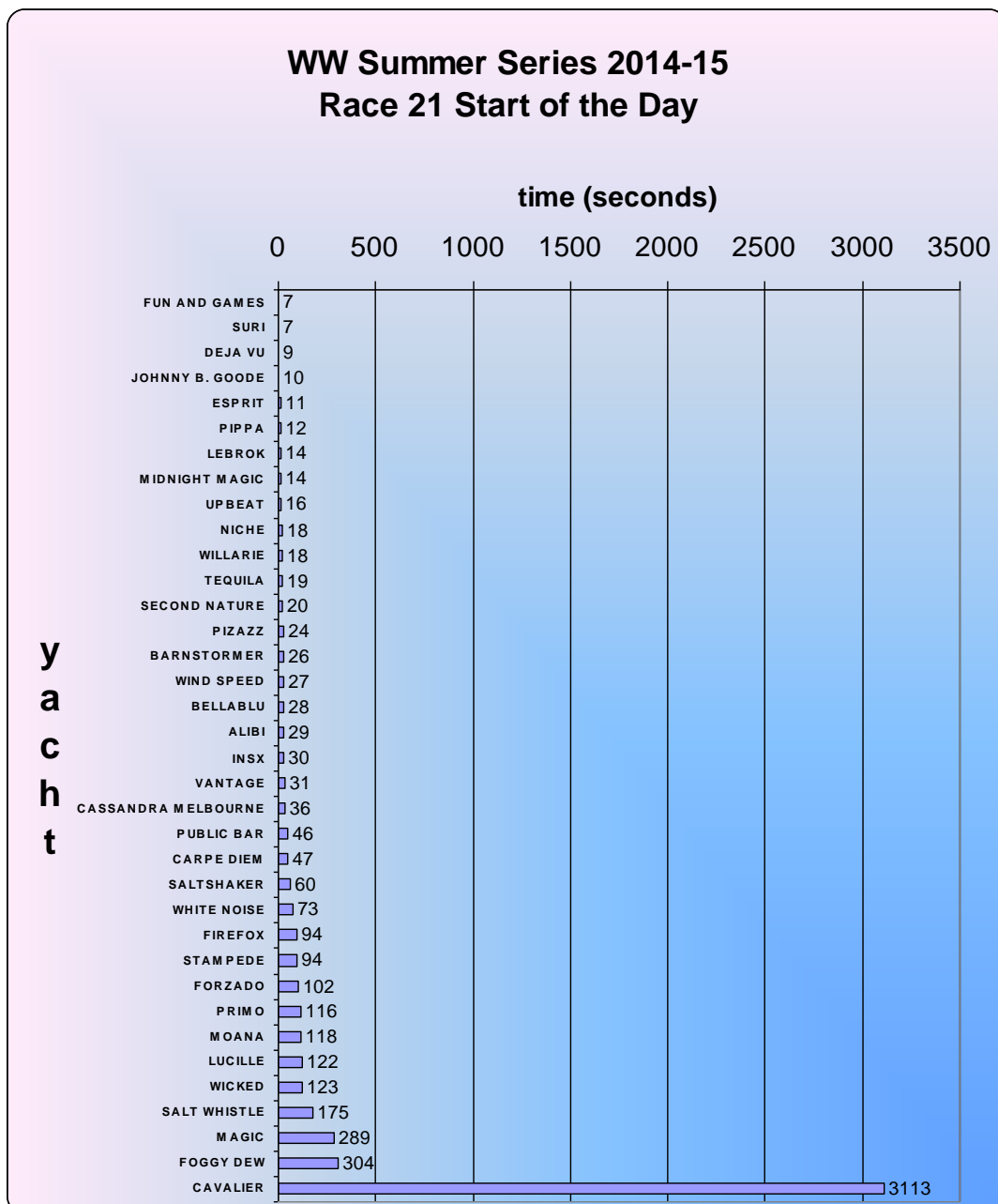


Finishing race 21 in 3rd place is the current aggregate leader LEBROK (Theo Korbel). LEBROK has led or occupied 2nd place in the aggregate since the beginning of the series. With a range of 14 minutes (from 33 to 47 minutes) LEBROK'S handicap has changed the most of any yacht. She started race 21 from 25th place 14 seconds late for her 44 minute handicap. She went on to sail the course in the 9th fastest time of the day and crossed the finish line in 3rd place at 16:59:35 only 24 seconds behind WICKED.

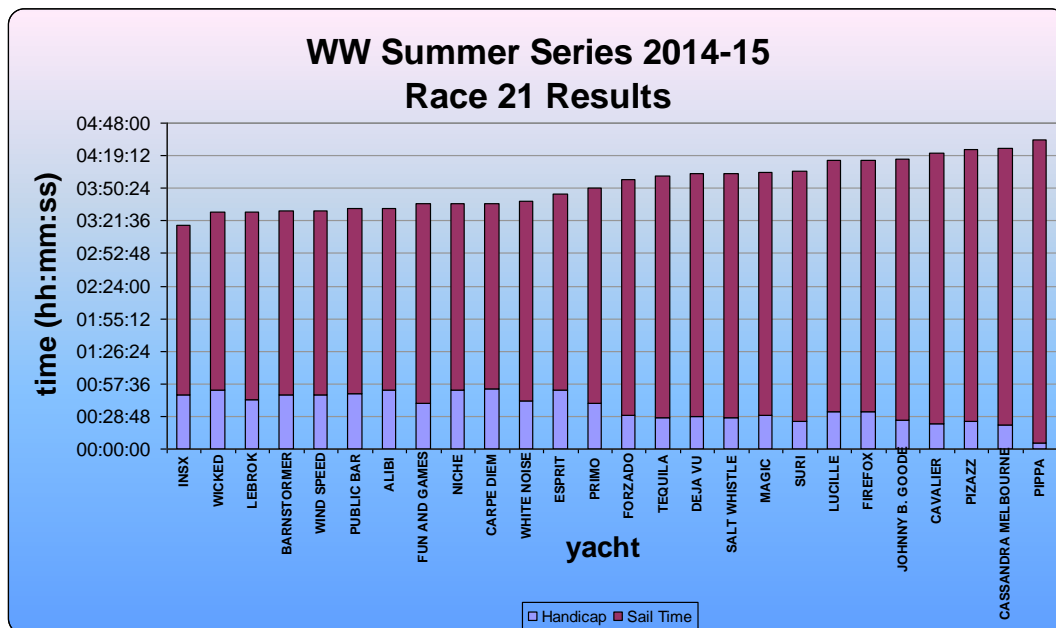
LEBROK has sailed 18 of the 20 races so far and leads the aggregate on 63.5 points.



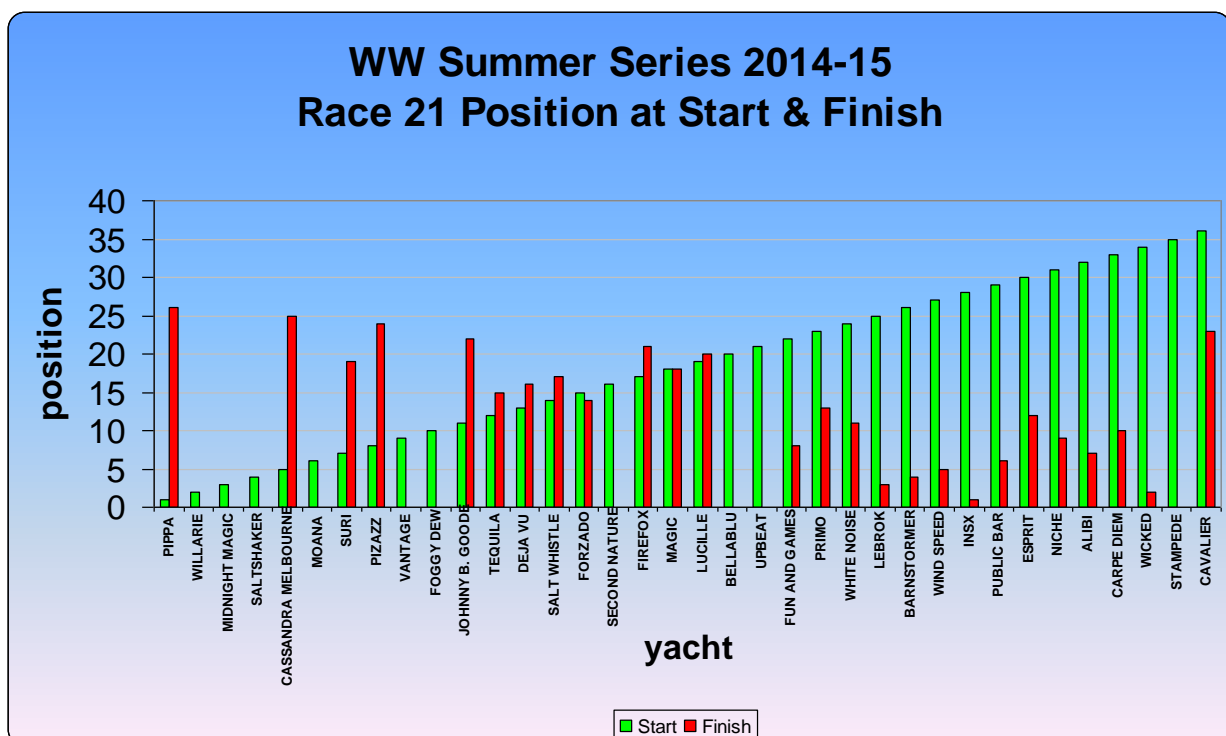
There was a tie for Start of the Day with both FUN AND GAMES (Alan Edwards) and SURI (Rick Blanck) only 7 seconds late for their respective handicaps. Thirteen yachts were a minute or more late for their start and CAVALIER (David Lynch *or maybe it was Lynch Jnr*) proved it is possible to randomly generate a Melbourne postcode by starting 3113 seconds late.



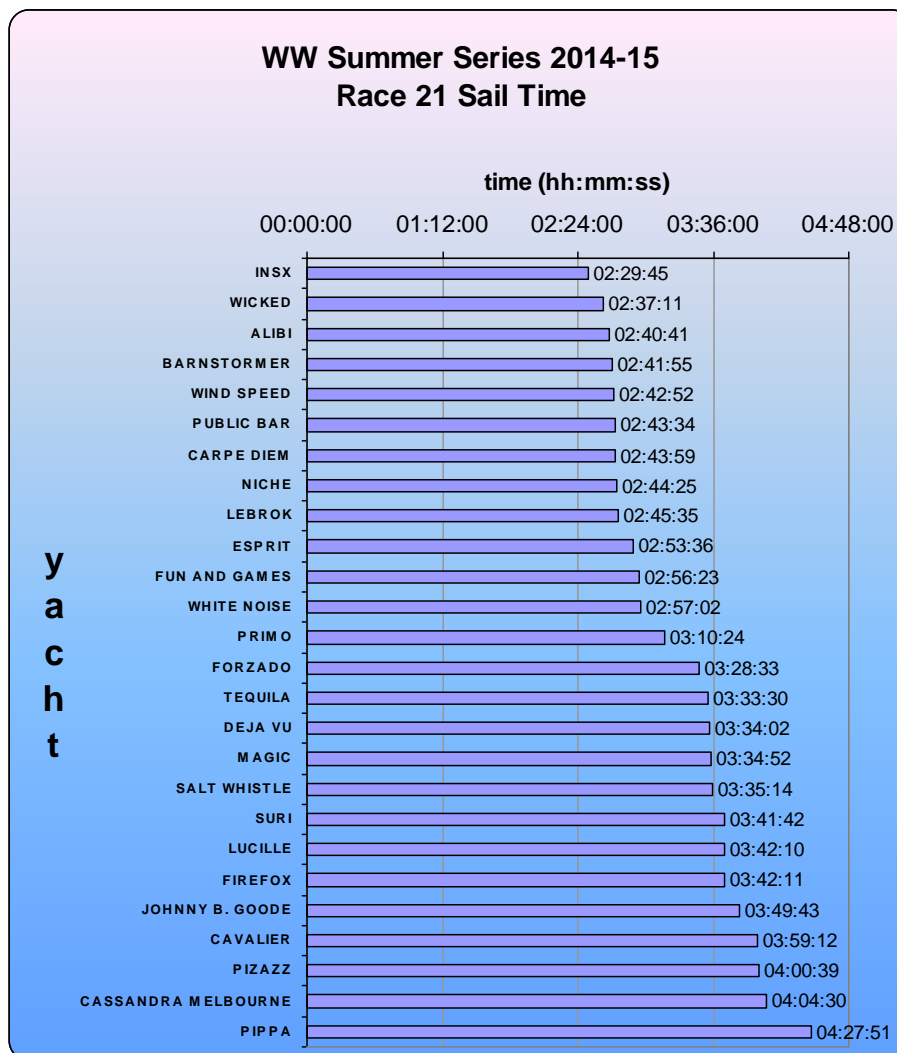
The opposite of what should happen in a pursuit race actually did when the fleet finished 27 minutes 6 seconds further apart than when it started. It also reduced in size with 10 of the 36 starters retired from the race with some believing they would not have finished even a shortened course within the time limit.



None of the first 12 yachts to start the race were amongst the first 12 to finish. In fact only 6 of them finished the race with 3 of them sails more than 4 hours to do so. It was 10 yachts from amongst the last 12 yachts to start the race that were the bulk of the early finishers. Twelve of the top yachts in the series were able to use their scores from this race.



With an average sail time of 3:16:59 this was the longest sail for at least the last 3 WW series. Every yacht, including the fastest (INSX) would have recorded their lowest speed for the series. There was a difference of 1:58:06 between the slowest and fastest sail time, which is about the average time it takes to sail a Wednesday race.



There are 3 races remaining in this 24 race summer series with the last race scheduled for 25 March 2015. So far only 1 of the 21 scheduled races has been abandoned with 3 races shortened and this could prove to be something of a record for the most completed races in a series. It is usually strong winds that lead to abandoned races and this year the breeze has been about 2 knots less than the average for the 2013-14 summer series with 7 races experiencing average breezes of less than 10 knots.

Windward Buoy



How does Windward Buoy get his information about the race so accurate and quickly? If you look carefully you can see the two computers he uses, especially on slow race days, when Phil is not looking.

Questions about Race 21, from Mark Anon Windward

Have you booked your table yet for Presentation Night - Friday 10 April 2015?

Who was the first to retire in Race 21?

Was it the same person who chose the course?

Did the sailing to No 5 instead of No 1 add 2.8nm (over 1 hour) to the course?

Will the drink funny money recover from the loss of income from this race, as there was no time to sell raffle tickets?

Would the race have benefitted from delaying the start to establish if the wind was going to come in?

Will the tower management get an evening meal allowance for the after 6.00pm finish?

Is this the first time 'CALM' has been displayed on the wind strength at Fawkner?

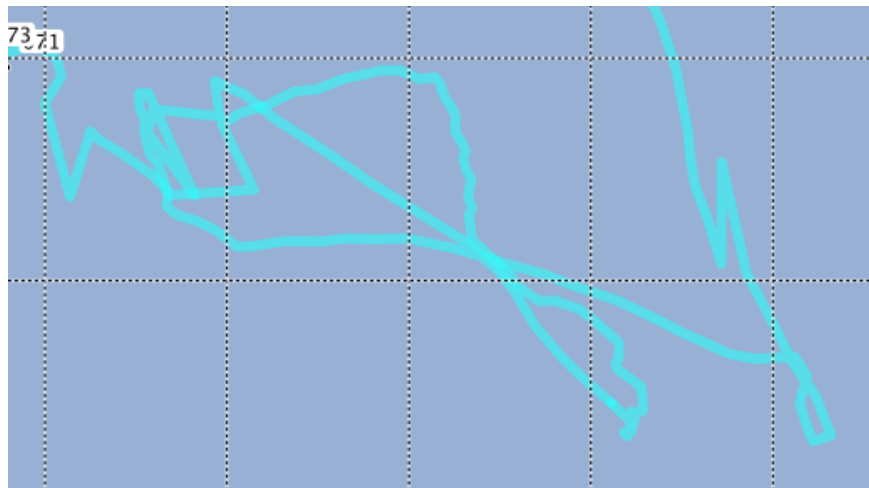
Have you ever heard so many strong wind warnings broadcast, when the wind was under 5 knts.?

Is 10 DNF's a record number?

Was the average speed of 4.4knts, from No.7 to No.4, achieved between 5:45 and 6:02. one of the fastest speeds for the day?

Can anyone interpret the following track, from a GPS, and advise the skipper how their sailing could be improved?

This track was recorded between 1:42 to 2:36 and the distance covered 0.14nm. The skipper thought they were gaining on the mark, as the sails seemed to be bent.



Video of the week. A 6min trip around the operations of The Port of London [CLICK](#)

Answer to Race 20 Question: What ship is this?

Australian built, one of the last of its kind that was sail rigged. Built for a commercial trade.

She was still able to chug along "quite nicely" on Sydney harbour in 2012.

Length 15.64m Breadth 4.39m Draught 1.73m Displacement 35.6 tons.

Construction: Carvel, jarrah planking, karri frames, white gum decks, oregon spars.

Sail: Auxiliary gaff ketch Engine 6-cylinder Volvo Penta marine diesel 78 kW.

Two nearly correct responses: Ian Price and Phil SB. Both lose marks, as the spelling of **John Louis** was incorrect.

[JOHN LOUIS](#)

Phil SP replies, "If you built a ketch using jarrah and karri it must have been built in WA and further, probably in Bunbury, Mandurah or Fremantle but no, the ketch in question is the "**John Lewis**" built in WA but in Broome, at the time the heart of the Australian pearling industry. The **John Lewis** was a pearl lugger, collecting young pearl shells for the cultured pearl industry. She is now preserved in the Australian National Maritime Museum in Sydney."

When Europeans settled in Australia, they rapidly saw the value of the pearl fields. Pearling began seriously at Shark Bay, Western Australia in the 1850s and in the Torres Strait in 1868 with 16 pearling firms operating on Thursday Island in 1877. By 1910, nearly 400 luggers (small boats) and more than 3500 people were fishing for shell in waters around Broome, which was then the biggest pearling centre in the world.

In the early 1900s, Australia supplied 75% of the world's pearl shell. Luggers towed their divers over the pearl beds by drifting, often with just the sail on the after mast set.

During the First and Second World Wars, the industry virtually ceased as most of the workers enlisted. Broome and the pearling industry survived the economic devastation of both World Wars and today is recognized as a 'pearl capital'.

Built in Broome for pearling, **John Louis** is one of the last working sail craft built in Australia. *John Louis* collected young pearl shells for the cultured pearl industry. Its tank of circulating seawater kept shells alive on the return voyage.

John Louis can be viewed at Sydney's Maritime Museum museum's wharves any day. It is "taken out" on the harbour to "keep it alive" occasionally.

<https://anmm.wordpress.com/tag/pearling/>



Before and after photos:

This one was taken in Broome 1967.

The photo below after her restoration taken on Sydney Harbour March 2012.

How come the Australian National Maritime Museum seems only to operate in Sydney? Is there any hope for Seaworks at Williamstown?



Questions for

Race 21

Can you fill in the name of these Australian production yachts?

The list below is taken from Sea Spray Annual. The names are taken from a list of "Stock Yachts" all built in Australia

This nostalgic test is based on 1975 BB (Before Beneteaus) yachts that were in production and commonly seen in Australian yacht clubs.

Most priced around \$10,000. This would have been a little under the average annual income which in 1975 was \$8,133.

Your task:

Can you fill in the missing letters to correctly identify the makes of these yachts.

Number 1 is an example for you to follow; one of the best yachts from that period.

1. T..t.. 24 Triton 24
2. C.v..... 26
3. E.d..... 24
4. B...B... 6.7m
5. H... 23
6. C...m... 27
7. F...b... 7.9m
8. T.. H.. 7.6m
9. W..r..... 7.2m
10. C.n..... 25
11. E... C.... 31
12. R..J..... 5.25

Send your response to [MARK WINDWARD](#)

Thanks to the contributors for this report. Particularly to Windward Buoy who does get a lot of positive feedback, which is appreciated. Your comments & contributions are welcome.

Definitions of sailing terms

Pylon: Action performed by group of persons eager to board bus or train

Handicap: A very useful hat.

Windlass: A young lady with flatulence.