

**Another Great Wednesday on the Water
Wednesday Wonders Summer Series 2014-15
Race 5 (29 Oct 2014)**



Forty two yachts, the biggest fleet of the series so far, participated in the 5th race of the series. Conditions were excellent with blue skies, flat seas and a south easterly breeze that averaged about 7 knots for the afternoon. Selection of course 14, one of the shorter courses at 8.5 nautical miles, complemented the conditions allowing all competing yachts to complete the course within the time limit. The average sail time was 2:07:01.



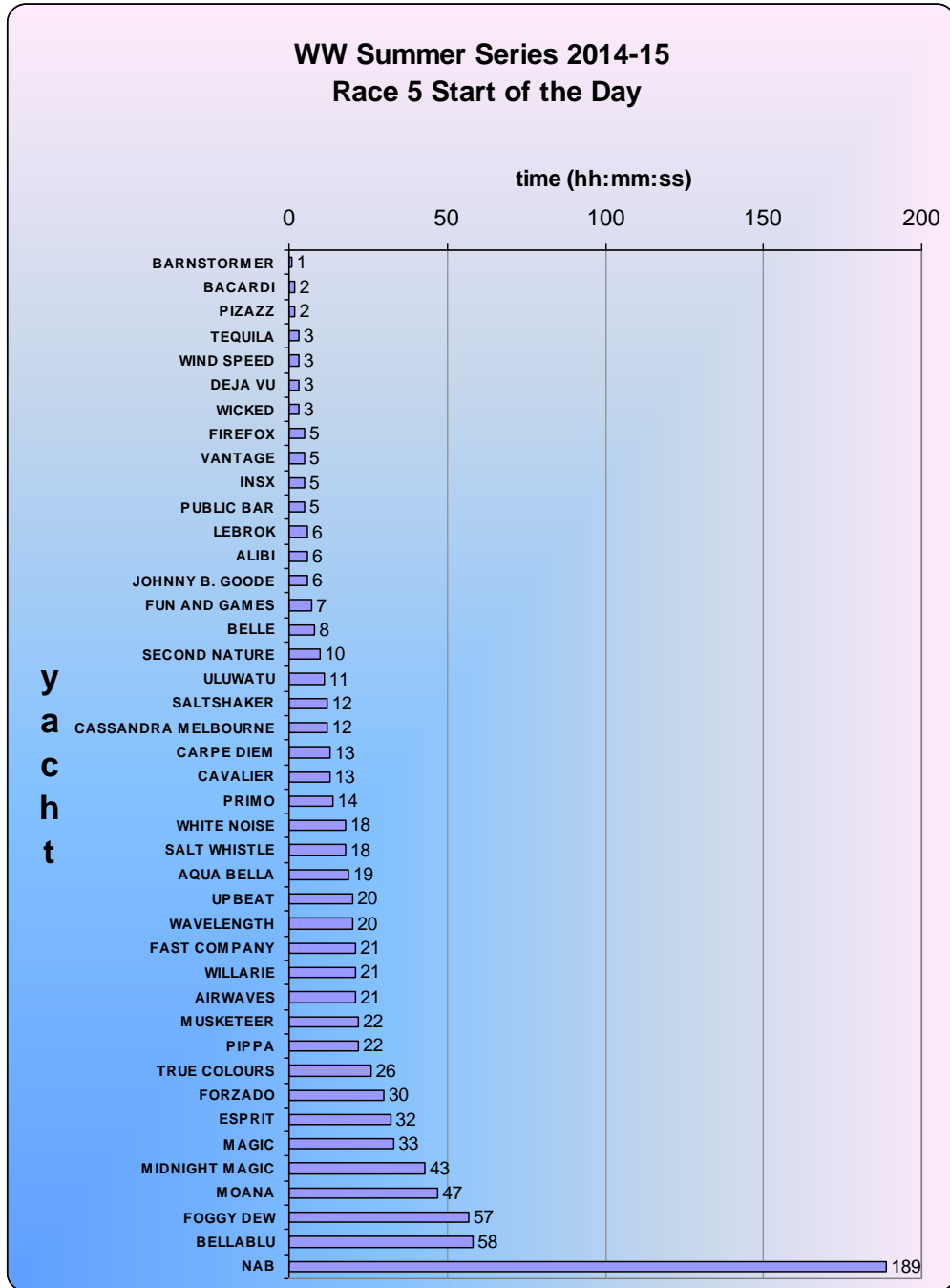
Sailing a very good race to win race 5 was FIREFOX (Kim Beveridge Howard). She was only 5 seconds late for her 27 minute start from 18th place and passed number 4 for the first time in 6th place. During the last three legs of the race she gained another 5 places to cross the finish line at 15:55:10 after sailing the course in 1:58:10. FIREFOX has sailed 4 races this series and prior to this race her best result was a 5th in race 1. This latest result has helped lift FIREFOX from 24th in the aggregate to 9th position.

Like FIREFOX, TEQUILA (Alan Collins) also found it advantageous to stay inshore for the last leg of the race. TEQUILA started from 13th place only 3 seconds late for her 23 minute start. This was by far her best start of the series and led to her best result. By the first rounding of number 4 she had moved up into 3rd place and went one better to cross the line in 2nd at 15:56:56 after sailing the course in 2:03:56. She had the best race result of the 4 Farr 1020's but would have been placed 4th on elapsed time. TEQUILA started the series with a 27 minute handicap which has reduced by 4 minutes over the 5 races. She is 21st in the 44 yacht aggregate.

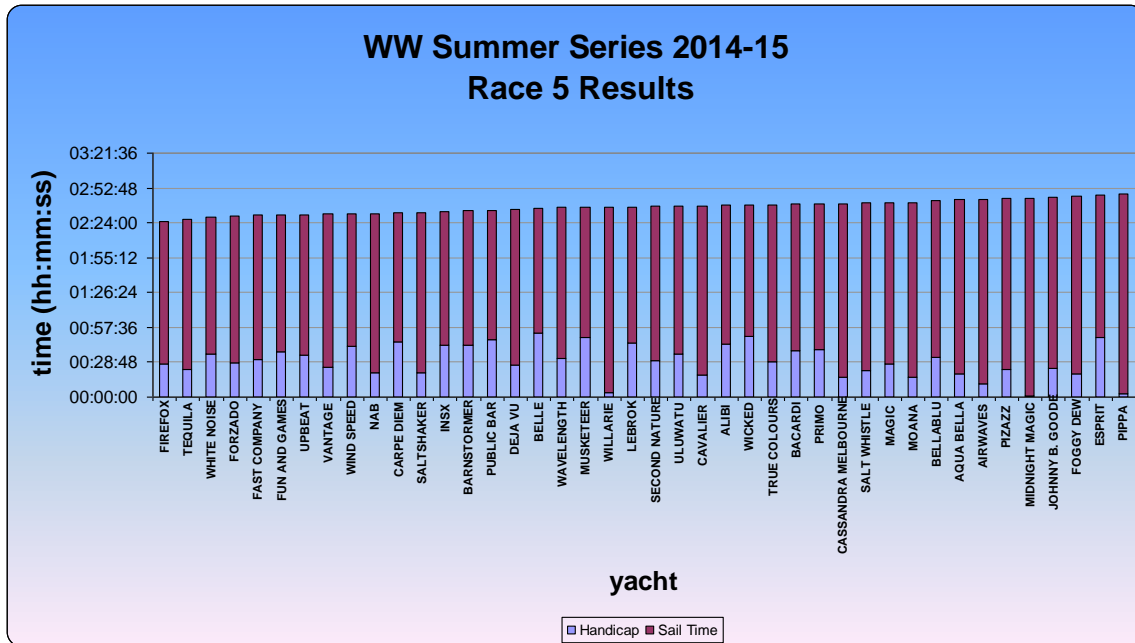


After recording DNF in race 4 WHITE NOISE (Daniel Edwards) came back strongly in race 5 to finish in 3rd place. Although she has 2 top ten finishes from 4 completed races this is her first podium finish of the series. It came after she started 13 seconds late off her 36 minute handicap – her highest of the series. WHITE NOISE started from 28th place and had only improved her position by 4 places to be 24th at the first rounding of number 4. She did better in the last three legs of the race to finish 3rd – 1 minute 31 seconds behind TEQUILA. She is 2nd in the aggregate on 13 points.

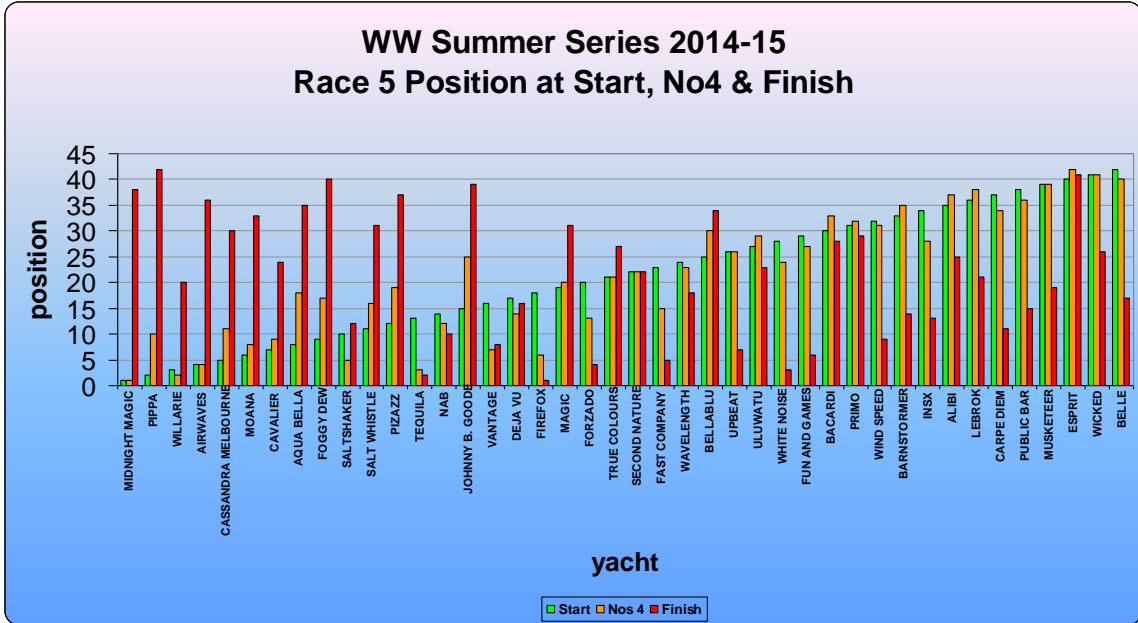
BARNSTORMER won Start of the Day only 1 second late for her 43 minute handicap. This was a good come back after the previous race when she crossed the line too soon. It was a nicely timed start to the race with 41 yachts starting within less than a minute of their handicaps. The median start was 13 seconds



A difference of 52 minutes separated the yachts at the start of the race and by the first rounding of number four this had been reduced to 20 minute 26 seconds. By the end of the race the difference, in what seemed to be a compact fleet, had increased to 22 minutes 21 seconds. Only 16 yachts finished within 10 minutes of the winner. On average a yacht finished every 32 seconds but there was a tussle for 31st place when MAGIC (Phil Spry Bailey) and SALT WHISTLE (Alex Hall) both crossed the line at the same time.

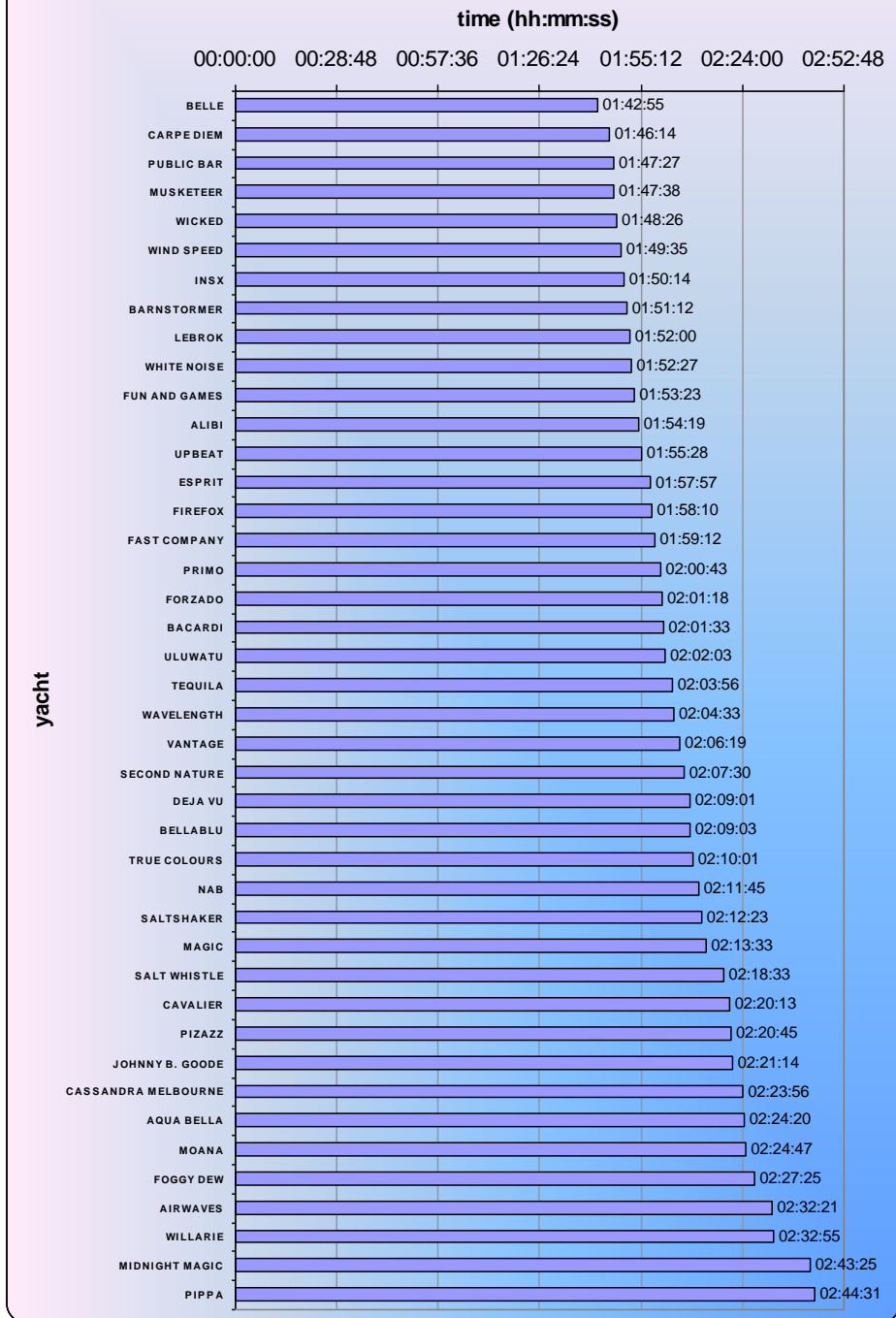


It was a successful race for the 14 mid fleet starters with 6 of them finishing amongst the first 14 yachts to finish. There were only 3 early starters amongst the first 14 finishers along with 5 late starters.

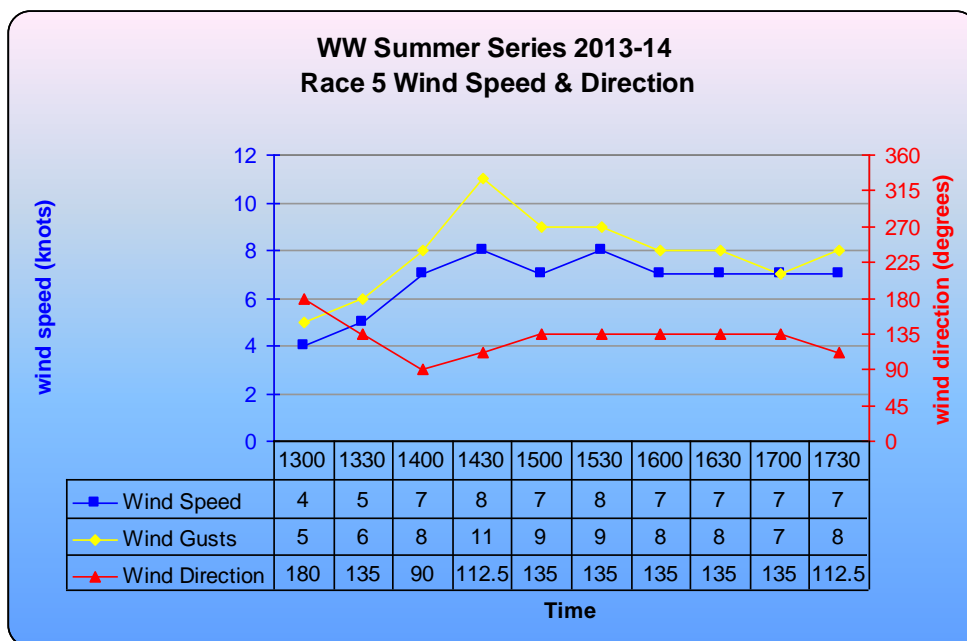


BELLE (Doug Painter) sailed the course in the shortest time of 1:42:55. Her closest rival was CARPE DIEM (Paul Cummins) who took 3 minute 19 seconds longer with a time of 1:46:14.

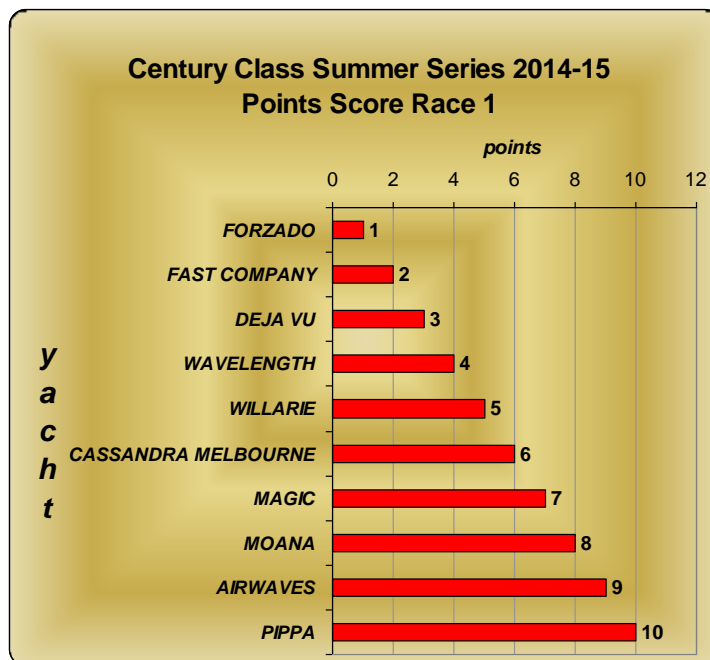
WW Summer Series 2014-15
Race 5 Sail Time



Fawkner Beacon observations show that the breeze doubled from 4 to 8 knots between 1300 and 1430 and shifted from the south to the south east. This suggests that the early starters weren't able to get the best from their low handicaps particularly heading towards the first mark.



Race 5 was the first race in the new Century Class series that for the first time included FAST COMPANY (Albert Doggett) making 3 Farr 1020's in the series. She had a good result coming 2nd behind FORZADO (Bruce Dobbie) who was sailing double handed.



GUIDE TO THE MISTY BLUE TROPHY
BEST STARTER of the DAY

Progress to race 5

Best 3 Starts

YACHT	AVERAGE	RACE				
		1	2	3	4	5
BARNSTORMER	1.67	1		3		1
PIAZZ	2.00	1		3		2
ALIBI	3.67	5		0		6
WIND SPEED	3.67		4	4		3
PUBLIC BAR	4.00			1	6	5
LEBROK	5.67	2	9			6
INSX	5.67	9		3		5
ULUWATU	6.33	4	10	5		
JOHNNY B. GOODE	6.33		6	7		6
SALT WHISTLE	7.33		3	1		18
WICKED	7.67		16	4		3
ESPRIT	9.00	1		1	25	
PIPPA	9.33	2	6			20
MORE NOISE	9.33	8	15	5		
UPBEAT	10.00	8		2		20
STAMPEDE	10.00	10	16	4		
CASSANDRA MELBOURNE	10.67	13		7		12
CARPE DIEM	11.00	9	11			13
FOGGY DEW	11.00	10	9	14		
SALTSHAKER	11.33	14		8		12
FIREFOX	11.33	26	3			5
SECOND NATURE	12.33		11		16	10
SURI	12.67	15	2	21		
MUSKETEER	13.00	9	8			22
THE SECRETARY	14.00	15	19	8		
WAVELENGTH	14.33		6	19	18	
MAGIC	14.67	21	10	13		
AIRWAVES	15.33	7			18	21
WHITE NOISE	15.33	7		21		18
TEQUILA	16.00		19		26	3
FORZADO	16.67	5			15	30
VANTAGE	16.67			14	31	5
AQUA BELLA	17.00		26	6		19
MOANA	17.00	13	16	22		
FAST COMPANY	18.33		24	10		21
MIDNIGHT MAGIC	18.33	7	7	41		
BELLE	21.67	10		47		8
PRIMO	23.67		36	21		14
BELLABLU	32.67			16	24	58
DEJA VU	37.33		78		31	3



NOTE: This is a guide only.

Windward Words by MARK Windward

Fortunately the course only went to No1 and not 5. Going to 5 would have been a bigger disadvantage to early starters. It would have meant longer tacks and distance. As it was, later starters went to Number 1 without having to put in a tack. Early starters needed a tack to make the mark.

The wind drop reduced the speed of the early starters from about 5knts on the leg to No 1 to 2.0knts for three quarters of the way from 1 to 2. Speeds increased to 5knts by the time they arrived at No 2 - but then it was like being at a Catholic Church on a Sunday.....the masses were nearly upon us.

The race was a victory for mid fleet yachts...taking out most of the top ten positions.

Sometimes when you wonder why you can't beat another yacht to the line even though you think you are sailing about max speed, you need to get a different perspective on things.



Results that were “Out of the Ordinary”

While Tequila coming in second was an excellent performance, Forzado just missed 3rd place by 51 seconds, sailing with two up. It must be that Bruce is really trying to impress any potential buyer of how good Forzado performs, as well as how good she is looking.

The other “Out of the Ordinary’ result award goes to the Brothers in Willarie finishing in 20th position well ahead of the other early starters. The two brothers are both in Melbourne to attend the 25-year celebration of SYC members. Also at this dinner was Russell who crews on Midnight Magic, and of course the Magic man himself, plus many other Wednesday Wonders (including Ted Kane who sailed with Pete on Pippa).

Tower Ladies.... speaking of "two up"- Margaret and Di recorded the results of race 5 with just two up. Helen Millican retired early and went home (thanks to Ian). We hope she gets over her flu like symptoms very soon.

Just sometimes you do not realize how far the implications of an alteration to a handicap can be? At a recent shopping trip to the city a salesman was relating to me how unhappy his girlfriend was due to sailing. I found this hard to believe. He explained she was crewing on a yacht in a race. The boat went over the start line early and missed coming first. That was upsetting, but she was really distressed as the yacht concerned had their handicap altered as if they had won. I hope this does not affect their future relationship.

RADIO

It was evident to the entire Fleet, which yachts did not have their radio on, or just ignored calls in this race. The tower calls could be heard clearly from Brighton to Ricketts Point making numerous calls to just a few yachts. This time the call was concerning handicap adjustments, but it is easy to think of a more serious reason to have your radio operating.

The TOWER REQUEST that:

To call the tower **The call is "Sandringham Tower" - not Sandy Tower.** It should be repeated three times and your yacht name should be repeated three times.

It was apparent that the tower did have trouble in identifying yachts, which is why 3 times is the radio protocol.

The channel to be used is **CHANNEL 77** to contact and talk to the tower.

Channel 16 is monitored, but SYC boats in a race should only use it for emergency and as a calling channel.

At the finish of your communication the words that should be used are your Boat name

e.g. " **PIPPA**", and then the word "**OUT**" meaning this message is finished.

Not "Standing By" which means you are waiting for an answer.

RADIO COMMUNICATIONS - SAILING INSTRUCTIONS REQUIRE:

All boats shall carry a VHF radio and monitor the designated VHF Radio race Frequencies whilst racing.

Boats are required to have their VHF radio on standby on the calling and distress frequency, Channel 16, in the event that they may be able to assist in an emergency.

The call sign of Sandringham Yacht Club Tower is "Sandringham Tower" and the calling frequency is Channel 77 unless otherwise advised. For boat starts, the call

sign for Race Control will be the name of the race control vessel.

You can view on line **Marine VHF Radio Operators Handbook** [CLICK](#)
Note the following extracts of phrases taken from the above book.

“Question” Indicates the following message is of interrogative character.

“Answer” Indicates the following message is of interrogative character.

“Request” Indicates that the content of the following message is asking for action with respect to the ship.

“Intention” Indicates that the following message informs others about immediate navigational actions intended to be taken.

Responses: Where the answer to a question is in the **affirmative**, say: **“Yes”** followed by the appropriate phrase in full.

Where the answer to a question is in the **negative**, say: **“No”** followed by the appropriate phrase in full.

Where the **information is not immediately available**, but soon will be, say: **“Stand by”**.

Where the information **cannot be obtained**, say: **“No information”**.

Where a message is **not properly heard**, say: **“Say again”**.

Where a message is **not understood**, say: **“Message not understood”**.

Miscellaneous Phrases

What is your name (and any other identity)?

How do you read me?

I read you . . .

Bad/one with signal strength one (i.e. barely perceptible)

Poor/two with signal strength two (i.e. weak)

Fair/three with signal strength three (i.e. fairly good)

Good/four with signal strength four (i.e. good)

Excellent/five with signal strength five (i.e. very good)

Stand by on VHF channel....

Change to channel....

I cannot read you (pass your message through.... (Advice try channel....)

I cannot understand you. Please use the Standard Marine Vocabulary/International Code of Signals.

Corrections When a mistake is made in a message, say:

“Mistake....” followed by the word:

“Correction...” plus the corrected part of the message.

Example: “My present speed is 14 knots – mistake.

Correction, my present speed is 12 knots, one-two knots”

Readiness Go ahead, I am ready/not ready to receive your message

I do not have channel.... Please use channel....

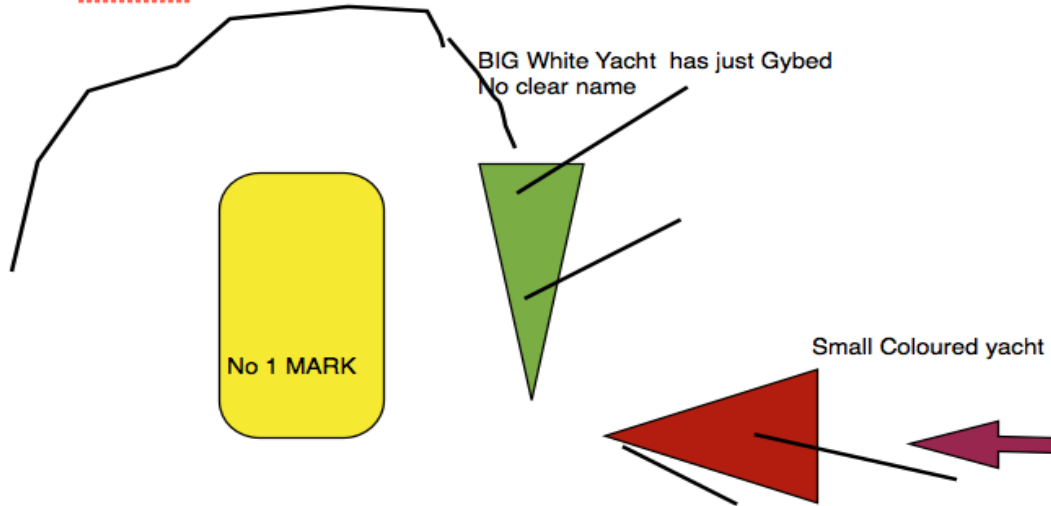
Sailing Rules – Advice from an expert

Rounding a mark: an example from Race 5 rounding Number one (for the second time)

Dear International Judge,

In the interest of making the rules of racing clear could you please advise Mark Windward on this made up situation, but could happen at a mark like number one, that you had to round and then set up to sail down wind.

It would be helpful if skippers knew who they should give way to.
MArk Windward



One Yacht seemed to be confused about who had right of way.
The bigger yacht thought it had...even did hesitate for a moment..
The coloured yacht had to deviate its course and go behind the green boat to avoid a collision

Hi Mark, Glad to answer your question. Rob Ware

The answer is that this has **nothing to do with mark room**.

It is just a **windward/leeward (rule 11)**

Or, if they were **on opposite tacks, a port/starboard (Rule 10)**

Rule 18.1(c) says that rule 18 does not apply between a boat approaching a mark and one leaving it - as is the case here.

As for a hail, the rules **do not require a hail** to be made although it is usually a **good idea** as it might save a nasty bump!

The obligation on the **'burdened' boat** (**port or windward** as the case may be) **is to keep clear and avoid contact** - implying the need to keep a **good lookout** and understand the rules.

The obligation on the **right of way boat** is that, if she alters course, she must initially give the other boat room to keep clear at the risk of over-simplifying it, she is also required to avoid contact.

MARK's Advice: Don't get too focussed in setting your pole out for the downwind leg. Check you will not cut across a yacht who has right of way!

MOB

In Row A it looked like Ken on Salt Shaker was being tried to see if he was a witch. A full dunking in the water. It was an excellent demonstration for the rest of us to see how to haul a person out of the water. Not that simple.

Remember your MOB form is now overdue and could affect your results in the next race if it is not lodged with the sailing department.

16th of November SYC OPEN DAY & Tumble Home and Classic Plastics Race

Sunday the 16th of November it is all happening. Helpers are needed for SYC for the National Discover Sailing Day.

It is also the first race of a four race series of the **Tumble Home and Classic Plastics Race**

Start at 9.55 for a pursuit start and no extras race.

See NOR [CLICK](#) on the SYC web site There will be Two divisions.

Division One: Yachts that have a pronounced tumblehome hull.

(Elocution lessons are available if you are having trouble with your speech)

Division Two: All Monohulled keelboats built before 1989.

Alma Doepel Update

Volunteers are working on the foretopmast, the last of the three topmasts to be completed, and it's looking terrific. Aboard the ship, focus has turned to perfecting the join between the top of the hull and deck - a difficult and fiddly task that requires meticulous attention to detail. Significant funding is required for the next stage so professional shipwrights can begin replanking the hull. **Visitors and volunteers are welcome** at the shed on Thursdays, Fridays and Saturdays from 10am to 5pm. Shed 2 is on North Wharf Rd in Docklands

PCD sufferers

Some SYC Sailors after having sold their yacht are suffering from separation anxiety or Post Cognitive dissonance. As a small compensation Tresor skipper was on board PIPPA this race, and may be looking for a sail next race... as may Ian Whitbread. Any others?

Three Chocolate Divisions

This is not an idea that will change the present handicaps or overall series results. But once a month we may have three divisions competing for 'Chocolate'. This will provide recognition for more yachts that are competing. It is proposed that there will be Div. A, Div. B, Div. C based on VYC handicaps. All yachts registered for WW will be included. Winners in each division will receive a Chocolate Bar except for those who win a glass on the day. You will be advised when this is starting including further details. Feedback welcome [CLICK](#)

Coming Up: The Classic Car Race - Wednesday 3rd December

(This race will coincide with the Christmas Rec boating BBQ on Wednesday 3rd December)

This year the MG Race is being modified to be more inclusive. It will be retitled and be known as the **The Classic Car Race**. RED Bluff homes has again agreed to sponsor the race. Details to follow.

RACE 4 QUESTIONS

"An aircraft circles your vessel three times while gunning its engine, and then heads off in a northwesterly direction.

What is the pilot signaling?"

RACE 4 ANSWER

Correct answer from Prof SpryB: If a plane flies over your boat and circles three times gunning the engine, the pilot is trying to get your attention (may be difficult as the auto pilot does not understand aircraft signals and you are having a quiet drink preparing dinner) and requires you to follow in the direction the plane departs, northwesterly, and you may presume there is a ship/ boat/ or person needing assistance.

Additional information: If you had a VHF radio operating, the pilot would give you instructions or alternatively you could ask the pilot for instructions and failing contact with the pilot then make a call to be linked to AMSA to find out the reason for the plane alert and the details of the support required.

RACE 5 Question

What ship am I?

I was a four masted steamer. I was built in 1892 at a cost of £200,000 I was one of the fastest ships around. I departed from London. I had a poor pilot on board when I was navigating a tricky stretch of water. I hit a rock that is still well known at 15knts (my full speed), which split my keel, and I became stuck. The deluge of water extinguished all my fires. After about an hour a rescue ship was alongside. The person who made a lot of money from my disaster was a draper who went on to take up a high office in an Australian city. After some goods were salvaged, he bought the vessel for £290 and the cargo remaining for £60. After much of the ship including the prop and goods had been sold, he had made £180,000. On a slack tide some bits of this ship can still be seen but it is a dangerous diving area.

Any answers, comments, contributions please send to Mark.

If a parsley farmer is sued can they garnish his wages?

[MARK WINDWARD](#)