

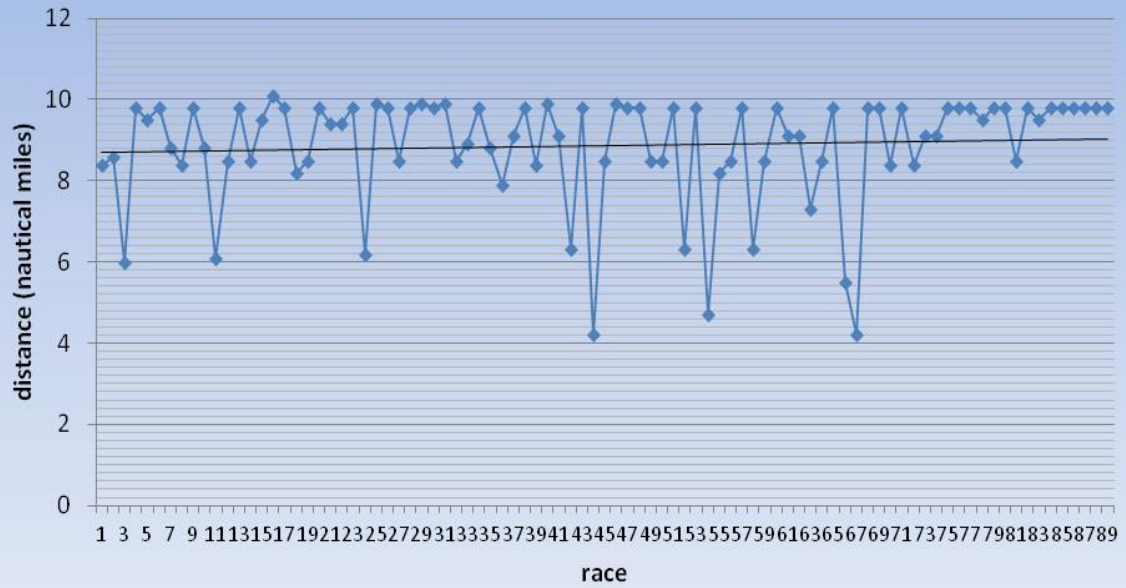
WW Winter Series 2014 to Summer Series 2015-16 – Courses

Ninety races have been completed over the previous 4 series. Sixteen different courses have been selected throughout the four series and the frequency of each is shown in the table to the right. The most popular course has been course 14 (16 times) followed by course 61 (14 times) and courses 62 and 63 (both 9 times). Of those 90 races, 13 have been shortened making a range of courses from 4.2 to 11.3 nautical miles long.

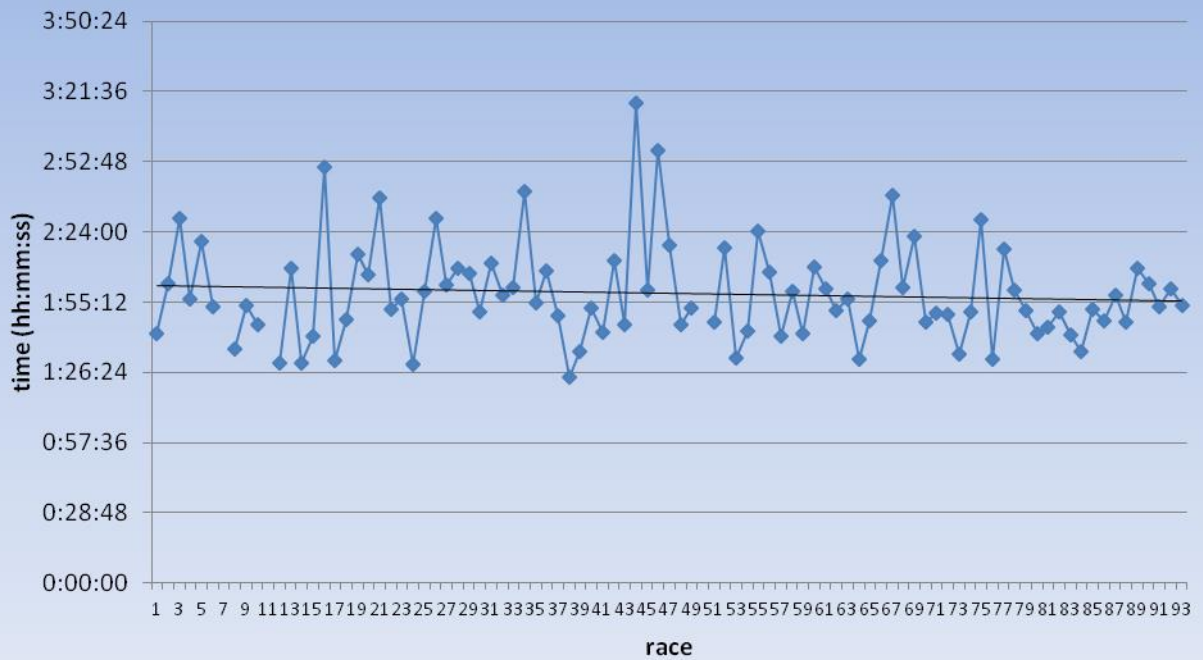
Frequency of Course Selection		
Course Nos	Frequency	Length
6	5	8.4
7	2	9.8
13	9	8.5
14	16	9.8
16	7	9.8
26	1	8.5
27	4	8.5
31	4	8.8
32	3	8.2
33	1	7.9
61	14	9.8
62	9	9.9
63	9	9.1
64	2	10.1
65	2	11.3
66	1	10.2

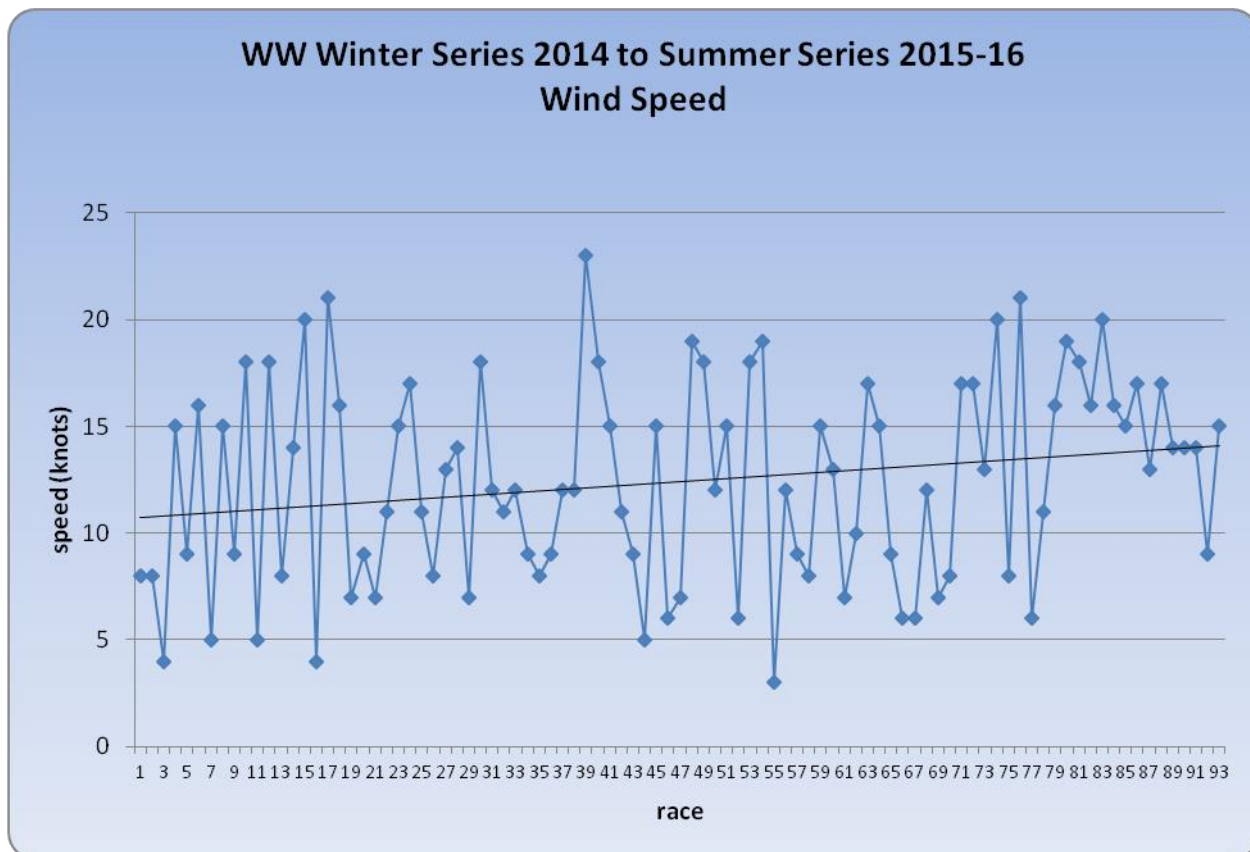
In general, course lengths have increased; elapsed times have decreased; and the wind speed has increased as time progressed. The average course length for each individual series shows an overall increase from 8.9 nautical miles in winter 2014, to 8.8 in summer 2014-15, 8.3 in the following winter and 9.5 in the last summer series. The average course length over the 4 series is 8.9 nautical miles. The average length of the 13 shortened courses was 5.8 nautical miles. Although the course length has increased the average elapsed time per race has decreased. In winter 2014 the averaged elapsed time was 1:57:12, in summer 2015-16 it was about 5 minutes less at 1:52:55. The average for the 4 series was 1:58:37. Wind speed has increased over the four series allowing elapsed times to decrease. In winter 2014 the average was about 11.6 knots, in summer 2015-16 it averaged 14.9 knots – 28% change. Only one of the last 16 races in the 2015-16 series averaged less than 10 knots. The breeze also became less variable particularly during the summer 2015-16 series.

WW Winter Series 2014 to Summer Series 2015-16 Course Length



WW Winter Series 2014 to Summer Series 2015-16 Elapsed Time





Windward Buoy

MARK WINDWARD'S WORDS

Replies to Questions addressed to Mark about Trophies

Yes Rules have changed. If you read the Wednesday Wonders Notice of Race you will notice:

Noelle Coram Trophy

This will now be based on the highest combined place-getter for Wednesday and Sunday races from just the summer series.....ie *To the boat having the lowest combined score based on their positions in the Summer Series for Wednesday Wonders and Sunday Sailors.* This is a change from both Summer and Winter series being included. This will increase the number of yachts that will be eligible for this Trophy.

Shebessa Shield

The one time occurrence for the winners of this Trophy having an equal score will not occur with the following change *Ties will be broken in favour of the boat with the lower score in the Summer Series.*

Mark thinks that an equal score after some 50 races is unlikely to happen on a regular basis, and if it does two prizes should be awarded. Why should Summer season count more than Winter? Surely the SYC could afford two trophies if an equal first position did happen again? Mark wonders the rationale of this decision.

CENTURY CLASS Series. Note there is a change that all eligible competitors must register each season through the Boating Office.

No more wool or rubber bands OR drink cans to be chucked overboard

From July 2016 all yachts competing in CYCA races, including the Sydney to Southport race will have to abide by Rule 55. If you are like the vast majority of us and don't read your rule book every night before bed, rule 55 states "A competitor shall not intentionally put trash in the water."

This rule also applies to things such as wool or bands on spinnakers.

Over the past several seasons North Sails has developed the *Zip it* for later spinnaker zipper system. See North Sails [CLICK](#) and U tube [Click](#)

TASMANIA This is an unusual year for Tasmania, with two festivals in the next ten months, the Australian Antarctic Festival in September and the Australian Wooden Boat Festival in February 2017.

To read all the latest news about Tasmania [CLICK](#)

Passage to Haiti The latest yacht story from The *Off center Harbour.com* "Passage to Haiti" – Part 1, The Voyage, by Nat Benjamin ... to read [Click](#)



Mark is not certain what yacht this is and thinks it is unlikely that it will finish before the time limit, however it has posed magnificently for this photo.

Thanks to W Buoy for his effort for a non-race.

Forecast for race 7 is looking good, see you then, **MARK WINDWARD**

To send comments, photos questions email [CLICK](#)