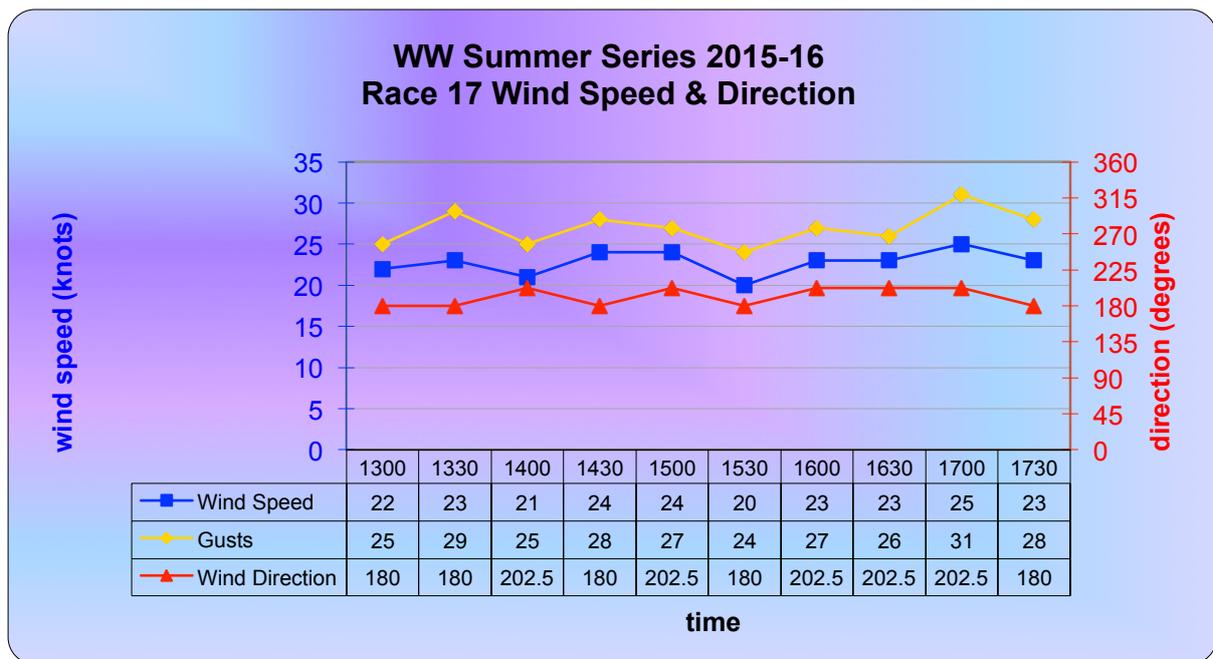


Race Abandoned - But Still Sailing Further & Faster

Wednesday Wonders Summer Series 2015-16 Race 17

3 February 2016

Race 16 became the second race in this series to be abandoned. Observations at Fawkner Beacon showed a breeze for the afternoon averaging about 23 knots and fluctuating between the south and south south west. This was very close to what BOM predicted. The average wind speed for all scheduled races in this series currently stands at about 16.8 knots – higher than any of the last 4 summer series. As a result, the fleet is sailing further and faster than last summer



The average wind speed for the 2014-15 summer series was 12.1 knots. The average rhumb line distance for that series was 8.8 nautical miles compared with 9.4 miles this series. Despite longer average course length the average elapsed time this series is less at 1:51:40 compared to 2:05:02 for the previous summer series. The average yacht speed for the 2014-15 series was 4.41 knots compared to a faster 5.18 knots this series. There have been 13 instances of yachts recording DNF this series compared with 57 instances in the previous series. A DNF is often, but not always, the result of yacht being unable to finish the race within the time limit. However, with only about two thirds of races completed there are still 8 races remaining in the series.

There are 44 yachts that have managed a top ten finish in the series. The most has been recorded by the Bavaria 32 FOGGY DEW (Joe O'Grady). Three yachts have had 7 top ten finishes and these are: CASSANDRA of MELBOURNE (Bob Reeves), Johnny B. GOODE (John Chipp) and MOANA (Stan Rankin. Details of top ten finishes are shown in the table on the following page.

WW Summer Series 2015-16 Top Ten Finishes to Race 17

YACHT	Total	Race Number														
		1	2	3	4	5	6	7	9	10	11	12	13	14	15	16
ALIBI	3	1			1				1							
BABYDOLL	5		1			1				1		1			1	
BACARDI	5		1				1	1						1		1
BARNSTORMER	3		1		1		1									
BELLABLU	5	1				1			1	1	1					
BON VIVANT	1						1									
CAFE RACER	1											1				
CARPE DIEM	3			1									1		1	
CARRERA	1														1	
CASSANDRA MELBOURNE	7	1				1			1		1		1	1	1	
CAVALIER	3						1	1				1				
CONQUEST	2	1			1											
DEJA VU	4								1	1		1	1			
ESPRIT	3			1	1											1
FAST COMPANY	5	1						1	1						1	1
FIREFOX	2										1					1
FOGGY DEW	8		1					1		1	1	1	1	1		1
INSX	6			1	1		1	1	1				1			
JOHNNY B. GOODE	7	1		1		1				1	1		1	1		
LEBROK	2		1				1									
MAGIC	5		1	1					1					1	1	
MIDNIGHT MAGIC	2							1			1					
MOANA	7	1		1		1			1	1	1		1			
MORE NOISE	2				1		1									
MY WAY	1														1	
MYUNA III	1					1										
PACEMAKER	1											1				
PIPPA	5		1			1							1		1	1
PIZAZZ	5	1				1				1	1					1
PRIMO	2						1	1								
PUBLIC BAR	1				1											
SALT WHISTLE	2											1		1		
SALTSHAKER	4			1							1	1			1	
SECOND NATURE	4									1			1	1		1
STAMPEDE	1															1
SURI	2								1	1						
TEQUILA	1							1								
THE SECRETARY	6		1		1				1			1		1	1	
ULUWATU	5	1				1			1					1		1
UPBEAT	1						1									
VANTAGE	6	1		1		1				1			1	1		
WHITE NOISE	5		1	1	1			1				1				
WHITE POINTER	2		1								1					
WIND SPEED	4			1	1		1	1								

*Windward
Buoy*

MARKING TIME until race 18

Just like the *Tour de France* - a flag for the leading yacht of the series.

Yes the leader of the Wednesday Wonders will have the privilege of flying the winner's flag. At the end of each race the leader of the series will be presented with the WW winners flag to fly on their yacht for the next raceand for as long as they lead the series...or hand it over to the new leader.

Thanks to Margaret for her "flag making abilities" the flag will be ready for the next race.

Sorry about the faulty link last week. Try again this week for some interesting reading and pic of Australian Shipping. Visit Website for a **History of Bass Strait Shipping** [CLICK](#)

U tube clip for this week (Thanks to North Sails) An interview with Michael Coxon from *Perpetual Loyal* 25 mins 'The tactics and the problems at the start of this years Sydney to Hobart'. [CLICK](#)

The Answer to last weeks question

The time difference between the trip to Devonport, and the return trip to Melbourne was due to the introduction of a summer timetable with a day time ferry. This meant the running speed of the ferry needed to be increased.

Read below and you will understand that it is not a matter of increasing engine speed.

Spirit Of Tasmania 1 and 2: Their builder was Kvaerner Masa-Yards (Finland) in 1998. Their original ports were Ancona Italy, and Patras Greece, and they were originally named Superfast 1 and Superfast 2 and each has a gross tonnage of 29,338.

Normal schedule is for a sailing time of 11 hours at about 23 knots, however in busy times, the schedule is for two sailings, (a return journey within a 24 hour period) which is called a double sailing, and speed can be increased to some 27 knots for a crossing of 9 hours. Each Spirit of Tasmania is powered by four Wärtsilä NSD 16ZA V40S diesel engines to two controllable pitch propellers supplied by KaMeWa.



The engines run at constant speed with the speed of the ship being determined by the blade angles on the variable pitch propellers which are powered through reduction gearboxes with a ratio of 510 (engine revolutions per minute) to 147 (propeller revolutions per minute) i.e. Load on the engines and accordingly speed of the ships is controlled by varying propeller blade pitch. The main engines are Wasilla/New Sulzer V16 turbo charged diesels with each engine capable of producing 10,560 Kilowatts with a total of some 42,240.



Engines are under full load on the double crossings. Heavy thick 'bunker' oil is used with some seven tonnes per hour being burned. At sea, power is generated from two shaft generators, operating at 1,200 RPM and in port it is generated from three [Wärtsilä](#) Vasa 9R20 generators, each capable of providing 1,460kW while electrical generation requirements are some 3,000 kilowatts.



The ships each have two Blohm + Voss supplied, [anti-vortex tip retractable fin stabilizers](#), each being eight metres long and 600 mm wide positioned midship on each vessel. Also supplied by KaMeWa and installed for extra manoeuvrability, are three 1,000kW side thrusters; two are positioned forward, and one is positioned aft. To read full article and a few short film clips visit [CLICK](#)

A few left over photos from Race 16. Now we have had time to think about them a little more carefully more suitable captions have been added.





After the count of 4 we'll sing the first verse of All Things Bright & Beautiful



I should be able to walk along the lifelines with the help of this pole.



Synchronised sailing could become an Olympic Event



We need to tidy up this mess before the owner gets back



How far back does the queue go?



That's the trouble with kids today - they don't know what work is!



Stop Whinging. The toe rail is only under water on one side not both.

RACE !7 Question - History of Port Phillip

What do these two ships have in common?

One was German and the other Australian SS Woniora and SS Pfaiz

Send your answer to [MARK WINDWARD](#) Plus any extra bits like; overheard comments, photos or intems of interest ?

If you are a Medic this guide may help you name your Yacht

Biopsea,

Irritable Bow,

Bow Movement,

Sir Osis of the River,

Vitamin Sea,

Autopsea