

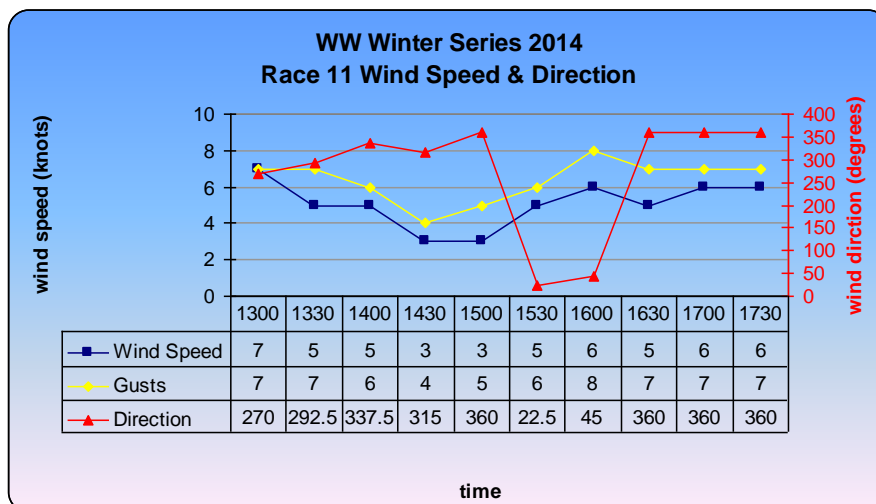
WW Winter Series Race 11 - Starters 31 Finishers 0

The Finishers suffered a crushing defeat at the hands of the Starters who scored 31, whilst the Finishers failed to trouble the race management team. The Jarkan 30 SALTSHAKER (Ken Gayler) came closest to scoring for the Finishers but let out an anguished cry on channel 77 upon learning time had expired. It should be said the Finishers did lose two players before the final hooter, one on the promise of a free raffle ticket! It is hoped the Finishers will learn something from this experience, recognize this is a turning point in the series, re group and come out stronger in race 12.

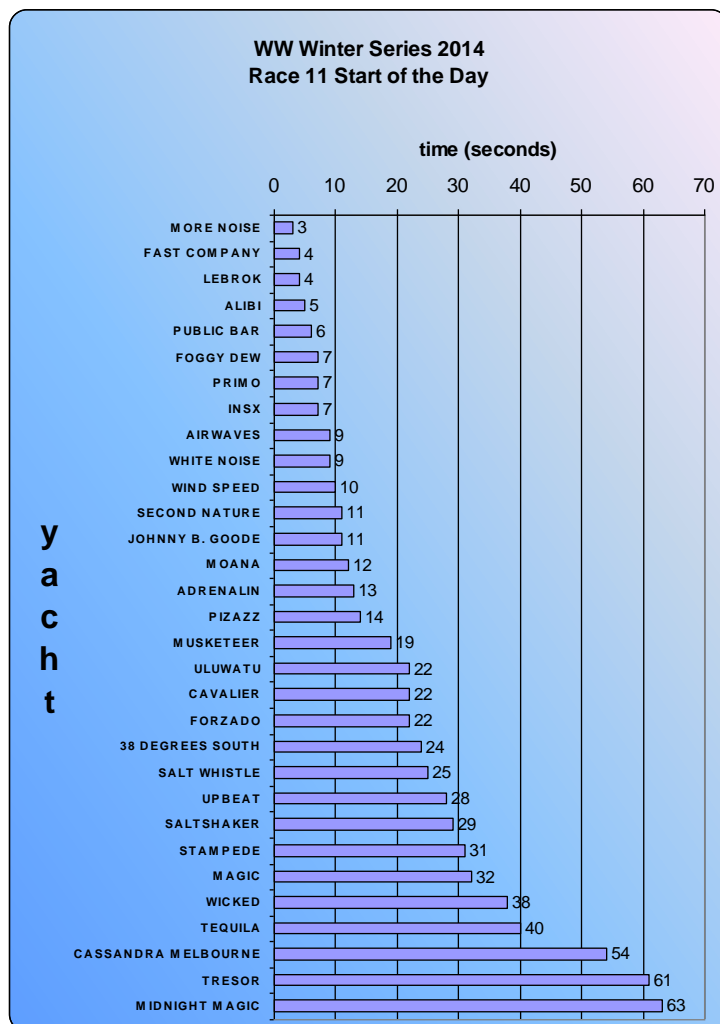


Upon hearing the radio announcement that no yacht had finished the race there was intense action almost panic amongst the fleet to see who could be first in the marina. With motors at what seemed to be full speed, yachts created turbulence not seen earlier in the day. The result of that brief encounter is unknown.

It was the lack of breeze that prevented a result in race 11. There was a foretaste of what was to come in the BOM forecast which predicted “Westerly around 10 knots becoming variable about 10 knots in the early afternoon.” The use of the word variable seems to imply there could be some but there may be no breeze. Observations at Fawkner Beacon did show breeze for the entire afternoon which may not have been as strong closer inshore. It did show a marked easing from about the start of the race until 1500 when it started to increase.



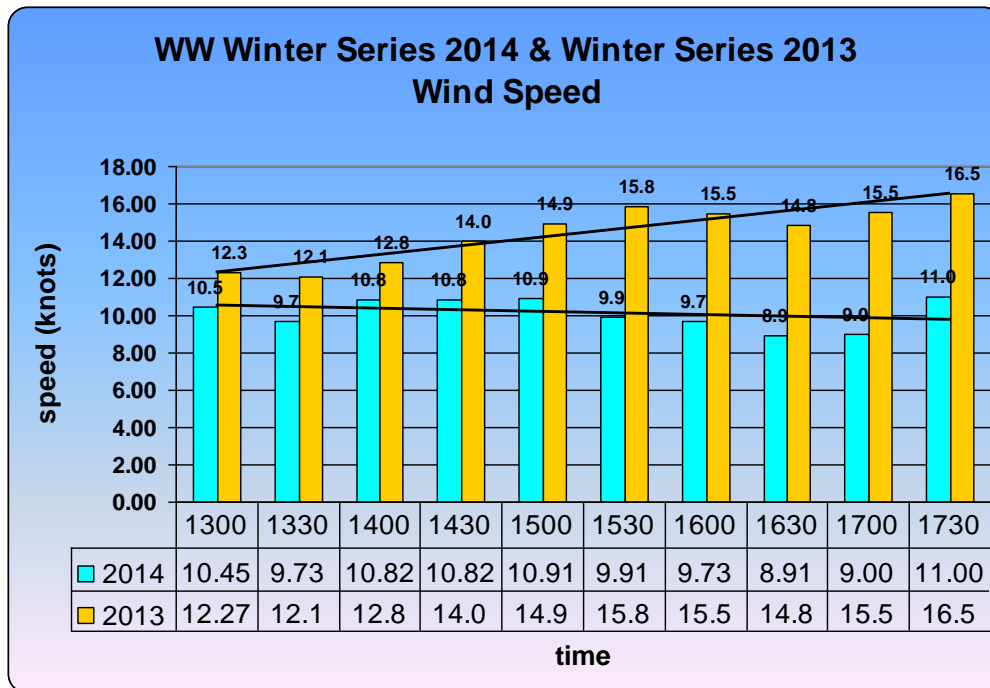
However, there was enough breeze for the fleet to get a good start. It was the Archambault 31 MORE NOISE (Jason Close) that won Start of the Day being only 3 seconds late for her 38 minute start. Eleven yachts started within 10 seconds or less of their start times and all but two yachts of the 31 yachts started within less than a minute.



MORE NOISE in a good tussle with PRIMO shortly after the start of Race 10.

Comparing the eleven races in this series with the first eleven races in the 2013 winter series reveals some significant differences. The average wind speed for the first eleven races in 2014 is down about 30% on the equivalent races in 2013. It has fallen from 14.4 to 10.1 knots. Despite the reduction in wind speed, yachts are being asked to sail further with the average course length (rhumb line) increasing by almost 4% from 8.5 to 8.8 nautical miles. Perhaps not surprisingly the average elapsed time between the two series has increased by twelve minutes from 1:45:52 to 1:57:52 with the average finishing time increasing from 15:47:01 to 15:57:17. In the 2013 winter series one race was abandoned because of too much breeze, in this current series 2 races have failed to deliver a result because there was not sufficient breeze for any yacht to complete even a shortened course. (The rhumb line length of a shortened course 63 is about 6 miles – indications are that the slower

yachts would not be able to sail this distance within the time if the breeze averaged 5 knots).



The above graph indicates that not only is there less wind in the 2014 compared to the 2013 series but as the race progresses it decreases rather than increases.

*Windward
Suey*

The following comments were kindly provided by an anonymous scribe

You've got to feel a bit sorry for Ken Gayler. It's been a while since Sm1298 SALTSHAKER collected a bullet and for most of us they're all too rare anyway. Ken was simply a victim of the weather. Your humble scribe, on the other hand, was decidedly *under* it...

Sunny day, light wind, maybe lighter than you'd prefer but not too cold for a winter's day on the bay. What could go wrong? As I stepped out of bed, my sinuses and temporal artery asked, "Where do you think you're going?" Race over. Thirty one boats at least got past the start line.

The average wind speeds for this winter tell a funny story. Light winds have been dominant, with the exception of Race 9. The next few days will be interesting with some strong winds forecast and some rain. I guess it depends on who you listen to but I'm reminded of the first few races of the summer series; cancelled because of what my dear grandmother used to call "the equinoxial gales".

I find light weather sailing hard work. You have to concentrate like crazy and – as in this case - you don't always get a result. For some it's the challenge of playing to the conditions. For others it's like watching paint dry. There are few enough "givens" in sailing as it is.

Here's something I found the other day and thought it might be worth sharing. It's a page for monitoring electrical storms. I don't really know how to get the best out of it yet but I do know there's an app for Android phones.

http://www.blitzortung.org/Webpages/index.php?lang=en&page_0=20

The operators make no guarantees about any of this, particularly if it comes to insurance claims...

For best results, go to the "Overview Maps" tab and drag it to Australia. From there you can just magnify the view until you get what you want.

Another one to look at is:

<http://www.lightningmaps.org/realtime?lang=en>

Could be handy if you're planning to go somewhere.

Until next week...

Mark Windward Bequest

CHEQUEMATE (Ian Whitbread) was a Wednesday Wonder competitor for many years with race 4 her last Wednesday race. She has now gone north and Ian provides this report:

"Chequemate" has just arrived [18th Jun 2014] safely at her new home at Toronto on Lake Macquarie, NSW.

They sheltered in Eden from 45 knot south westerlies with big seas for a day and a half but otherwise had favourable conditions and passed through the Swansea Bridge mid afternoon before arriving at Toronto at 4pm.

Chris Rice, the new owner, is delighted with the boat in every respect.

She obviously made good time, 8 days elapsed time, 6 and half days sail time.



Time in Eden was spent on the west side of the harbour as it was too rough to tie up and go into town.

They departed Eden in 25 knots from due south which built quickly to 35 knots due south under full main and #2. They subsequently balanced the boat with 1 reef and a couple of rolls in the headsail, poled out and "went like a freight train", picking up waves and surfing for very long periods on the same wave !!!!

Hopefully we'll get some pics in due course.

What a great effort sailing Chris and Colin sailing Chequemate "2 UP"!

What a great boat, the good ship Chequemate, and what great times we all enjoyed!

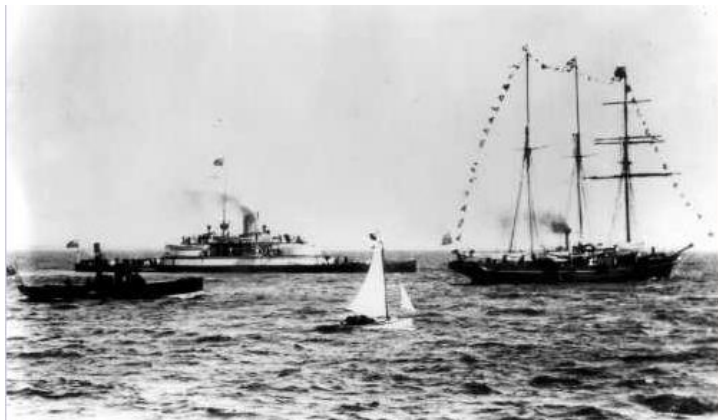
Nice to see she's in good hands for another great life up and down the New South Wales coast.

Cheers

Ian

Race 10 Quiz

The question for Race 10 quiz was as follows:



The ship on the right is Lord Brassey's 48 metre private steam yacht Sunbeam but what is the ship on its stern?

Ans: Cerberus.

More information can be found on www.cerberus.com.au

Congratulations to Phil Spry Bailey who gave the correct answer.

Race 11 Question.

Can you name this ship?



This ship was built in 1904 at the Danubius yard in Budapest. It was interned and sailed under both Yugoslav and Romanian colours before being assigned to Yugoslavia in 1920. Renamed *Sava*, she served the Kingdom of Yugoslavia until WWII, when she was sunk, captured by the Germans and awarded to their pro-fascist ally Croatia, only to be sunk again by Titoist partisans and recaptured. Repaired after the war, she sailed the Danube as a Yugoslav People's Republic naval ship until 1962. It can be found grounded on the Danube upstream from Belgrade at Novi Sad. Answers to www.mark-windward@live.com.au

Vanuatu

Another WW yacht due to head north at 0905 on 29 June is the J44 THE SECRETARY (*George Shaw*). THE SECRETARY is taking *George* and 4 crew to Vanuatu in this year's ORCV Rally. The inaugural event was held in 2006 after *George*, past Commodore of ORCV, visited the islands and proposed to introduce other sailors to this paradise on earth. (Apparently it's about 27° centigrade in Vanuatu at this time of year). Heading in the same direction is another SYC yacht the Cavalier 37 MYUNA (*Geoff Nixon*) plus 6 crew. To find out more about the Vanuatu race and rally visit www.orcv.com.au