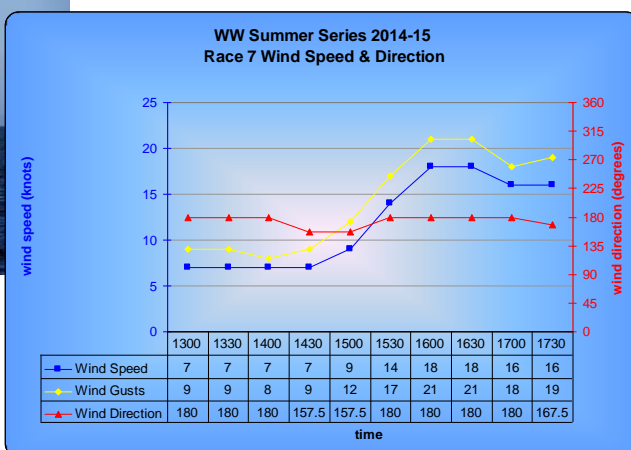


Drought Ends for The Secretary WW Summer Series 2014-15 Race 7

12 Nov 2014

According to Skipper George Shaw it was the first time THE SECRETARY has won a Wednesday race in the past 5 years. It was an emphatic win when she crossed the finish line at 16:01:44, three minutes fifty two seconds ahead of CARPE DIEM (Paul Commins) in 2nd place. This was her 3rd and best podium finish in the series having previously recorded a 2nd and 3rd position in races 3 and 2 respectively. (Skipper George is adamant that the propeller, strategically positioned at the stern of THE SECRETARY is driven by the breeze and does not generate breeze that propels the yacht.) THE SECRETARY'S win maintained the summer series tradition of a different winner for every race. It was a race for the "big boats" with eleven of the first thirteen yachts to finish being amongst the last thirteen yachts to start the race.



It was also a race in two parts, first a leisurely start in an average breeze of 7 knots. Then some hard work when Fawkner Beacon recorded an increase in speed so that by 1600 the breeze had reached 18 knots.



Being 7 seconds late for her 41 minute handicap gave THE SECRETARY a good start to the race from 27th place. After completing the first three legs of the 9.8 nautical mile course (about 57% of the total distance) she had improved her position by 21 places to be 6th. The last three legs saw further improvement moving up another 5 places. THE SECRETARY sailed the entire course in the 4th fastest time of the race at 1:50:44 when she crossed the finish line at 16:01:44. She is currently 3rd in the aggregate on 21 points, 6 points behind the aggregate leader LEBROK (Theo Korbel).

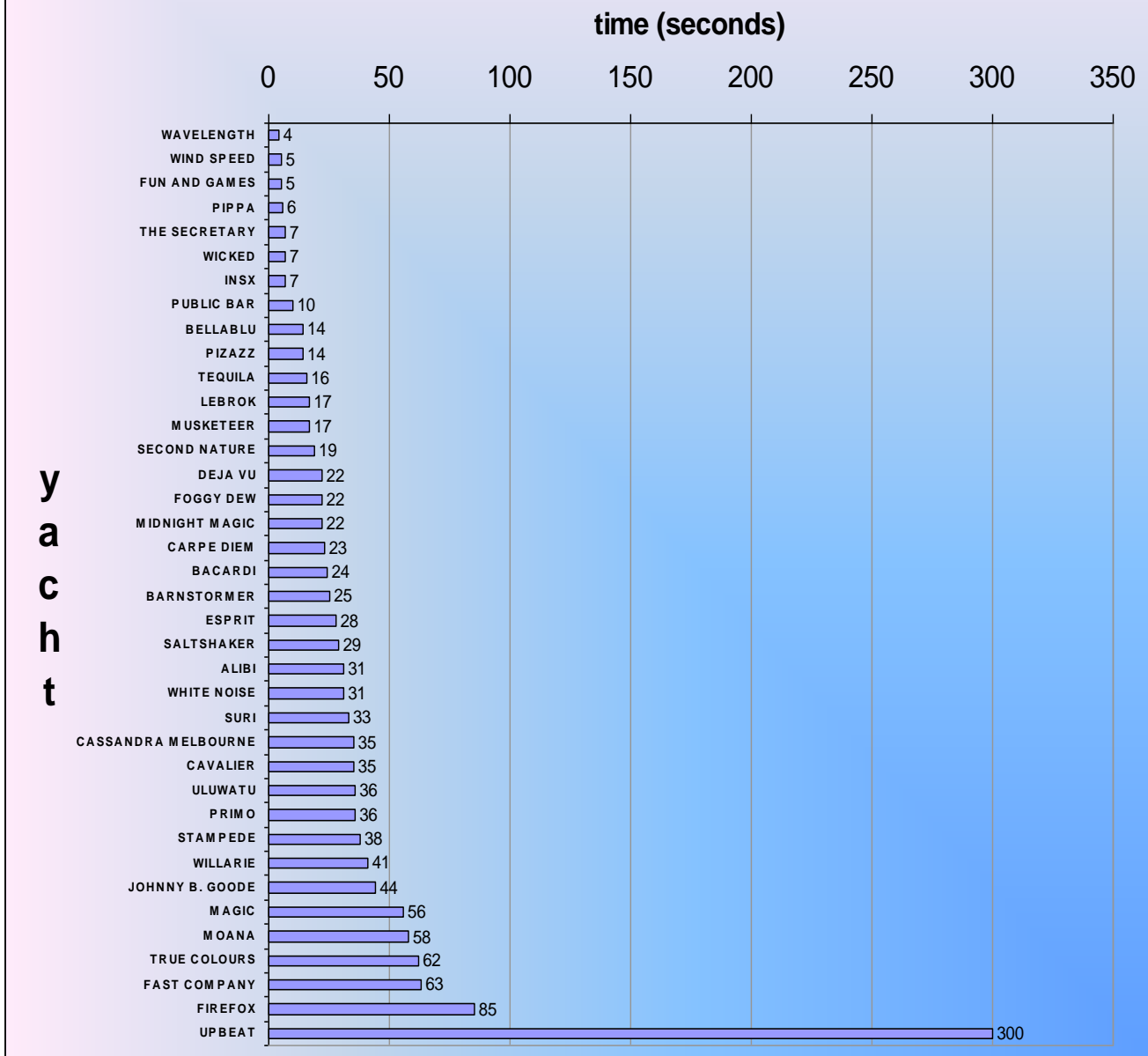
CARPE DIEM has sailed every race in the series so far and her handicap has been gradually falling since the start. It was 49 minutes for race 1 but by race 7 had dropped to 43 minutes. She took full advantage of the handicap reduction starting 18 seconds late from 35th position and by the first rounding of number 4 had moved into 24th place. She sailed better on the last three legs of the race to move up another 22 places to cross the line at 16:05:36. CARPE DIEM sailed the course in the fastest time of the day in 1:48:36 when the average sail time was 2:11:12. She is on 31 points and in 6th place in the aggregate.



Following a win in race 4, this was the second podium finish for ESPRIT (Garry Anderson) when she finished 3rd crossing the finish line at 16:07:51. She had sailed the course in 1:51:51 the 6th fastest time of the race. ESPRIT was the 34th yacht to start the race 28 seconds late for her 46 minute handicap. She had only improved her position by 1 place at the first rounding of number 4 but improved her position markedly by the end of the race. ESPRIT is currently 9th in the aggregate.

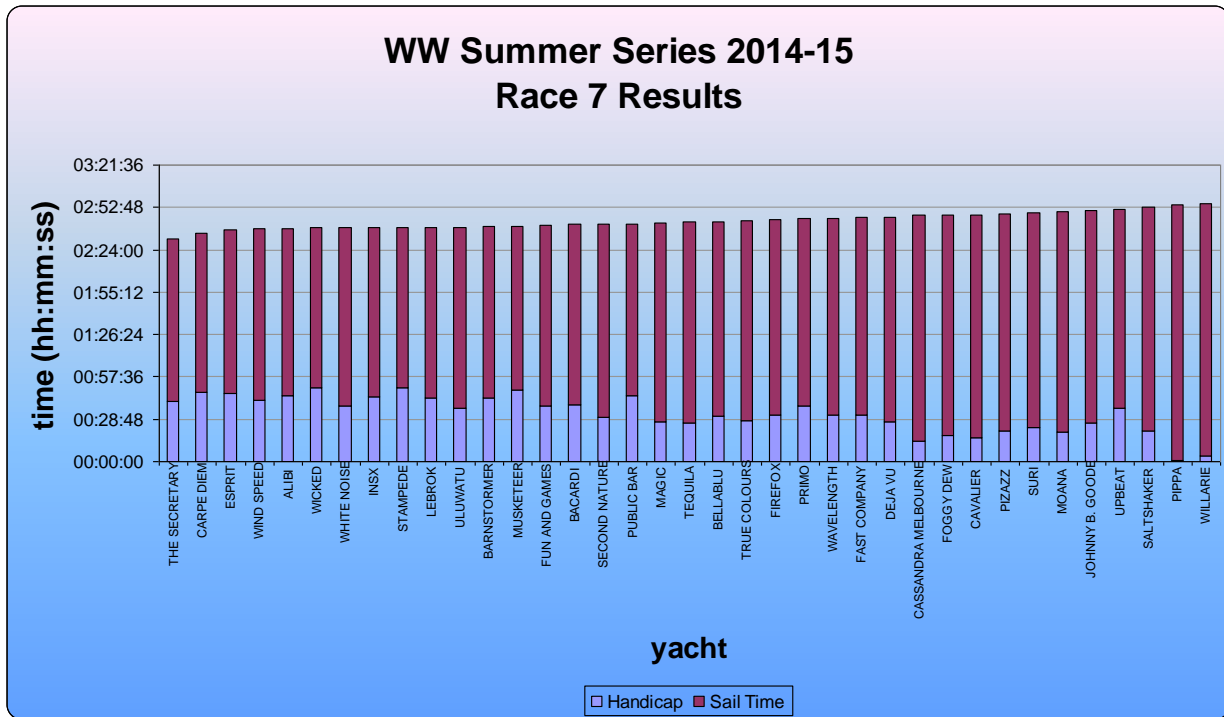
Start of the Day was won by WAVELENGTH (Brendan Kruger) with a time of 4 seconds. Thirty-four of the thirty-eight starters were within a minute or less of their handicaps, whilst the median start time was 24 seconds. UPBEAT (Peter Dunne) received a 5-minute penalty for starting too soon which cost her 8 places in the race.

ww Summer Series 2014-15 Race 7 Start of the Day

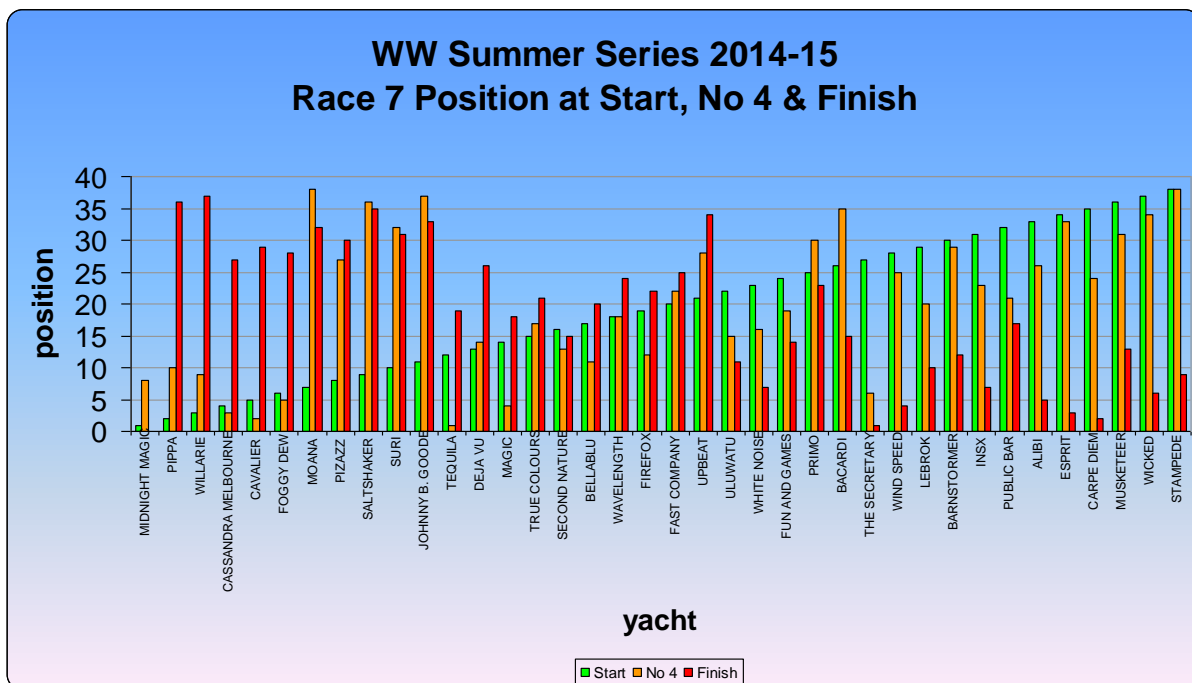


Fifty minutes separated the fleet at the start of the race and by the first rounding of number this gap had reduced to 10 minutes 33 seconds. More than one person commented this was a suitable time to shorten the course and end the race. That did not happen and by the end of the race the gap between the winner and last yacht to finish had increased to 23 minutes 14 seconds.

There was a tie for 7th place when WHITE NOISE (Daniel Edwards) and INSX (Rob Sills) both crossed the line at 16:08:50. A little more than 2 minutes later there was a second tie between BACARDI (Martin Power) and SECOND NATURE (Paul Mentiplay) who both finished at 16:11:09.

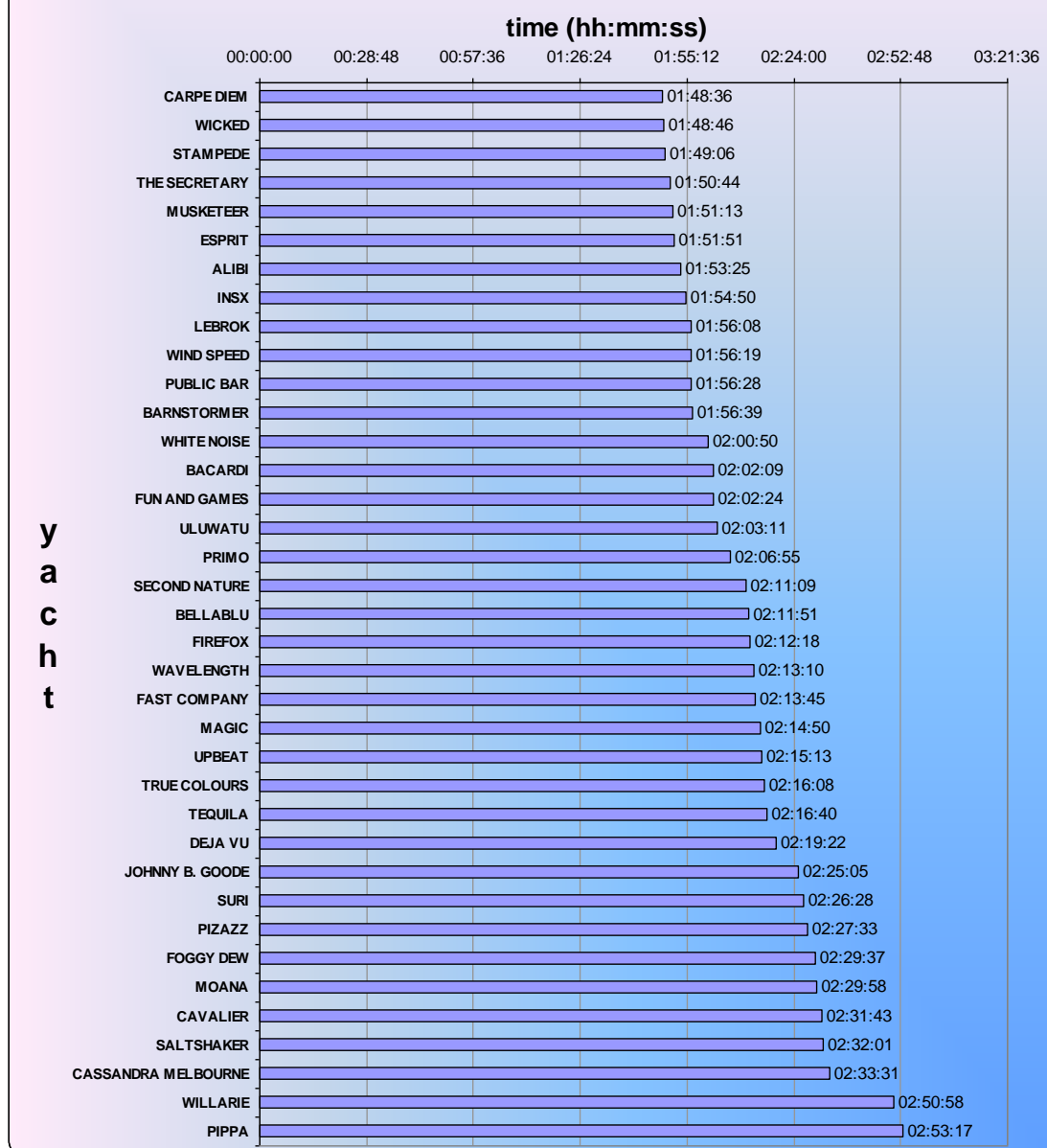


As mentioned earlier it was a “big boat” race with the great majority of late starters finishing in the top positions and the early starters finishing towards the end of the fleet. The first ten yachts to finish had started on an average handicap of about 45 minutes. The last ten yachts to finish had an average handicap of about 18 minutes.



With an average sail time of 2:10:55 this was the second longest race of the series. Twenty-five yachts received good value for money by sailing for over 2 hours. CARPE DIEM sailed the course in the shortest time with WICKED (Mike Welsh) taking only 10 seconds longer and STAMPEDE (Christopher Gandala) only 20 seconds behind WICKED. The last yachts to finish sailed just 6 mins short of three hours

WW Summer Series 2014-15 Race 7 Sail Time



The top ten yachts in the aggregate after race 7 are shown in the table below. Twenty-two points separate the ten yachts. Only two of the yachts have an average handicap of less than 40 minutes and the average handicap for the ten is about 43 minutes.

PLACE	YACHT	SKIPPER	POINTS	Ave HANDICAP
1	LEBROK	Theo Korbel	15	41
2	WHITE NOISE	Daniel Edwards	20.5	35
3	THE SECRETARY	George Shaw	21	39
4	WIND SPEED	Les Browne	29	41
5	ALIBI	Dennis Hambleton	30	43
6	CARPE DIEM	Paul Commins	31	46
7	INSX	Robert Sill	33.5	42
8	WICKED	Mike Welsh	35.5	49
9	ESPRIT	Garry Anderson	37	45
10	MUSKETEER	Paul Jacka	37	47



Due to the changing results for race 6 JOHNNY B. GOODE did not get proper mention in last week's report for coming 2nd. Nevertheless, she was out there for race 7.

Windward Buoy

Murmurings and Mutters by Mark

What sort of sailing do we want on Wednesdays?

It must be getting close to election time. People shouting at each other making threatening jesters, yelling abuse, and sounding like their life was at risk.

That's what it seemed like round number three with some sailors shouting abuse at another yacht, and telling where they can or can't go. This behaviour does not help. If you are so convinced that someone is wrong, protest. As is often the case, it was not the skipper shouting out, but one of the crew.

Even if you think you are not tacking in danger just around the mark, but causing other yachts having to tack immediately to avoid collision, is this attitude what we want in Wednesdays Wonders Sailing?

These tactics are risky when you get a mixture of yachts at a mark. A little more care is required. Some yachts just come to a stop when a yacht two or three times their size approaches from behind, or beside. They have no 'way' and quickly loose steerage. The extra space that large yachts take with their poles sticking out does not seem to be allowed for when coming close to other yachts. I guess the election might focus a bit more attention on polling. I hope for safety's sake it does.

It is Wednesday Wonders we are sailing in, not a race to rule Victoria for the next 3 years.

"A fundamental principle of Sailing is the principle of sportsmanship and when competitors break a rule they will promptly take a penalty, which may be to retire." (Racing Rules intro).

Sailing on Wednesdays is meant to be fun and not make skippers nervous. It should not be just a battle of the bigger fast performing yachts, with little regard for other types of yachts on the course.

The Classic Car Wednesday Wonders Race Wed 3rd December

Sponsored by Red Bluff Homes.

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**. Eligibility for entry: Anyone who is a regular Wednesday Wonder Sailor and can prove by photo or other means that the car that they currently own or owned at one time was manufactured before 1974.

Please read the notice on this page for details. Note the penalty for late entries.



It was suggested by someone that Foggy Dew should be different colour, one that could be seen easily in the fog. This new colour scheme may win favour with some of the owners but they are not all of Irish descent. However, with name like Fhillard O'gradyjones, I am not quite convinced?

Yachts out of order

Windward Buoy has noted the dominance of the big yachts in the finishing place. One yacht that somehow was out of order was Sm 1020 Tequila. ... sailed very well into 18th position. It was a diplomatic finish, just 10 seconds behind the handicapper I think is a good position.

Just Lucky Esprit 3rd place. I am not sure this deserves a mention, as she was just lucky, not much skill involved. If you need evidence of this check the raffle prize winners. Not just one but two prizes went to Esprit...it was just their lucky day.

First place was not really deserved either. I think that there should be compulsory number of tacks carried out before a yacht can claim to have completed fairly in a race. Did The Secretary tack at all going to windward in the race?

The tower want to know which yacht you are!

The Sheets recorded Sm 178 'somewhere between 4th and 11th'. I know that Dennis is now a trim figure but the tower were not to be able to pick out AlibiI guess in a true alibi form she could have been somewhere else. She was 5th.

The tower management would prefer races not to finish down wind. Too many hiding places behind other sails, poorly identifiable yachts, with no hull name, and many with no bow markings at all. Isn't there supposed to be a number or name on the bow?

TOWER REQUESTS PLEASE

Please do NOT drop your sails immediately after you finish. This is critical in a Northerly finishing direction, and particularly in a down wind finish like Race 7. It is very hard for the tower to see the sail numbers. If you drop your sail quickly it does not give them a chance to check your number.

In this race at the finish time of 16:08:19 mins, in one minute 7 yachts crossed the line. Many of these yachts dropped their sails as soon as they crossed giving the tower no time to double check and record times and places.

Darth Vader has struck once again. **Geoffrey Simpson** always has a big smile on his face when sailing, but once again he has succumbed to the dark side and the lovely Aqua Bella will not be seen or is unlikely to be seen on Wednesdays again. We hope he will remember when he is in a power vessel, it is not a yacht and to keep clear of the start line and yachts under sail.

Down sizing

Rumour has it that Paul Jacka is about to have a "Musketeeer Apparel Sale" to clear out the clothing store of Musketeeer shirts etc. Paul is part of a trend of skippers downsizing their yachts. Small yacht owners are delighted with this trend. The owner of Pippa claims that his yacht is one of the very few that the value has actually increased in the last 14 years.

Names for yachts

Overheard were suggestions for Paul for a name for his new yacht "The Owl and the Pussycat", "The Court Jester" (some reference to red pants I think). This discussion did uncover that **The Secretary** was very nearly called "Saint George and the Dragon" but I think one the crew had some words to say about that!

I am sure Paul would like some help with a new name. Send your suggestions to [MARK](#)

Why is it that **Sm6 and Sm4** get lonely in Wednesday Wonder races? It seems that they can't bear to be apart for any length of time. By the end of the race the crews or yachts seem to have to be very close together. For this race they were just 1 second apart at the finish after a gap of 31 seconds at the start, and four yachts had the cheek to get in-between them passing no 4 the first time. Still it finished well.

Handicapping *"It is not all done by robots and computers"* An exclusive report by Paul Mentiplay

Contrary to what many WW sailors may think, whilst the computer does make it's own adjustments, each WW yacht's times are manually analyzed and adjusted. As a general principle, the winner will get a 5-minute penalty, cascading down to one minute for 5th place.

All boats in the top third may also be penalized one minute, depending on the spread of finish times. The closer the race the less the number of boats that will be adjusted.

Likewise, boats finishing in the bottom third will normally get some time back, usually a minute, but maybe more depending on the spread of times.

Superimposed over this are the general conditions.

For example, we may take into account the length of the race and the amount of wind. Handicaps will generally not be adjusted, apart from first to third, if we have a drifter where most boats gather at one mark, or if the wind dies, making the result obviously bias to certain boats.

The general aim is to try and move all boats around and not have some boats always in the middle or in the top 3 one week and the bottom 3 the next.

..... **Paul**

Mark notes that: The Sailing Handicapper Association, as per their Charter welcome feedback on the handicaps. Note: Section 4.5 states:

Discussions should not take place within the 2 hours prior to any race.

They should be submitted in writing.

If presented verbally, only after one standard glass of beverage has been consumed.

The feedback should not occur if the Handicapper is heading for any exit after the race.

Lack of observance of this charter could be detrimental to your handicap.

Carpe Diem: "Grab a chance" Mark's comments about Carpe Diem being a good yacht to sleep on have been supported by a Sunday Discover Sailing Day guest. Paul Commins volunteered for Carpe Diem to take out perspective sailors. One guest caused Paul a bit of concern - a mum with a very noisy unsettled baby. But as the boat went sailing the baby fell sound asleep. The mum was reported as saying that "she'll be back with more Brighton mums with their reluctant babies, for a good sleep!" Paul might have no worries for crew for a while!



Question for RACE 6 What ship was I?

Migrant ships played a very important part in the development of Australia. I was part of the migrant fleet.

I was launched in 1949 at Belfast and started on the route from London to South Africa carrying 721 passengers

I had a service speed of 18 knots with twin screws. 181 m X 23m 8.8 m draft.

It was considered that my standard appointments were better than first class on my pre-war sisters, and I became a popular ship in my early days.

I was refitted out in 3 weeks for Australian migrant ride in 1959. My 36 first class cabins were converted to enable me to carry 1040 passengers in what has been described as rather "austere accommodation."

I did have a few adventures. One running aground in the Suez Canal, a collision with a collier in Sydney Harbour, and one event I was more proud of the rescuing of 235 people of Mozambique.

I made 91 voyages to Australia. I stayed in one Australian Port for quite a long while. After a few unsuccessful short ventures I was scrapped in 1987.

Two Correct answers have been received:

Ship was the "Patris" operated by Chandris lines. Originally named the *Bloemfontein Castle* operated as a mail liner and was used in Darwin after the cyclone for accommodation. PA

Our other responder is taking this question to Sherlock Holmes Proportions!

My Dear Watson, Mark is becoming more cunning offering pieces of trivia to disguise the subject, but there are only so many ships built in Belfast in 1949 and any ship worth its salt would have been built by Harland & Wolff, although the shipbuilders may have disowned her as she was so profligate, indeed promiscuous, in having many names. She was, however, a fine ship.

In response to your question the ship is the MV Bloemfontein Castle, renamed Patris in 1959, Mediterranean Island in 1979, Mediterranean Star in 1981 and finally Terra in 1988. The demise of MV Bloemfontein Castle reflects her varied past, by Mark's account 1987 by another 1989 or is Mark being devious to put your sleuth off the track, of course we know Mark would not be devious. Your sleuth, PSB.

MARKS ANSWER TO RACE 6 - The PATRIS

Launched as the Bloemfontein Castle for Union Castle Liners, in 1950, she was sold to Chandris Lines in 1959 due to declining usage. Renamed Patris (Mother Country or Homeland in Greek) she was refitted to carry 1000 tourist class and 36 first class passengers on the Greece to Australia route. Her decks were named Aegean, Mediterranean, Ionian, Corinthic, Cretan and Doric. She departed Piraeus in December 1959 for her maiden voyage to Australia, via the Suez Canal to Fremantle, Melbourne, and Sydney, where she arrived on January 1960. RHMS Patris made a total of 91 voyages to Australia between 1959 and 1975, bringing countless thousands of Greek Migrants to Australia to start a new life.

After 1975 she had low loading like many other ships. She tried a service from Fremantle to Singapore but this cruise ship idea failed. She was laid up for a while in Singapore following cyclone Tracy. Chandris chartered the Patris to the Australian Government to be used as a floating hostel, for those who had lost their homes, from February 14, 1975 until November 1975. She did not return again to Australia.

She was not in good condition after Darwin and went back to Greece for a refit, this time as a 260 car ferry loading in side doors cut into her hull. She suffered a major fire in her engine room 1982 and all on board had to abandon ship. She was finally scrapped in 1987 at Karachi in Pakistan.

A great 5min film, which captures the departure of Patris for Australia

[CLICK](https://www.youtube.com/watch?v=FNWknZm_hSE)https://www.youtube.com/watch?v=FNWknZm_hSE

For a complete history of RHMS PATRIS with some excellent photos [CLICK](#)

RACE 7 Question What ship am I?

I was the second boat to have this name. The first was built in 1940. I sailed mainly in the Atlantic and Caribbean seas. I had a number of revolutionary improvements in my class including better speed and maneuverability. I did have an unusual incident when I was at one port, I had a flat battery and needed to get a jump-start from another ship.

Unfortunately I am remembered for the great loss of life that occurred when I sank. I was lost at sea just 200 miles off Boston USA. There were to be a number of other ships to be built modelled on my design but these were never built.

I had a top speed of 33knts and was fitted with Westinghouse Geared turbines.

Send your answer to [MARK](#)

I welcome your responses and suggestions. Thanks to the emails that helped write this report and to the handicapper for his exclusive insight. 27° for Wednesday looks like a good day for sailing.

Remember: You do not need a parachute to skydive.

You only need a parachute to skydive twice.

[Mark Windward](#)