

Race 15 Great day on the Water

This was a fabulous winter's day on the water. The blue sky and sunshine was reminiscent of summer; the 9.8 mile course 61 was well matched to the 20 knot northerly; and all but one yacht completed the course and returned to the marina in good time. It brought to the fore three yachts that had completed 24 races in the series but were without a podium finish.



The winner of the summer 2013-14 series PIAZZ (Philip Martyn & Russell Kemp) has been keeping a low profile so far this winter. She had completed 6 races this series before race 15 with a best result of 16th in race 8. The stronger than usual breeze brought new life to the Oceanis 34 as she swept to victory recording her first win of the series. PIAZZ was the 7th yacht to cross the start line 6 seconds late for her 23 minute handicap. She sailed the first 3 legs of the course in 1:02:18 rounding number 4 in 1st place. The last 3 legs of the course were completed in 34 minutes 15 seconds when she was first to cross the finish line at 15:32:53. Despite her convincing win it was only enough to move up 4 places in the aggregate.

RACE RECORD PIZAZZ									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
1	9/04/2014	29	01:54:39	15:51:39	00:27:00	8	6	8.4	8
2	16/04/2014	31	02:11:00	16:06:00	00:25:00	6	65	8.6	8
3	23/04/2014	27	02:46:45	16:39:45	00:23:00	99	63	6	4
4	30/04/2014	19	02:02:19	15:55:19	00:23:00	3	14	9.8	15
6	14/05/2014	18	01:59:49	15:52:49	00:23:00	45	61	9.8	16
8	28/05/2014	16	01:41:20	15:34:20	00:23:00	2	31	8.8	15
9	4/06/2014	25	02:05:09	15:58:09	00:23:00	20	6	8.4	9
15	16/07/2014	1	01:39:53	15:32:53	00:23:00	6	61	9.8	20

Another yacht keeping a low profile this series is the Bavaria 38 SECOND NATURE (Paul Mentiplay). SECOND NATURE has completed 11 races but it has taken until race 15 for her to collect first podium finish. She started the race from 13th place 29 seconds late for her handicap. By the first rounding of number 4 she had moved into 4th place. During the last 3 legs of the race she again improved her position to cross the finish line in 2nd place at 15:35:06. SECOND NATURE finished 2 minutes 13 seconds behind PIZAZZ .having sailed the course in 1:39:06. This second place help lift SECOND NATURE from 20th to 14th in the aggregate.



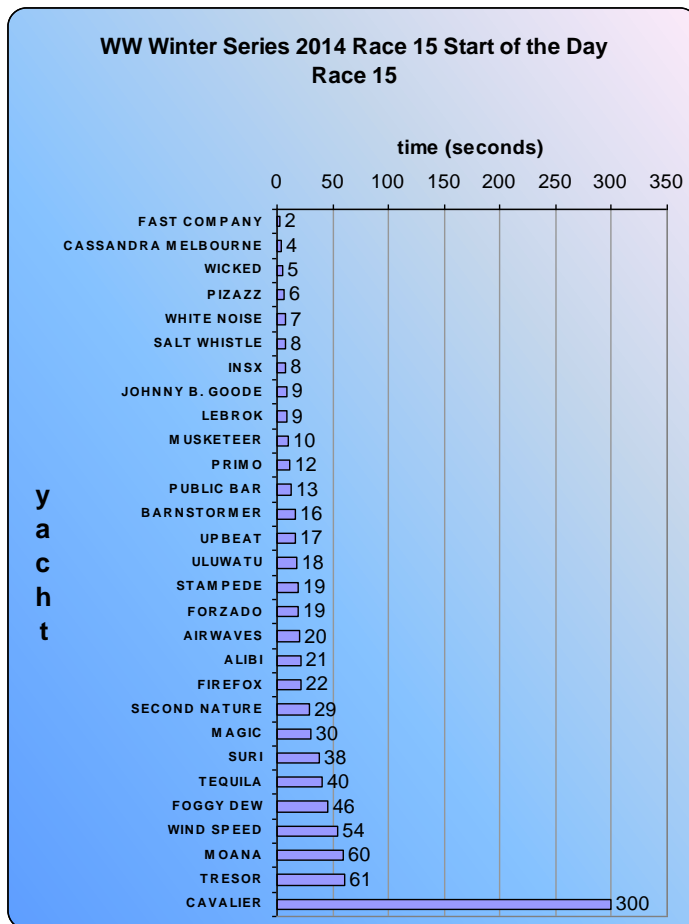
RACE RECORD – SECOND NATURE									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
2	16/04/2014	15	02:03:19	16:01:19	00:28:00	46	65	8.6	8
3	23/04/2014	21	02:36:50	16:32:50	00:26:00	102	63	6	4
4	30/04/2014	18	01:59:06	15:55:06	00:26:00	8	14	9.8	15
5	7/05/2014	17	02:21:31	16:17:31	00:26:00	56	62	9.5	9
6	14/05/2014	12	01:54:55	15:50:55	00:26:00	26	61	9.8	16
8	28/05/2014	6	01:33:51	15:29:51	00:26:00	12	31	8.8	15
9	4/06/2014	7	01:53:39	15:50:39	00:27:00	9	6	8.4	9
10	11/06/2014	10	01:49:13	15:47:13	00:28:00	51	61	9.8	18
12	25/06/2014	18	01:36:37	15:33:37	00:27:00	10	31	8.8	18
13	2/07/2014	29	02:19:14	16:15:14	00:26:00	21	16	6.1	8
15	16/07/2014	2	01:39:06	15:35:06	00:26:00	29	61	9.8	20



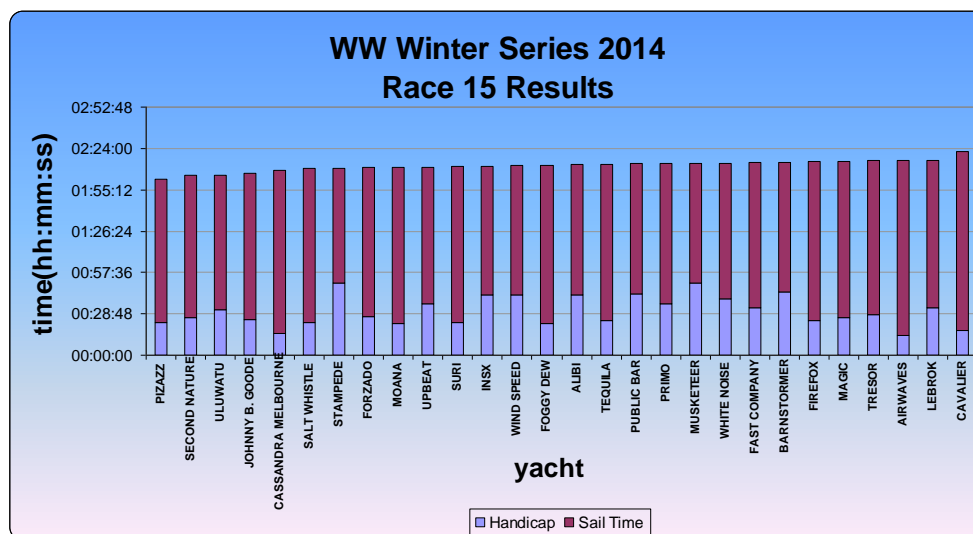
The Bavaria 49 ULUWATU (Peter Geary & Mal Billings) was the 3rd yacht in race 15 to gain their first podium finish of the series. ULUWATU has completed 10 races and recorded 3 top ten positions. She started the race from 17th position 18 seconds late for 32 minute handicap. By the first rounding of number 4 she had moved into 8th place and continued to improve her position to cross the line in 3rd place at 15:35:20. She had sailed the course in 1:33:20 – the 8th fastest time of the race. ULUWATU moved up from 26th in the aggregate to 21st.

RACE RECORD - ULUWATU									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
1	9/04/2014	19	01:36:29	15:43:29	00:37:00	126	6	8.4	8
2	16/04/2014	36	02:03:11	16:09:11	00:36:00	30	65	8.6	8
4	30/04/2014	34	01:54:23	15:58:23	00:34:00	1	14	9.8	15
5	7/05/2014	10	02:12:59	16:14:59	00:32:00	23	62	9.5	9
6	14/05/2014	20	01:49:18	15:53:18	00:34:00	31	61	9.8	16
8	28/05/2014	7	01:26:57	15:29:57	00:33:00	9	31	8.8	15
9	4/06/2014	16	01:49:37	15:53:37	00:34:00	17	6	8.4	9
10	11/06/2014	23	01:48:27	15:52:27	00:34:00	19	61	9.8	18
13	2/07/2014	7	02:02:02	16:04:02	00:32:00	5	16	6.1	8
15	16/07/2014	3	01:33:20	15:35:20	00:32:00	18	61	9.8	20

Only three yachts were a minute or more late for their starts including CAVALIER (David Lynch) who started too soon and received an unwanted 5 minute penalty. The median start time for the race was 18 seconds with 10 yachts under 10 seconds late. Winner of Start of the day was the Farr 1020 FAST COMPANY (Albert Doggett) only two seconds late for her start.

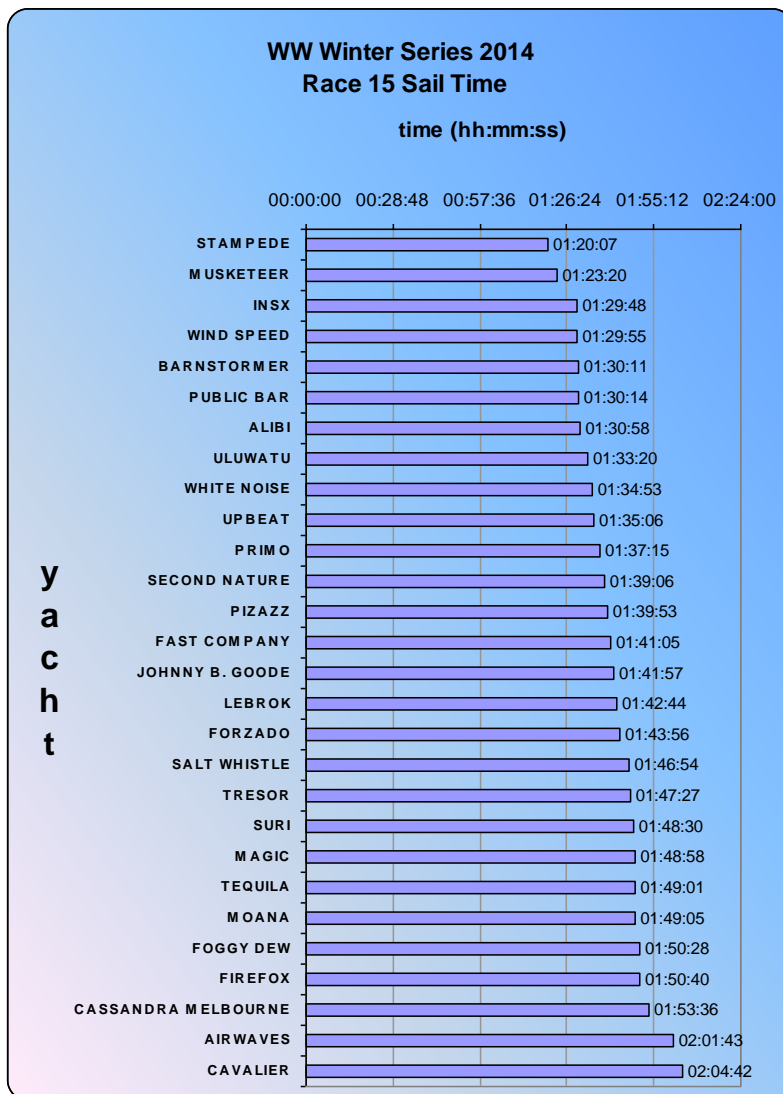
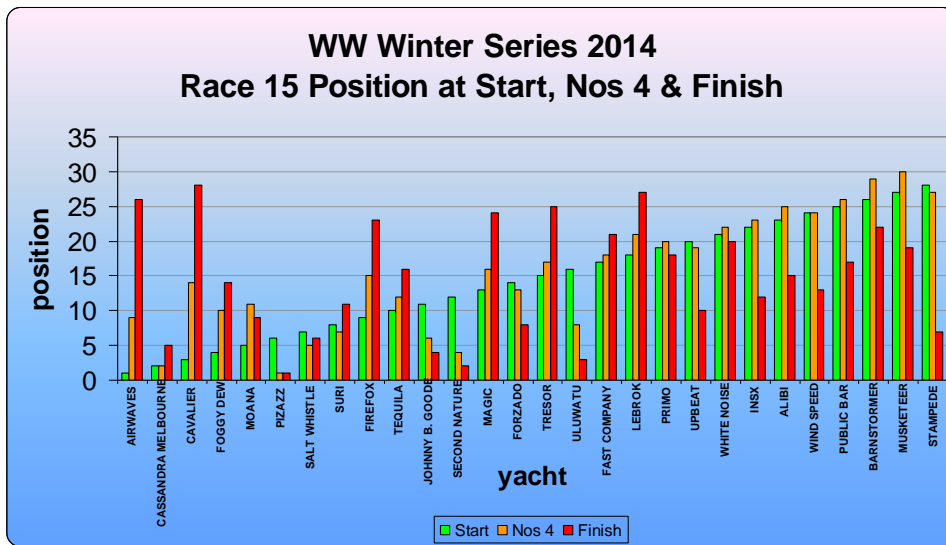


There was a difference in handicap of 36 minutes between the first and last yachts to start the race. By the first rounding of number 4 the difference had reduced to 16 minutes 42 seconds and became 13 minutes 49 seconds at the completion of the race.



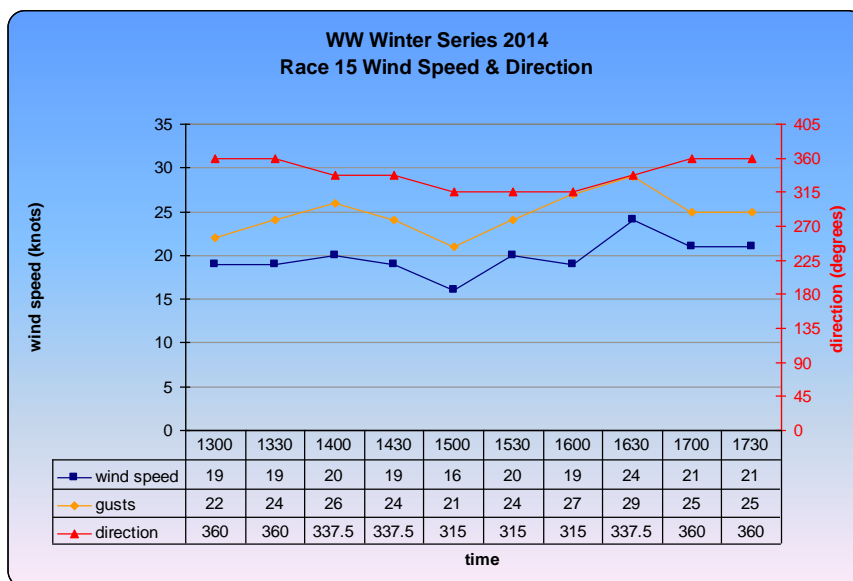
PIAZZ was one of the yachts to start with the first third of the fleet whilst 2nd and 3rd place getters started amongst the second third. There was only 1

yacht that started in the last third of the fleet that was amongst the first third to finish the race.



Thanks to the breeze this was one of the faster races of the series. The fastest yacht around the course for the 5th time in 12 attempts was STAMPEDE (Christopher Gandala). She was 3 minutes 13 seconds faster than MUSKETEER (Paul Jacka) with a time of 1:23:20.

A strong wind warning had been posted by BOM for Port Philip with the strong winds expected in the evening. Nevertheless Fawkner Beacon recorded an average breeze for the afternoon of about 20 knots (possibly too strong for some) from a north westerly to northerly direction. These are the strongest breezes recorded in a Wednesday race so far this series. Despite the direction of the breeze there was a swell of about 1 -1.5 – enough to wash over not only the decks but also the crew.



The race did not pass without incident the most notable being the torn sails on the Beneteau First 40 WICKED (Mark Welsh). Not only did the jib part company with the forestay but the main sail tore from leech to luff. This must have been a huge disappointment and surprise for all on board particularly as it occurred in sight of the finish line on the last leg of the race. WICKED recorded DNF.



*Windward
Bequest*

The Mark Windward Bequest

There are a couple of yachts that deserve a mention for their extra special efforts in race 15. Andrew Stopp sailed his Cavalier 37 TRESOR

single handed which may be the first time any yacht has been sailed single handed in a Wednesday wonders race. Although the yacht is equipped with both furling jib and main, to race single handed in a Wednesday race is a great achievement and he sailed faster than 9 other yachts.

The Mottle 33 CASSANDRA of MELBOURNE (Bob Reeves) was out to win his fourth consecutive race in four attempts. He already had three wins in 3 races, two races on consecutive Sundays and race 14 the previous Wednesday. For the second time in succession Bob had a dog on board "barking the shots." (Two barks for "Starboard" three for Buoy Room). This had worked on Sunday but competition on Wednesday was a bit tougher with CASSANDRA having to be content with a fifth place.

Answers Race 14 Quiz

There were three questions asked in the race 14 review.

Ques. 1 Can you name this ship?



ANSWER: *Hougoumont*

Congratulations to the "Recently Renovated Sailor" who supplied the correct answer.

Ques. 2 What was the name of the only Allies submarine to sink an enemy battleship in Word War II and what was the name of the battleship?



There wasn't a correct answer received for this question so the question will remain open for a further week.

Ques. 3 Where do you think this could be?



Again there wasn't a correct answer received for this question so the question will remain open for a further week.

Answers to mark-windward@live.com.au

Caring for Sails

Despite significant advances in sail cloths and sail making technology the yacht owners dream and sail makers' nightmare - the everlasting sail - remains as elusive as ever.

In the "good old days" sails were made from woven cotton canvas, a relatively tough but heavy material that powered yachts and square riggers around the world. The creation of polyester and polyamide synthetic fibres in the first half of the 20th century signalled the demise of cotton canvas in sails which has since declined to the point where it has almost disappeared. Sails are commonly made from Dacron and Nylon cloths whilst performance sails may use more exotic alternatives such as Aramid (e.g. Twaron, Technora or Kevlar), carbon fibre, HMPE (e.g.

Spectra/Dyneema), Zylon (PBO) or Vectran. Although each of these newer cloths have their own unique characteristics they are all, weight for weight, stronger than cotton. In some cases they can produce sails that are lighter, more durable and easier to handle than their predecessors.

Sail making has not been immune from technological change. Sails used to be made by cutting and sewing panels, but modern sails can be manufactured by gluing, moulding or laminating to the required shape. Computer Aided Design with special modelling software can show the flow of air over a sail and modify the design accordingly. As a result cloths of different weight can be used within the one sail. As some one has observed "It has become increasingly rare that any structure built for a performance sport application is constructed from anything other than composites."

Physical wear and tear caused by flogging, abrasion, over loading or over extending can still reduce sail life or deform sail shape. The application of inappropriate chemical reagents may cause damage whilst mould, such as mildew, can cause unsightly staining. Some materials are also susceptible to the decomposing effects of ultra violet light. Sail care is therefore important in maintaining the sails effectiveness and extending its useful life. Google "care of yacht sails" and some cost saving measures could appear. There is some useful advice to be found on:
<http://au.northsails.com/tabid/638/Default.aspx>

This week's quiz question is along similar lines to last weeks but this time with slightly fewer clues! The answer, however, should be slightly easier.

Our ship for this week was built in Port Glasgow by W. Hamilton & Co for Rederi A/B Delfin in 1889. She was of steel construction with a gross tonnage of 1,816. Her length was 266'7" and her beam was 39'1". She drew 23'5". She was a fully rigged ship, in contrast to the more easily handled four-masted barques of the day and is thought by many to have been the last vessel of this type in commercial service anywhere in the world.

Despite being a good sailing ship, she also had a somewhat unenviable reputation.

She was a regular visitor to Australia until the early 1930s and after 46 years of service, much of it in the fleet of Gustaf Erickson, she went to the breaker's yard in 1935.

What was her name?

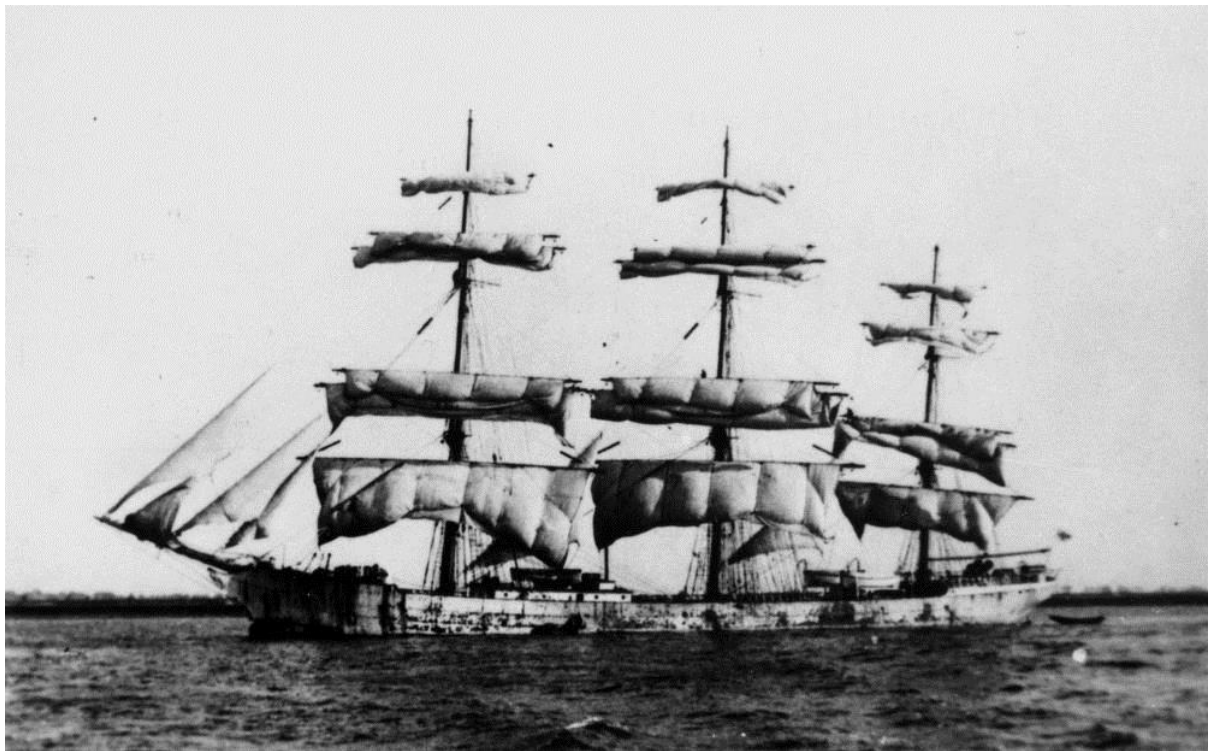
In good times:



In a heavy sea:



Before she went to the knacker's yard:



And a bonus picture, not of our ship in question. This picture was taken from the bowsprit of a ship called *Garthsnaid*, formerly *Inversnaid* and shows four hands who had been sent aloft in horrendous conditions to take in part of the foresail which had come loose. With no harnesses and poor hand and footholds, this picture shows what life on a commercial sailing ship was like:



From the book *The Last Tall Ships* by Georg Kåhre, Marieham, 1948.