

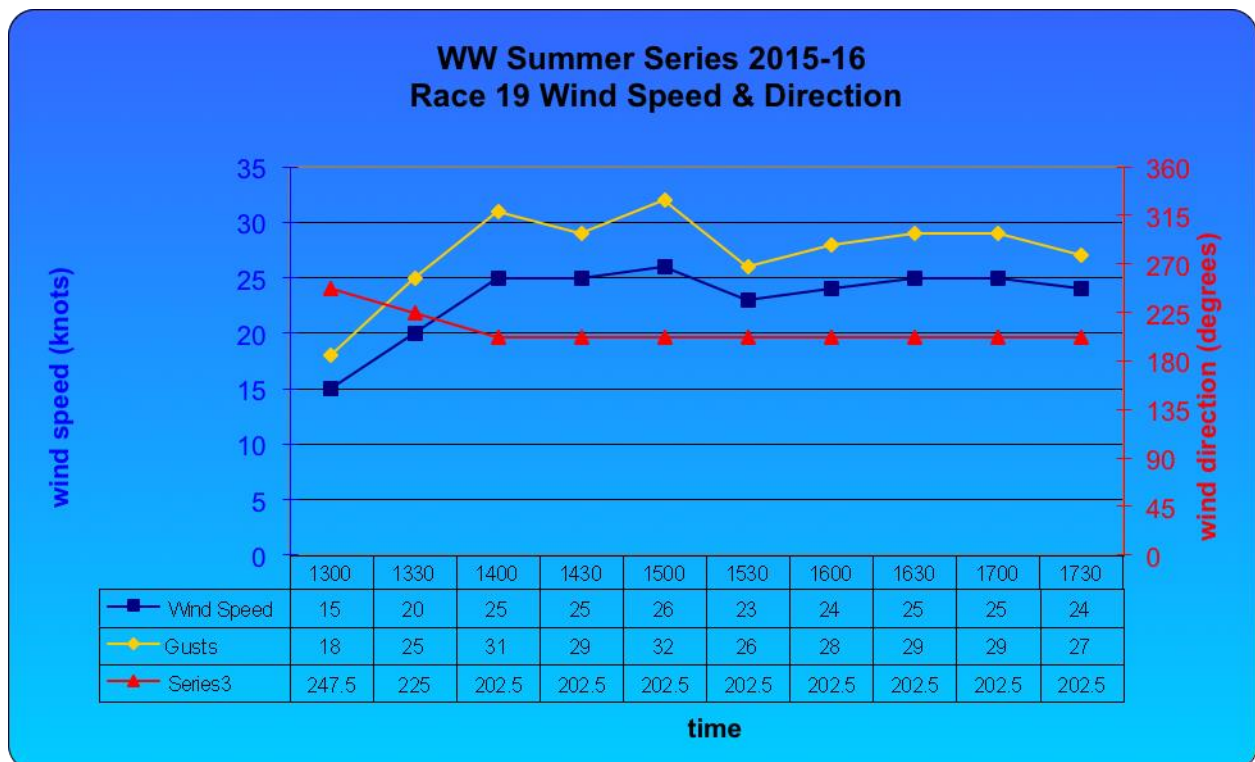
Is It Really Summer?

Wednesday Wonders Summers Series 2015-16 Race 19

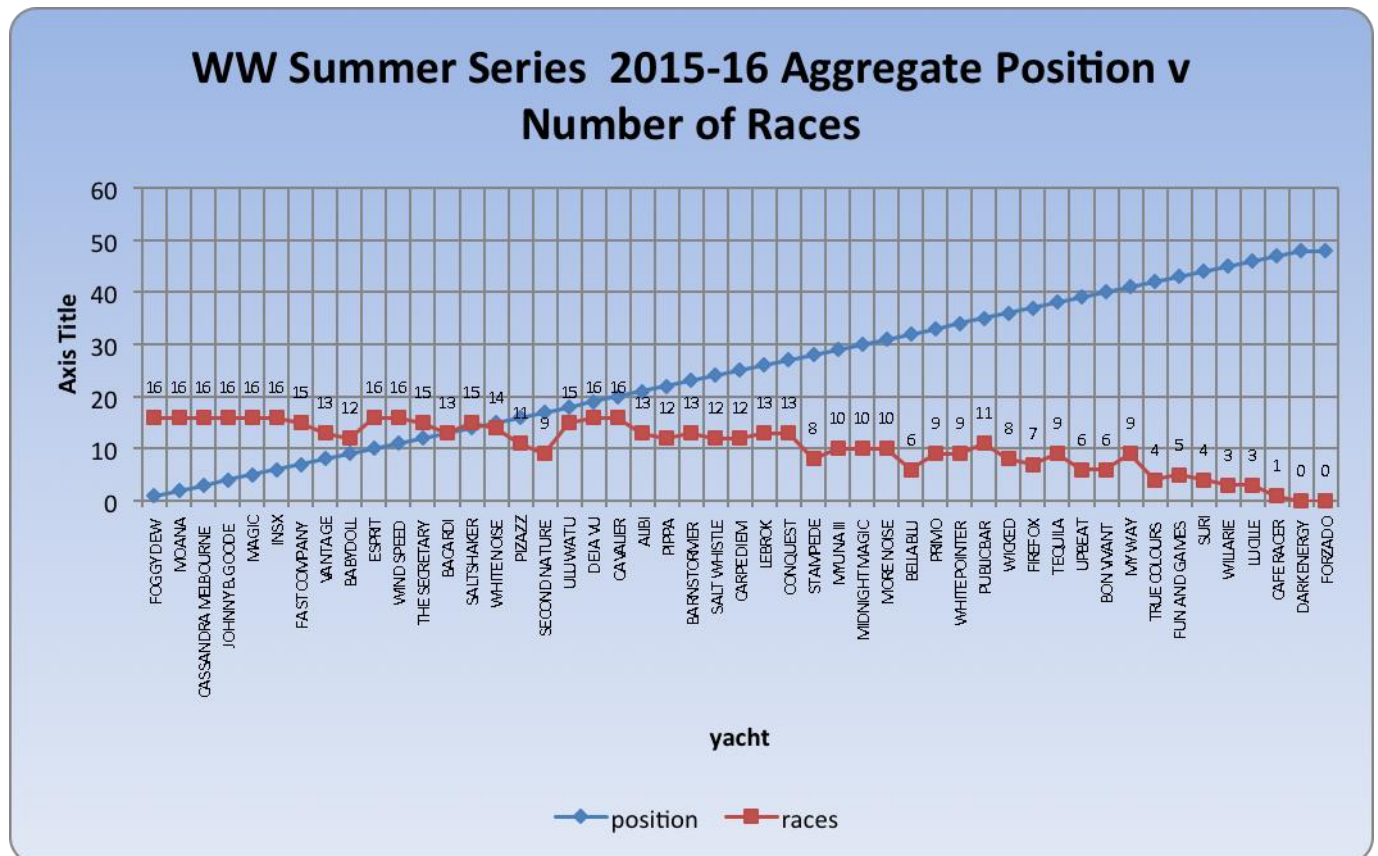
17 Feb 2016



It is unusual to have races abandoned in either February or March of a summer series but this is the second time it has happened this month and the third time this series. On this occasion the race was abandoned before 1400, some yachts were underway; others were still in the pen. As the graph below indicates, the breeze at Fawkner Beacon was around 15 knots at 1300, increased to 20 at 1330 and had increased again to 25 at 1400. The average for the afternoon was 23 knots. There was also a noticeable change in wind direction as it shifted from WSW to SSW. The conditions were not the most pleasant with choppy waters showering water over the deck and brief but frequent rainsqualls.



With 16 races completed, an interesting trend has emerged. It seems that in general the more races a yacht sails the better the aggregate position. (Correlation Coefficient of -0.9). At the completion of race 18 the top six yachts in the aggregate have all sailed 16 races – the maximum for the series. The yachts at the bottom of the aggregate haven't completed a race.



There were 60 yachts, including 11 visitors; in the list of entrants for race 19. With a maximum of 22 races in the series winning just one race is quite an achievement. However, plenty of yachts still “get out there” for the chance to win. Thirty-seven yachts have completed 8 or more races for the series. There are a possible 6 more races before the series ends on 30 March.



. A STRONG WIND RACE DAY A new format?

This is the second time in recent history that the smaller yachts have been caught out with an ABN. Just when they were thinking this might be the race that they would stay in front, and were scooting along at above their average speed of 6.4knt out past No 3, the race was cancelled. This was just when Pippa hit the ‘front’.

And where were all the bigger yachts at this time? Still sitting having lunch in the bar or securely in their pens (including INSX & the handicapper).

Just to annoy smaller yachts some of the bigger yachts then had the cheek to say it was cancelled to protect the smaller boats, who had already been out there racing for over half an hour. The early starting yachts did have a lot of sail up as they took too much notice of the forecast and of the 15knt wind when they left the marina. We need some revision for Strong winds.

What we need is like at school, when you had a wet day timetable. We need a "STRONG WIND DAY FORMAT RACE".

It would have the following variations:

Yachts with handicaps of 30 mins and more would start the race first, at 13:30 but with adjusted handicap of -30 mins.

This would give the big yachts a chance to experience stronger winds.

It would provide a race where crew could actually do some work, like reefing, changing sails, etc....

After half an hour, at 14:00, (if the race is still under way) the "normal first starters" would start the race. By this time all the large yachts would have started.

Time could be adjusted at the finish to correct times around the course or make two divisions. In summer there would be plenty of time to finish the course.

If the scoring for the series is too complex, just do not count the race in the series. This may also discourage skippers who are a little tentative about sailing in stronger winds.

One disadvantage could be that it would reduce the bar revenue, but would give the larger yachts a chance to show their stuff and not leave it up to the smaller yachts to pave the way and test out the conditions.

It would give the chance for Uluwatu and other similar yachts that enjoy a stronger breeze at least get out on the water.

MOB Rowan outlined last Wednesday three of his experiences in MOB. These occasions were very serious, and one a fatal outcome.

Mark has had very limited experience in real MOB situations, and would welcome any advice to add to the following:

"We have one halyard extra long so it can reach into the water and be easily available to attach to a harness or jacket."

Change to handicap penalties for the end of the season.

Rumor has it that the handicapping is changing for the end of the season and is now reduced to just 3 mins and not 5 increases for the winning boat. Mark is not quite sure why the value of the races at the end of the season is different. In the last race the winning yacht had just three minutes added to their handicap, which happened to be the same time it finished in front of second place. So it seems that the handicap rules have changed already.

Changes to the handicap system during a season, do not seem equitable, and do not give confidence to how times are altered.

It was an interesting insight to listen in on the VHF to the process of abandoning a race, which was broadcast to all yachts. Mark was asked who is responsible for calling the ABN? I think it was fairly clear from the discussions, the handicapper consulted with the Tower i.e. "The Race Officer", who as we heard was in contact with the weather bureau on the phone to get the latest information.

The question did remain as to why no SECURITE message was issued by the BOM? Why was there no declaration of a strong wind warning?

A gentleman with lots of grey hair once told me *"There is no need for weekly handicap adjustments"*. I am not sure if I entirely agree with that statement.

Short Video Clip 2:14mins Maatsuke Island Lighthouse Made in 1949 [CLICK](#)

My State Australian Wooden Boat Festival 10 to 13 February 2017 Hobart From a link from the Newsletter to read or join [Click](#) My State Australian Wooden Boat Festival

Tall Ships – Amsterdam Puts on a Show by Daryl Peebles [Click to view Tall Ships](#)



A mention of the "Orange Buoy" who did not want an enlarged photo of his yacht to be printed in case some one learnt all his secrets. You can notice in this photo the crew are intently looking out for the Pappa- art- Sea

Statistics of WW performances Just in case you thought that determining handicaps was simple the following is a table that Windward Buoy has prepared on the Standard Deviation (STD) for the WW fleet. In case you were not paying attention during your maths class.... the STD is the variation from a yacht's average finishing position. e.g. Wicked has finished 8 races with an average finishing place of 20.37. Her STD is just 2.83. i.e. she is a consistent performer with scores only 2 or 3 places either side of her average.

At the top of the scale the STD's are 15 e.g. *Midnight Magic* has sailed 10 races with an average of 22 but the STD of 15.28 means her results can vary 15 places either side of her average. You will notice that the yacht all handicappers complain about is *Moana*, who also has a STD of 15, and Foggy Dew 14.02. Peter A and few other past handicappers tried to reduce this STD by having light and heavy wind handicaps. Maybe someone's future PhD could see if a model would support this hypothesis. A comparison of the STD in different wind strengths may support a light and heavy handicap.

WW Summer Series 2015-16 Standard Deviation of Finish Position																			
YACHT	RACE NUMBER																	STD DEV	Nos of RACES
	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	18			
CARRERA															1	27	34	17.39	3
SURI							36	7	3								31	16.66	4
MIDNIGHT MAGIC	17			39		21	2	35	32	5			27	41		1	15.28	10	
MOANA	2	24	3	32	1	30	37	1	8	1	30	2	28	37	24	36	15.06	16	
BON VIVANT	31	12		36		5		31								6	14.02	6	
FOGGY DEW	20	3	13	37	28	35	9	33	4	2	4	8	1	28	7	38	14.02	16	
WILLARIE		30														16	3	13.50	3
VANTAGE	10		6	20	7	32	34	13	2	31		4	4	36		26	12.94	13	
WHITE POINTER		6		35		31	38	12	11	7				33		19	12.91	9	
CASSANDRA MELBOURNE	7	28	20	30	2	34	18	4	29	8	31	1	3	6	22	37	12.90	16	
PACEMAKER		34		28								5		25	38		12.79	5	
PIPPA	28	9		38	5	23	17	30	34			3		5	9	20	12.26	12	
UPBEAT		13				1				37	15	22		11			12.13	6	
FUN AND GAMES		15					28			38	23					7	11.90	5	
SALT WHISTLE	32		14	25		20		27	12	22	8	19	2	40		4	11.39	12	
JOHNNY B. GOODE	1	22	5	22	3	33	33	23	4	4	25	7	9	20	26	23	11.19	16	
SALTSHAKER	11		9	33	23	17	29	25	35	8	2	26	16	4	23	5	10.87	15	
SECOND NATURE	23	19		16					1			6	5	13	1	32	10.65	9	
LEBROK	18	2		17	24	7	26	24	30	34	28			15	17	2	10.30	13	
MORE NOISE		22		7		2	20		26	32	20		18	35		23	10.07	10	
LUCILLE				26			30			11							10.02	3	
TEQUILA		20		34	18	25	1	26	28	30				32			10.01	9	
PRIMO		32			25	8	4	32		25	14	20		25			9.98	9	
PIAZZ	6	11		27	4	27	21	29	6	3				16	10		9.93	11	
FIREFOX	30			24		14				8	19		22		2		9.68	7	
ULUWATU	3	33	19	18	9	28	31	8	26	13	18		8	18	8	29	9.68	15	
PUBLIC BAR			23	10	27	12	24	22	31	36				39	20	12	9.62	11	
WIND SPEED	21	17	7	6	13	3	3	20	23	35	27	11	13	29	18	14	9.35	16	
CAVALIER	26	29	15	21	21	4	6	21	33	28	3	14	11	12	21	27	9.31	16	
DEJA VU	29	14	11	31	12	24	39	10	10	12	7	10	23	21	11	17	9.30	16	
MY WAY			21	29			35	34		33		27		7	28	35	9.01	9	
FAST COMPANY	4	26	16	14		15	5	2	18	28	16	23	21	8	4	28	8.99	15	
MYUNA III	27	18	17	19	6	11	11	28						34	25		8.85	10	
THE SECRETARY	14	10	12	9		29	32	3	16	23	9	25	7	9	14	13	8.48	15	
ESPRIT	25	27	1	4	14	13	15	14	15	16	29	12	19	22	3	8	8.29	16	
STAMPEDE									14	17	13	13	14	27	5	30	8.12	8	
BARNSTORMER	12	4		8	16	10	13	17	24	26	32	15	24			18	7.90	13	
BABYDOLL		1	18	12	10	19	23		7	21	6			3	12	22	7.66	12	
MAGIC	15	5	4	15	17	22	27	9	13	18	11	24	6	2	19	21	7.56	16	
WHITE NOISE	24	7	8	3	20		7	18	17	27	10		12	14	13	25	7.45	14	
CARPE DIEM	22	31	10	13	22	26	12	16	20			9		10		10	7.31	12	
BELLABLU	8				8		25	6	9	6							7.28	6	
INSX	19	16	2	5	19	9	10	5	21	20	24	5	15	24	15	11	7.20	16	
CONQUEST	5	24		1	15		18	15	25	24	22	18	17	17		16	7.05	13	
ALIBI	9	21		2		16	14	10	21	14	17	21	26	23		9	6.84	13	
BACARDI	16	8		11	11	6	8	19		15	12		10	26	6	15	5.67	13	
TRUE COLOURS				23			16			19	21						2.99	4	
WICKED				22		26	18	22		19			17	20	19		2.88	8	
ALEX - TEAM MACADIE												26			30		2.83	2	

Handicaps for Race 18 showing alterations

RACE 18			
Boat Name	Cas?	PurHC	DIFF
MIDNIGHT MAGIC		0	3
LEBROK		37	2
WILLARIE		4	2
SALT WHISTLE		24	1
ADAGIO	Y	23	0
ALEX - TEAM MACADIE	Y	51	0
ALIBI		47	0
BABYDOLL		39	0
BACARDI		44	0
BANDIT	Y	51	0
BARNSTORMER		46	0
BLUE CHIP	Y	44	0
BON VIVANT		23	0
CAFE RACER		26	0
CARPE DIEM		50	0
CONQUEST		53	0
CRACKERJACK	Y	22	0
DARK ENERGY		48	0
DEJA VU		30	0
ESPRIT		54	0
FIREFOX		27	0
FORZADO		27	0
FUN AND GAMES		39	0
INSX		46	0
JOHNNY B. GOODE		27	0
LUCILLE		31	0
MAGIC		31	0
MARIBEL	Y	32	0
MORE NOISE		42	0
MY WAY		26	0
MYUNA III		31	0
PACEMAKER	Y	23	0
PIPPA		6	0
PIZAZZ		29	0
PRIMO		38	0
PUBLIC BAR		42	0
SALTSHAKER		20	0
SHIMMER	Y	42	0
SURI		29	0
TEQUILA		25	0
THE SECRETARY		46	0
TRUE COLOURS		30	0
ULUWATU		45	0
UPBEAT		38	0
VANTAGE		35	0
WATERMARK11	Y	38	0
WHITE NOISE		42	0
WHITE POINTER		31	0
WICKED		50	0
WIND SPEED		47	0
BELLABLU		34	-1
CAVALIER		19	-1
FAST COMPANY		36	-1
SECOND NATURE		38	-1
STAMPEDE		54	-1
CARRERA	Y	24	-2
CASSANDRA MELBOURNE		21	-2
DOESN'T MATTER	Y	42	-2
FOGGY DEW		27	-2
MOANA		29	-2

Answer to Question 17 What do these two ships have in common?

One was German and the other Australian - SS Wonitora and SS Pfaiz.

The first Australian shots (many sources report the first Allied shots) of both [World War I](#) and [World War II](#) were fired from Fort Nepean.

On 5 August 1914, the German ship **SS Pfaiz** attempted to escape from [Port Phillip](#). Within minutes of being notified that war had been declared, Lieutenant-Colonel Sandford at [Fort Queenscliff](#) gave an order to Lieutenant C Morris, the Fire Commander at Fort Nepean, to "stop her or sink her". After the *Pfaiz* ignored signals to halt, the B1 gun fired across her bow. The *Pfaiz* then turned around and the crew was arrested at [Portsea](#).

At 1.30am on 4 September 1939, within hours of World War 2 being declared, the A1 gun fired across the bow of a ship, which failed to identify itself. The ship then identified as the Australian freighter **SS Wonitora**. These were the only occasions any of the Port Phillip batteries fired in anger

Question for Race 19

Can you predict the top ten places in the [Summer 2015 Mercedes-Benz Brighton Wednesday Wonders?](#)

To be eligible for this prize your entry must reach Mark Windward before race 21.

The handicapper has not made this task easy. The first few places might be nearly safe but between 5th and 15th there is only 10 points difference.

Your entry should clearly state yacht name and predicted place from 1 to 10.

Thanks to Windward Buoy for his information and sharing his ideas, and to the response from the handicapper.

[Mark Windward](#)

Blame my crew for these medical terms. They are easier to understand for Yorkshire folk

Fibula: A small lie, Enema: Not a friend, Terminal Illness: Getting sick at the airport,

Dilate: To live long, Urine: Opposite of you're out, Seizure: Roman Emperor, Node: I knew it