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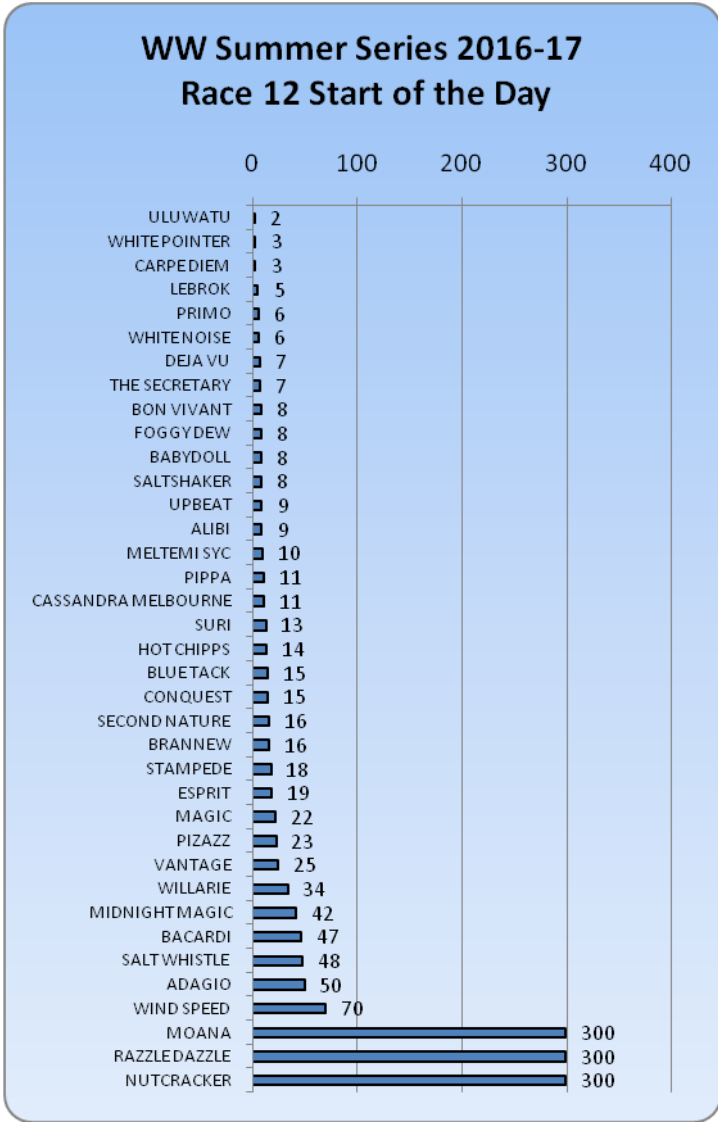
Although PRIMO has sailed in every series since winter 2014 she last won a Wednesday race on 16 April of that year. She has sailed in 8 races this series and this is her first podium finish, with her previous best result a 16<sup>th</sup> race 2. PRIMO started from 15<sup>th</sup> place 6 seconds late for her 31 minute handicap. Her handicap has gradually reduced from 37 minutes at the start the series. On completion of the first 4 legs PRIMO moved into 14<sup>th</sup> place 9 minutes 38 seconds behind the leader. She completed the last 4 legs of course in 43 minutes 42 seconds crossing the finish line at 15:42:29. PRIMO recorded the 15<sup>th</sup> fastest elapsed time of the race sailing the course 1:41:29. The win lifted her from 38<sup>th</sup> to 34<sup>th</sup> place in the aggregate.

PRIMO and HOT CHIPPS were never far apart at any stage in the race. They started 8 seconds apart. At the half way stage HOT CHIPPS was ahead by 14 seconds but finished 5 seconds behind. HOT CHIPPS sailed the first 4 legs of the course 22 seconds faster than PRIMO but sailed the last 4 legs of the course 18 seconds slower. HOT CHIPPS sailed the course in 1:41:34 crossing the finish line at 15:42:34. She has completed 7 races this series and this is her first podium finish. HOT CHIPPS started the series with a handicap of 37 minutes but this has reduced in 4 stages to become 31 minutes. At the completion of race 11 HOT CHIPPS was placed 34<sup>th</sup> in the aggregate and has now moved into 32<sup>nd</sup> place.



DÉJÀ VU is one of 6 yachts to have completed all 10 races held this series. She entered this race following a 2<sup>nd</sup> place in race 11. DÉJÀ VU started from 10<sup>th</sup> place 7 seconds late for a 26 minute handicap. She had the best start of 4 yachts with that same handicap. At the completion of the first 4 legs DÉJÀ VU had moved into 7<sup>th</sup> place. She completed the final 4 legs of the course in 47 minutes 55 seconds sailing the entire course in 1:47:02. DÉJÀ VU crossed the finish line at 1:47:02 – 28 seconds behind HOT CHIPPS and 10 seconds ahead of BON VIVANT (Russell Keayes). As mentioned earlier this 3<sup>rd</sup> place helped DÉJÀ VU to move up from 7<sup>th</sup> into 3<sup>rd</sup> place 5 points behind the leader.

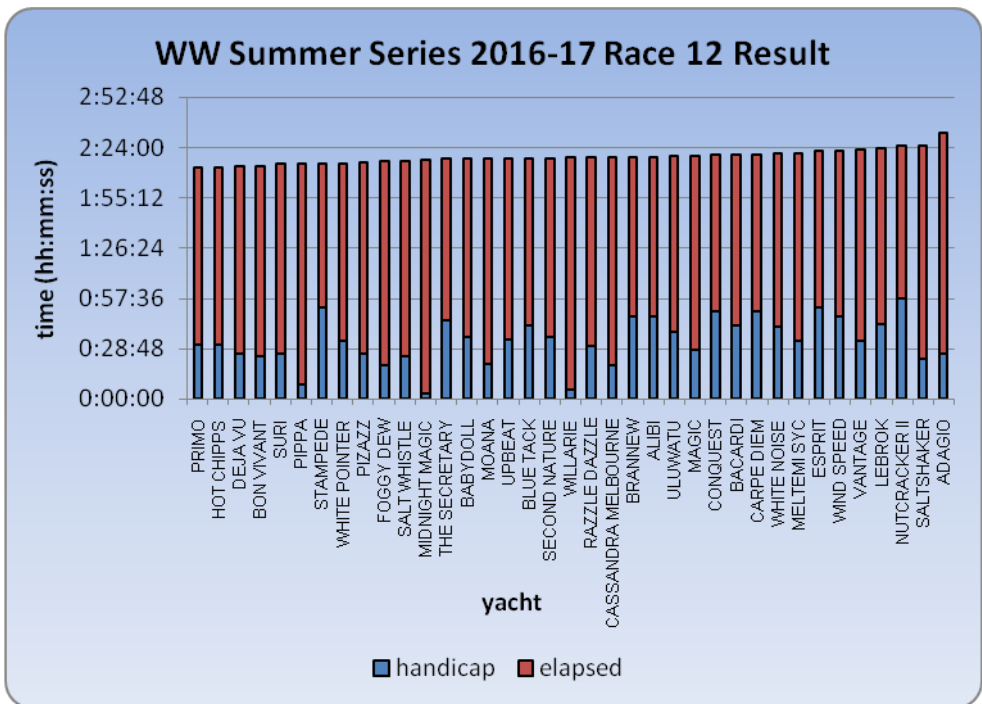
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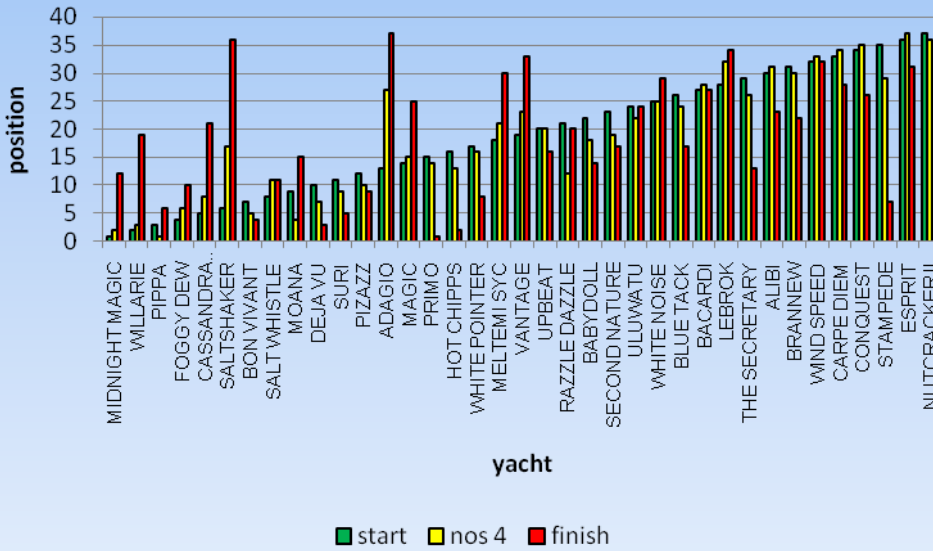
ULUWATU became the first yacht to win Start of Day twice this series. On this occasion she won with a time of 2 seconds beating the 3 seconds she recorded in race 9. Three yachts started too soon and these proved rather costly. MOANA (Stan Rankin) finished 15<sup>th</sup> rather than 3<sup>rd</sup>; RAZZLE DAZZLE (Andrew Stopp) finished 20<sup>th</sup> rather than 5<sup>th</sup> and NUTCRACKER II (Rob Davis Andy Baker finished 35<sup>th</sup> rather than 29<sup>th</sup>. The median start time was 14 seconds.



The fleet started 58 minutes 18 seconds apart. This gap was more than halved after 4 legs of the race to be 25 minutes 4 seconds, and was 19 minutes 34 seconds at the end of the race. There was a tie for 17<sup>th</sup> place between BLUE TACK (Andy Lynch) and SECOND NATURE (Paul Mentiplay) who both crossed the finish line at 15:47:36 after starting 6 minutes 59 seconds apart.

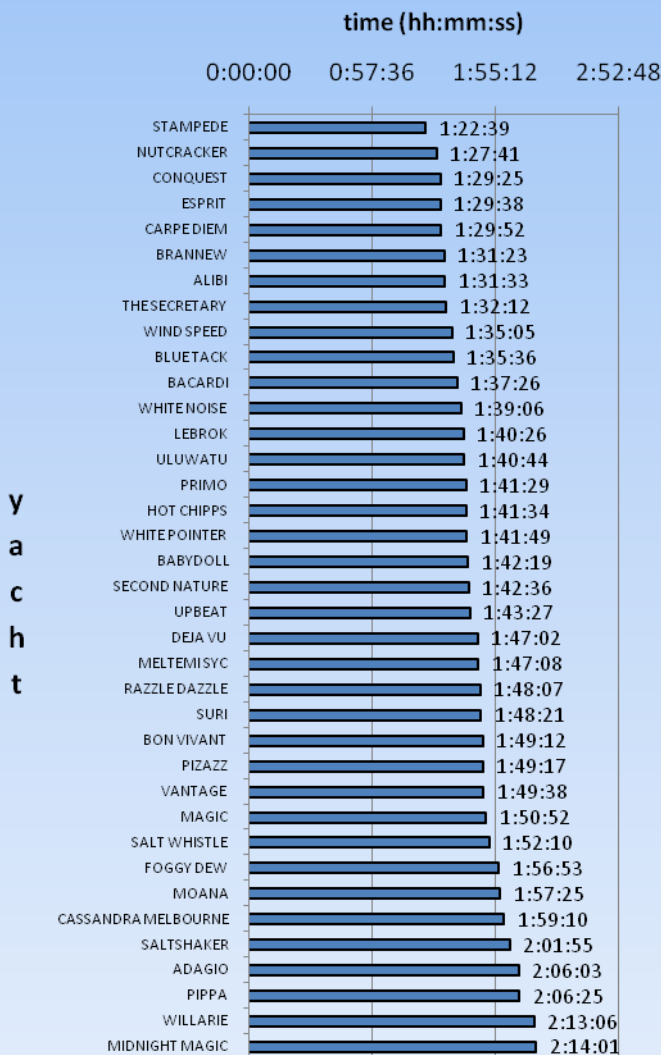


### WW Summer Series 2016-17 Race 12 Position at Nos 4, Start & Finish



the first 12 yachts to start race 8 were among the first to cross the finish line. Only late starter (STAMPEDE) and 3 mid fleet starters (PRIMO, HOT CHIPPS and WHITE POINTER) were among the first 12 finishers.

### WW Summer Series 2016-17 Race 12 Elapsed Time



The average elapsed time was 1:45:13 the 3<sup>rd</sup> fastest of the series. STAMPEDE recorded a time of 1:22:39, minutes faster than her closest rival NUTCRACKER II.

Nine yachts contested race 3 of the Century Class, won by BON VIVANT with PIPPA 2<sup>nd</sup> and MIDNIGHT MAGIC finishing 3<sup>rd</sup>. The average sail time was 2:00:01 with RAZZLE DAZZLE sailing fastest at 1:48:07, but was 2 seconds early at the start. This marks the halfway point in the Century Class Summer Series with a further 3 races to be sailed in the New Year.

### CENTURY CLASS SUMMER 2016-17 Race 3 RESULT

POSN	YACHT	MAKE	SKIPPER	ELAPSED	FINISH	H CAP
1	BON VIVANT	S80	Russell Keays	1:49:12	15:43:12	0:24:00
2	PIPPA	TRITON	Jeffrey Woolhouse	2:06:25	15:44:25	0:08:00
3	MIDNIGHT MAGIC	EAST COAST	Bernadette Moore	2:14:01	15:47:01	0:03:00
4	MOANA	BLUEWATER	Stan Rankin	1:57:25	15:47:25	0:20:00
5	WILLARIE	TRITON	Graeme Kaufman	2:13:06	15:48:06	0:05:00
6	RAZZLE DAZZLE	SWARBRICK	Andrew Stopp	1:48:07	15:48:07	0:30:00
7	CASSANDRA MELBOURNE	MOTTLE	Bob Reeves	1:59:10	15:48:10	0:19:00
8	MAGIC	S&S	Phil Spry-Bailey	1:50:52	15:48:52	0:28:00
9	SALTSHAKER	JARKAN	Ken Gayler	2:01:55	15:54:55	0:23:00

*Windward Buoy*



## MARK King the half way MARK. A half

## way review

You will have heard Andy Capper explaining the revised version of how this season's handicaps are being adjusted. By coincidence Avalon Sailing Club are using the same system as is being used for WW. To read how this system operates read an article in AFLOAT December 2016 ...Page 44 (copies in the library) or on line [CLICK](#)

The article explains clearly the need for changing the 3, 2, 1mins add on for mixed large fleets. It is based on the mean time of a race and the amount of time each yacht would need to be adjusted to match that mean. The raw numbers take about 10 to 15 records to get a true indication. Hence we are starting at Race 12 to see closer finishes. It does not jump around just on one slow or fast race as the average times spread the differences. It is designed to not get the 'Middle Bunch' of yachts that often 'get stuck' and miss adjustments when a computer focuses on just an 'average yacht'. The article explains this more clearly.

It does mean that there is no point in dragging and bagging for a race, as it will not immediately affect your handicap.

The calculation relies on constant revision of all yachts' performances. Windward Buoy undertakes processing of this data each week. (This is plus his WW reports and Sunday Race reports...plus a few photos. Windward Buoy is a 'quiet' great asset to the club.)

You will have noticed the fleet is closing up tighter by the end of the race. 32 yachts crossed the finish line in ten minutes for the last two races. This tighter racing is stirring up the middle of the fleet.

It is creating very tight rounding of the last mark and tacks to the finish. There are more races only being decided on the last leg, and fewer 'runaway' winners. This is resulting in close encounters of yachts and rules need to be obeyed.



Santa and his elves had read about Wednesday Wonders in the weekly reports so they dropped by to give it a go.



“You’ve been such a good boy this year you can steer the boat for Christmas”

## CHRISTMAS ALERT

Some skippers are hoping that by spreading the rumour that there is a 2-week break over Christmas and New Year they will gain the opportunity to sail against fewer yachts. Those who have read their diary or Sailing Instructions will know that the next race, Race 13, will take place on the 4<sup>th</sup> January 2017.



The club is concerned about safety of sailors hence:

The Compulsory MOB requirement.

Having an RIB in the water during races and a driver available.

Having the Tower ladies’ girlfriend, WENDY WONDER, for MOB

There is concern that, on some yachts, if the skipper was incapacitated that no-one would be able to sail the yacht. Maybe this could be a New Year resolution – *‘Not just the skipper at the wheel’*.

The current Commodore is trying to convince Mark that sailing on a big yacht is hard work. On the evidence pictured here of a Past Commodore working hard on board White Pointer, Mark is not convinced. Even the helmsman has time to take photos while racing.



Yea! At last Magic is back in the water at 'Electrifying' speed.



Pity the skipper was not available for the race. This will give the crew time to learn how to press the buttons while Phil is absent.



Rumor has it that this yacht is fitted with a canter-levering keel, but it is a bit slow to pump the ballast across when it tacks.

Thanks to lots of people for making this year an enjoyable sailing event each Wednesday: The tower management, who you never quite know what they will surprise you with (like this week). To Bruce Parry for photos, to David and Rob for answering all my questions and the other people who offered bits of information.

On behalf of my editor, co-writer, and myself, we wish you a Merry Christmas and good sailing in 2017.

MARK WINDWARD & 

To contact MARK with ideas, Photos or gifts [CLICK](#)  
Remember Race 13 is on the 4<sup>th</sup> January 2017