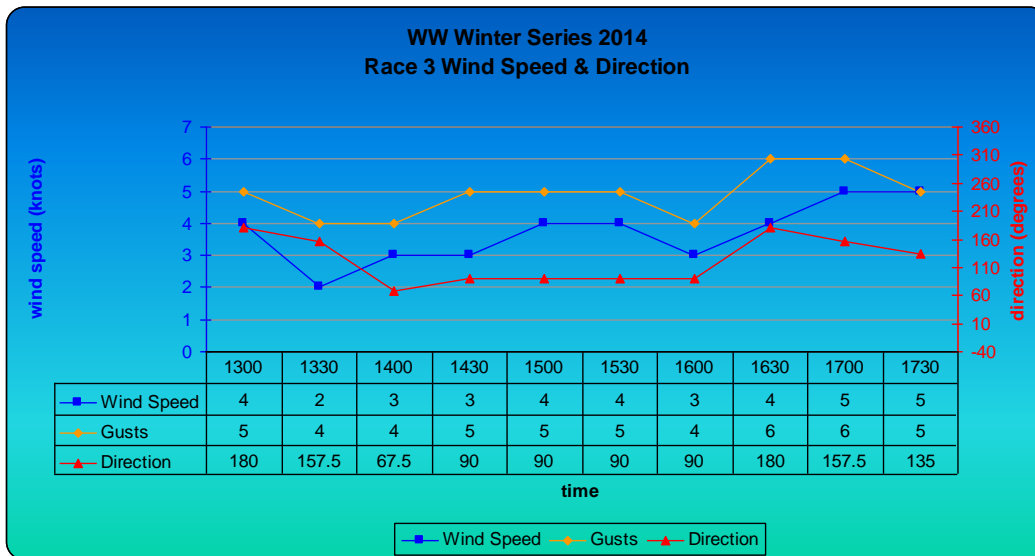


WW Winter 2014 Series Race 3 One for Snails not Sails

To some yachties, sailing is all about the challenge; pitting your wits against, and overcoming the best the wind, weather and seas can offer. The light and variable breeze made Race 3 a challenge not only for the fleet of yachts but also for race management who called up the cavalry (club boat) to make a finish line at number one. Without the arrival of the club boat to make a shortened course the race would have been a non-event as the cut off time was approaching faster than the snail paced yachts. The apparent speed of yachts in race 1 was around 5 knots; in race 2 about 4.25 knots whilst in race 3 it was down to about 2.4 knots with the average wind speed of less than 4 knots. This breeze was not enough for 5 (15%) of the fleet who retired from the race.

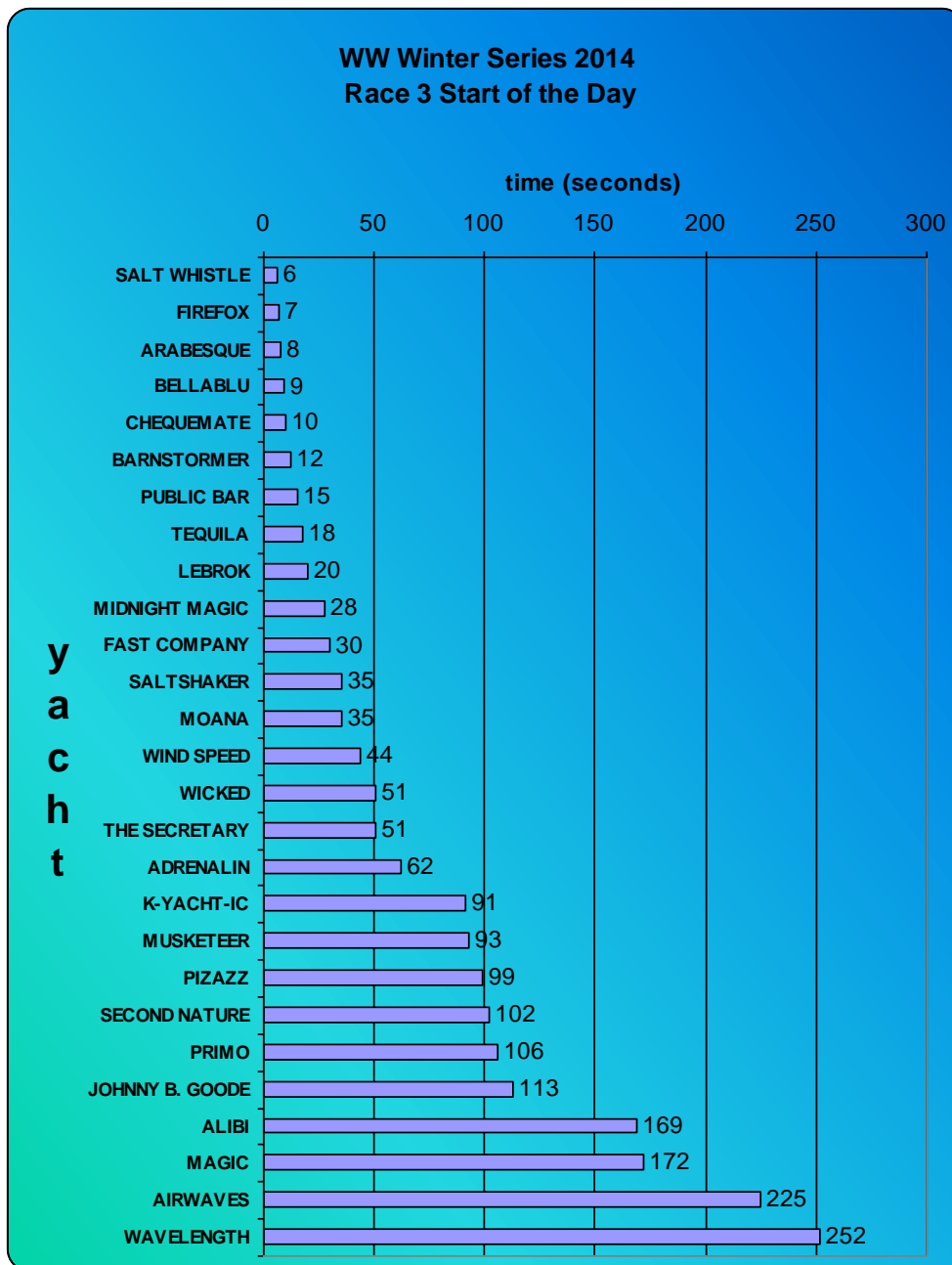


The forecast for the afternoon was essentially the same as the forecast for the two previous weeks “variable to 10 knots” but it only averaged 4 knots this week rather than the 8 knots of previous races. The light breeze made judging the start more difficult than usual and it was probably more variable than the observations taken at Fawkner Beacon. It was the Triton 24 PIPPA (Jeffrey Woolhouse) that found the start more difficult than most as Skipper Woolhouse explains:

“We tried to start but the "stream pushed" us onto No 4 just as we were holding back to use up the last 1min for the start. Then the slop just would not let us tack. I should have been more aware of the strength of the stream after all the rain...even though the tide was at slack water. We tried sail changes but every time we started to make way either the waves of the wake of the big yachts coming out to the start pushed us backwards, or we were affected by the swell.

We did do our 360 before getting to 3 and headed for 6. We even got to 2 knots for a short while. After we had afternoon tea the GPS was still telling us 2 hours to go to No 6 and we heard the shorten course announcement. Time to head back. I must upgrade and replenish our afternoon tea supplies”.

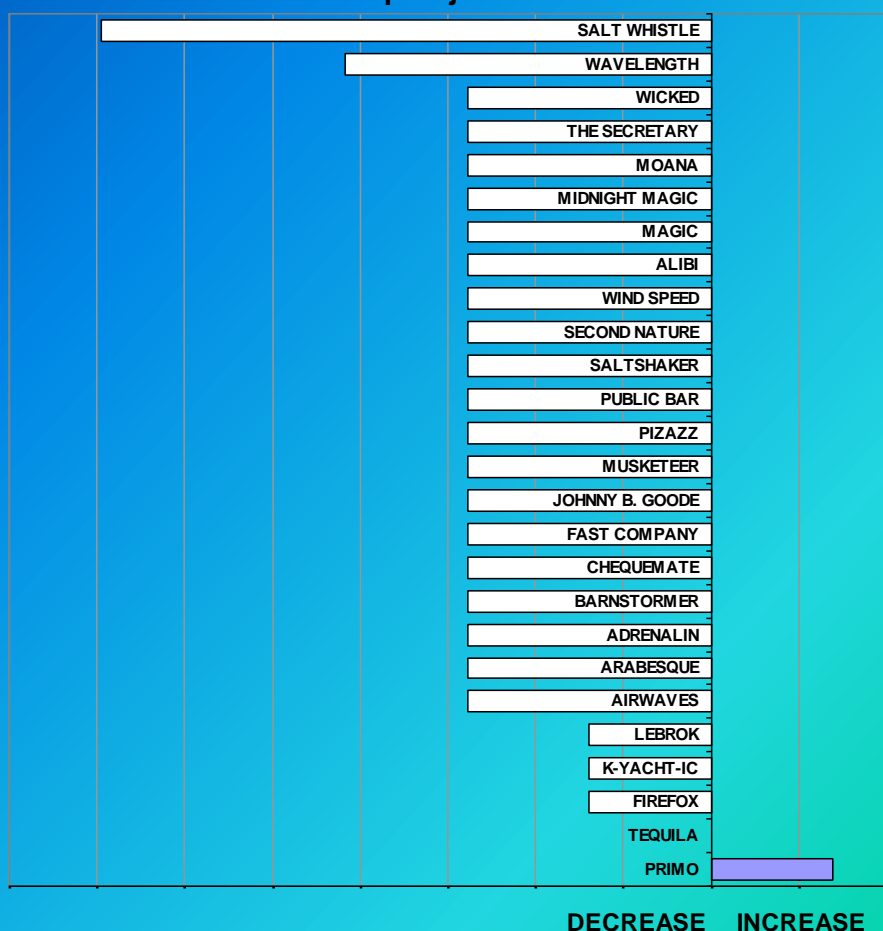
The winner of Start of the Day was the Northshore 340 SALTWHISTLE (Alex Hall) who started within 6 seconds of her start. She was one of only 5 yachts to start within 10 seconds of their handicap compared to 20 in the previous race. The median value for Start of the Day was 40 seconds with about half the fleet starting within 60 seconds of their handicaps.



The handicappers showed boundless mercy (computer malfunction?) this week by reducing the handicaps of 24 of the 26 yachts that sailed in both races 2 and 3. Exceptions were the Farr 1020 TEQUILA, which hung onto the same handicap whilst the Beneteau 367 PRIMO (Steve Copley) received a 1-minute increase - she did win race 2.

WW Winter Series 2014 Race 3 Handicap Adjustment

y
a
c
h
t



DECREASE INCREASE



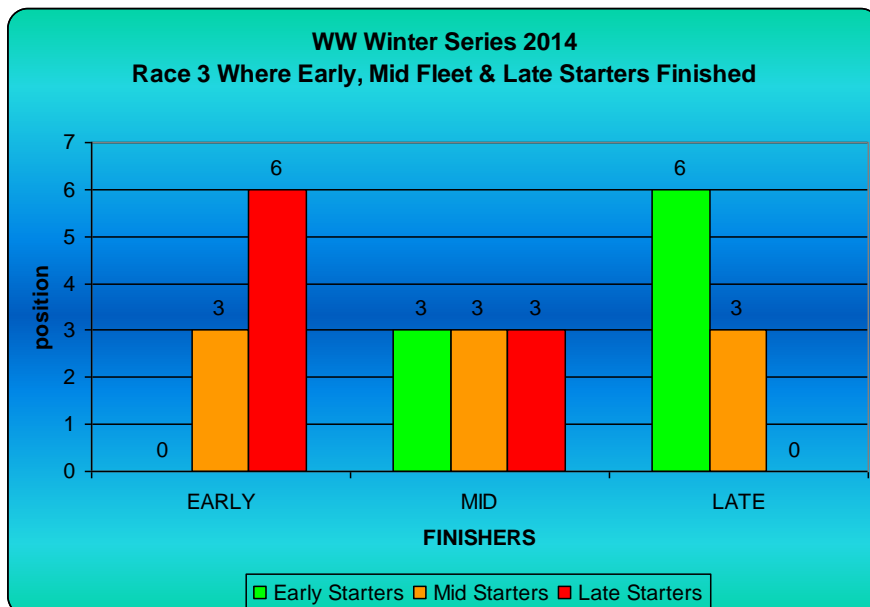
One yacht to take advantage of her 2-minute handicap reduction was the Elliot PUBLIC BAR (Clive Sondheim) who crossed the improvised finish line at 16:18:54 a little over 11 minutes before the race cut off time. PUBLIC BAR sailed a good race starting 15 seconds late for her 44-minute handicap from 22nd place. She sailed the course the fastest in a time of 2:04:54. Having sailed in the three races this series and making the top ten on two occasions PUBLIC BAR is joint Aggregate leader with PRIMO both on 7 points.

Crossing the finish line in 2nd place 2 minutes 52 seconds behind PUBLIC BAR was the Farr 1020 FAST COMPANY (Daniel Edwards). FAST COMPANY started from 18th place 30 seconds late for her 35-minute handicap and sailed the course in the 8th fastest time of 2:16:46 finishing at 16:21:46. The second place in race 3 has helped FAST COMPANY to tie for 5th place in the aggregate with 14 points.

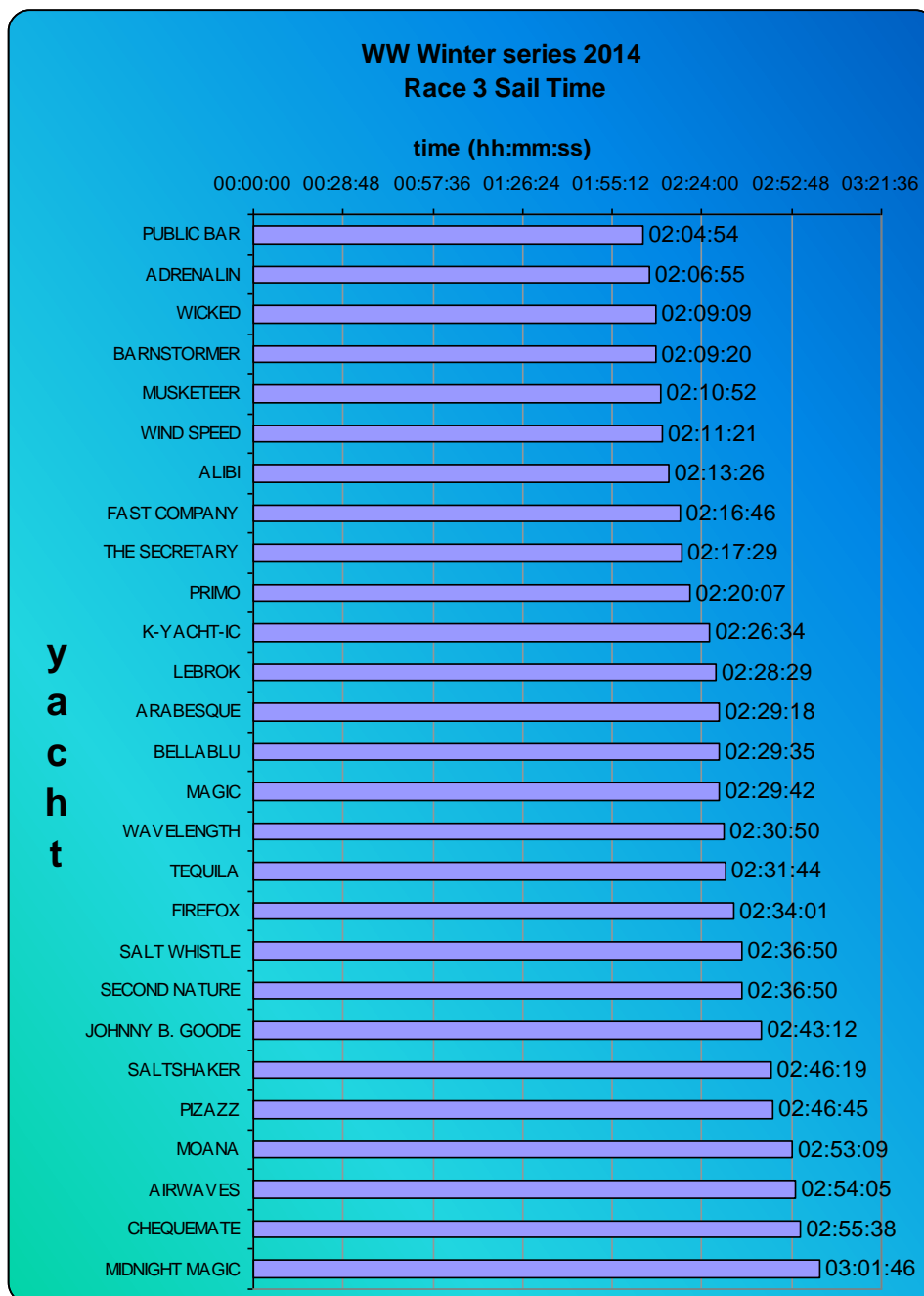


It was the Bavaria Match 42 BARNSTORMER (Brian Barnes) that crossed the line in 3rd place missing 2nd position by 1 minute 34 seconds. Barnstormer started 12 seconds late for her 44-minute handicap from 21st position and continued her strong performance sailing the course in the 4th fastest time of 2:09:20 to finish at 16:23:20. BARNSTORMER has been on the podium twice this series winning Start of the Day in race 1 and the 3rd place in race 3 which puts equal 3rd in the aggregate.

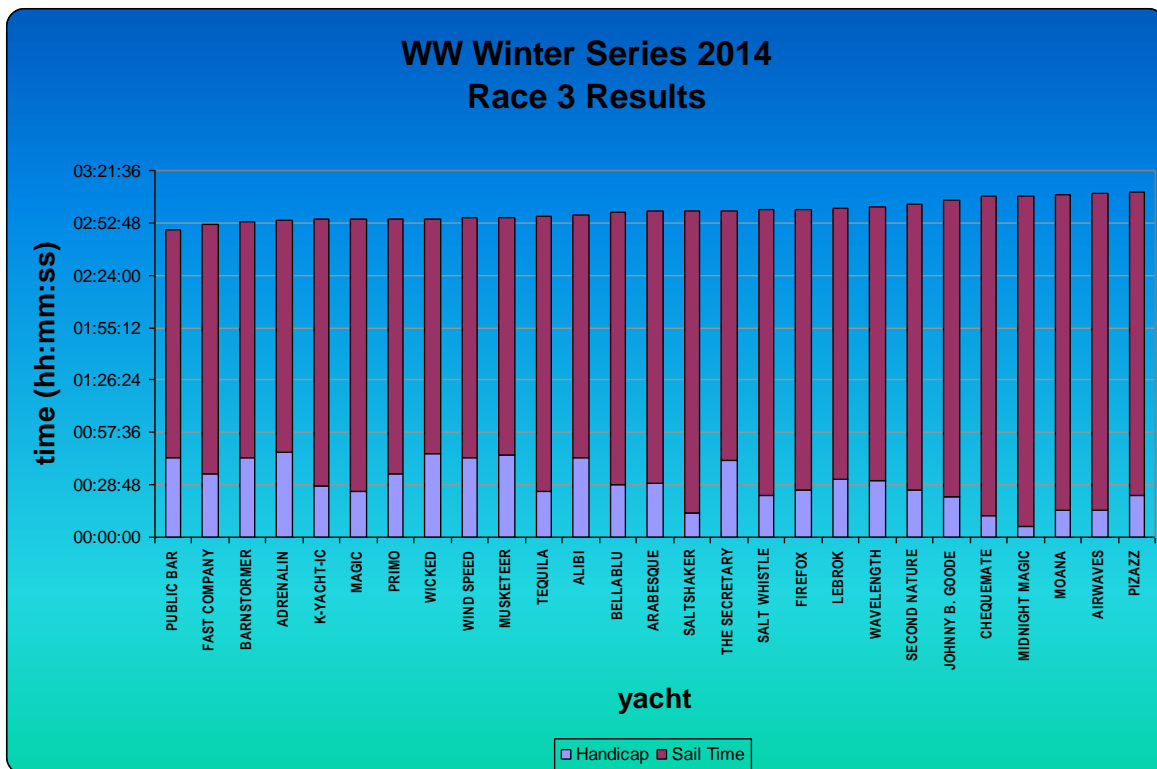
Race 3 was something of a bonanza for the yachts starting amongst the last nine. Six of them finished amongst the first 9 to cross the line with the remaining 3 late starters finishing with the middle 9 yachts. This meant that 6 of the 9 early starters ended up amongst the late finishers with the mid fleet starters equally spread amongst the early, mid fleet and late finishers.



Race 3 turned out to be the longest and shortest race of the winter series. It recorded the longest average sail time of 2:29:27 but had the shortest rhumb line distance of about 6 miles. No yacht managed to sail the course in less than 2 hours and one yacht had real value for money with a sail time of 3:01:36. The fastest yacht by a margin 2 minutes 1 second was PUBLIC BAR.



Despite the slow speed of the race there were some close finishes. The Farr 1020 ARABESQUE (Albert Doggett) crossed the finish line a mere 1 second ahead of the Jarken 925 SALTSHAKER (Ken Gayler). The Beneteau 367 PRIMO (Steve Copley) managed to hold off the challenge by the Beneteau First 40 WICKED (Mike Welsh) with a gap of 2 seconds.



Mark Windward had a whinge in the race 2 report about a recent Notice to Competitors and the “new courses”. Records from WW Winter Series 2013 show the average rhumb line for all races in that series to be about 8.4 miles and the average elapsed time was 1:50:53. After 3 races in the current winter series the average rhumb line distance is about 7.6 miles and average elapsed time 2:03:57 with average finish time of 16:04:48. (The race cut off time is 16:30.) All the new 60’s courses have rhumb line distances longer than the average in both recent winter series. Selecting a race with a wind strength strong enough for the slowest yacht to complete one of the “new 60’s courses” could be problematical.

Windward Buoy

[MARK WINDLESS AWARD](#) *Click to send an email*

Century Class ~ 2014 Winter Race One ~ Next Wednesday 30th April

If you have not registered previously and qualify, you must send in writing (or email) a request to Mark Windward before next Tuesday to register for the Century class.

To be eligible your boat’s age plus your age must equal 100 years or more. Your age is kept confidential.

Poet Laureate of SYC for 2014

There is still a few days left to send Mark your version of ‘Sea Fever’ and be in the running to become “Poet laureate of SYC for 2014”. Entries close this Thursday.

With more apologies for this parody to John Masefield: enjoy this latest entry.

*I'm going down to the sea again, to the turquoise sea and the sky,
There'll I'll find a sailing boat and a satellite to steer her by;
The tilt of the hull the wind's refrain and white sails billowing,
A rising gleam in the distant sky with a sun filled day following,*

*I'm going down to the seas again, to gaze at the electronic screen,
There's AIS and GPS if you know what these things mean
The advances of technology make sailing an indoor game;
Keeping warm, dry and comfy are the challenge and the aim.*

*But I'm drawn towards the seas again, by the sound of rippling water
It is a gentle sound and an unceasing sound that time has failed to alter;
And all I ask is enough wind to keep the white clouds flying,
No need for spray, a dull grey day nor sea-gulls crying.*

*I'm going down to the seas again, to enjoy a life's treasure,
The glimpse of a fish an albatross and a lack of times measure;
There'll be tales to tell some true, some false to keep a sailor smiling,
It all seems like a subtle scheme to keep the sea beguiling.*

Is this the last of a Checkered Career?

A late report of No 2 race from Chequemate. Included in this report just in case it is sold and we do not get another race review of this great looking yacht
At long last Ian was injury free enough to sail Chequemate. Tendons do take a while to repair!

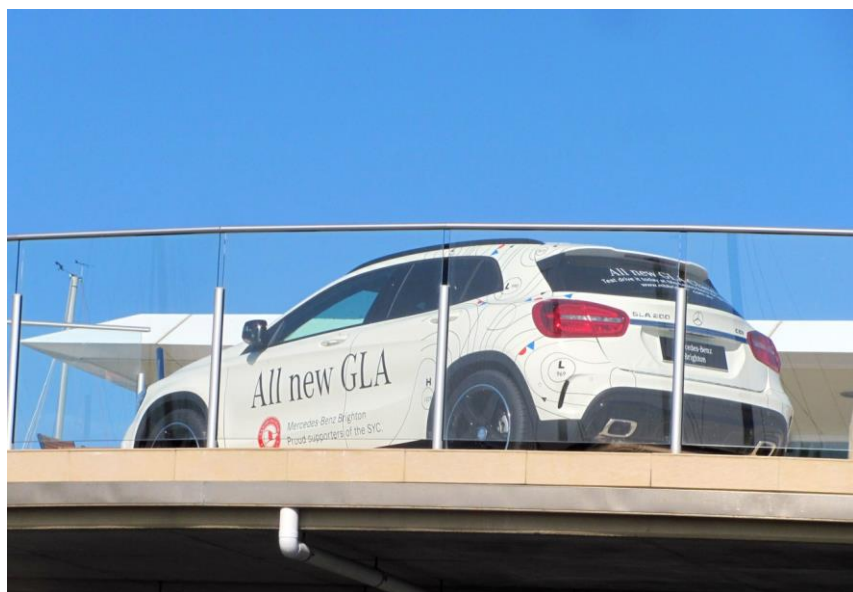
"The crew Graham and Bruno performed well delivering a fair result in the light conditions so often encountered by the early starters. After a great reach to the final mark they stayed well clear of the Daniel and Goliath battle between Fast Company and YOU LOU WHAT YOU (ULUWATU).

Fast Company beat them ULUWATU over the line with the latter making up 13 seconds from handicap times ..but then they were 2 minutes 3 seconds late (Fast Company 38 seconds late). Perhaps the Tower People should be looking for a renamed boat this week. ULUDANWATU!"

Presentation Night looking good!

Wednesday Wonders presentation night is this Friday. Paid for in part by those who buy raffle tickets each week and never win!

Rumor has it that one of the prizes has already been placed in position (shown here) or it may just be the new disabled car park - there is a bit of uncertainty.



Course 65 Note the SI now lists Course 65 as 11.3nm in length.
Overheard about the new courses: *"I didn't look good in flares and what I remember of the sixties, is that they were not all that great. Naming the new courses after them, doesn't seem that great either.*

If we are going to sail course 65, and the handicaps are adjusted to suit this course, will the bar open before 12.00 to cater for the early starters?

Ad - vice for slow races

No wind or slow wind can bring about hallucinations due to sensory deprivations in sailors. Signs to watch out for are:

The mermaids that appear and then turn into jellyfish.

The strong winds that you can clearly see coming towards you but never quite get to fill your sails.

Delusions that a small victory may turn the race from a total loss to a winning performance, e.g. thinking that you might pass Stampede and gain a small victory... She might be well into shore and you may think you are gaining on her, but this could be just before she radios in to say she was retiring and keep going into the marina.

The lack of stimulation encourages the skipper to ensure the crew stay alert by giving them useless tasks, like changing sails or changing the pole.

The real belief that raising your voice will stimulate a positive reaction.

Testing out the theory that the consumption of large amount of liquid will improve sailing. Rejecting any forecast given for the day on the grounds that they have been NQR for the last four weeks.

Continually hearing voices in a foreign language chattering over the VHF radio.

Trying to respond to those voices in the only foreign language you know German, that you learnt from listening to the Total Fire ban warnings on the radio.

Suggesting that an award of a car should be given to the most persistent skipper... at least that's what I think was meant by.... an award for a Valiant Effort?

Different ways of starting overheard

It might have been better if we had just gone over early and taken a 5-minute penalty. It might have saved us 55 minutes in time.

Now I know why some big boats go so fast. They come out from the marina at about 20 knots and just cut their motor a little before the start. The thrust carries them all the way to the first mark in light winds.

Visit an Old Lady (not boy scout appeal)

Open day for the [Alma Doepel](#) is on Sunday 18th May 10~4pm

Shed 2 Nth Wharf ~ Free parking ~ BBQ & Drinks available

Also check out [The Art of Alma Exhibition](#) - same venue- details also on Alma web site

Visit [CLICK http://www.almadoepel.com.au](http://www.almadoepel.com.au)



NATIONAL TRUST
HERITAGE FESTIVAL
JOURNEYS 2014

ALMA DOEPEL
2014 OPEN DAY

Presented by Sail & Adventure Limited
on behalf of the Alma Doepel Supporters Club
as part of the National Trust Heritage Festival
"JOURNEYS 2014"

Sunday 18th
MAY
10am to 4pm

Alma continues on her journey to sail once again for our youth



Shed 2 North Wharf
Road, Docklands,
Melbourne
DIRECTIONS:
Enter **Collins Street**
extension in Docklands
and continue through to
North Wharf Road.
Proceed to Shed 2
Melways 2E B6
Free parking
Entry by Gold Coin
Enquiries:
adsc@almadoepel.com.au
or phone Peter 0427 629 134

BBQ & DRINKS available

DONATIONS to the National Trust
"Alma Doepel Buy-a-Plank Restoration Fund"
are tax deductible. Ask for donation form. www.almadoepel.com.au

Docklands Ocean Education Centre presents an
"The Art of Alma" Exhibition
at Shed 2, North Wharf Rd, Docklands
OFFICIAL OPENING 6pm Friday 16 May
EXHIBITION 10am to 5pm
Sat 17, Sun 18 & Thu 22 to Sun 25
ENQUIRIES: call Maggie on 0438 298 741

Answers to Race 2 Winter 2014

Q1 Which is the largest Port for general cargo in Australia?

1. Sydney
- 2. Melbourne**
3. Brisbane
4. Gladstone

Q2 How many **ships** visit Port of Melbourne each year?

1. 2010
2. 2850
3. 4000
- 4. 3200**

It varies a little with trading

Q3 How many tonnes of **coffee beans** arrive every **day**?

1. 20
2. 25
- 3. 30**
4. 35

Also a variable figure

Q4 How many **containers** arrive (on Average) every day?

1. 40000
2. 60000
- 3. 70000**
4. 48000

Should have read 70,000 and all the others with the extra 0. ie 2.5 million p.a.

Q5 What percentage of Australia's trade passes through the Port?

- 1. 30%**
2. 25%
3. 50%
4. 15%

Q6 What is the water frontage of the Port of Melbourne?

1. 15kms
2. 12kms
- 3. 21kms**
4. 33kms

Q7 Coode Canal was built to create a new course for the Yarra by steam driven machinery. In what year was it opened?

- 1. 1886**
2. 1881
3. 1901
4. 1893

Opened September 1886. It made the Yarra easier to navigate

Q8 Containerisation of cargo started in what year?

1. 1980
- 2. 1960**
3. 1990
4. 1982

Last Goods shed built 1955 East Swanston dock opened in 1969.

Q9 How many containers can be stacked on top of each other, on shore, in less visually sensitive areas?

- 1. 10**
2. 7
3. 6
4. 8

Less in visually sensitive areas 7

Q10 A rail link to facilitate the movement of containers was established from Webb Dock. How long was this rail link used for?

- 1. Six years**
2. It is still used
3. 10 years
4. Twenty five years

Rail link opened 1986 to handle containers but closed 1992 due to the building of Docklands.

Also when the Bolte was built it's low height restricted most ships access to go up the Yarra River.

Race 3 Questions

- 1 How many cruise ships visited Port of Melbourne in the last season, which ran from October to May?
- 2 What is the prediction of cruising boats to visit the Port of Melbourne for the next cruising season October 2014 to May 2015?
- 3 In 1942 with the threat of invasion of the Port of Melbourne, what recommendations do you think would have been put in place? (There were plans draw up at that time).

A DIY SAILING COURSE

A WW sailor has suggested some new changes to Racing Instructions for you to consider.

Dear Mr. Windward,

It is something of a routine that on the morning of every Wednesday I walk from the SYC car park out along the SYC marina in preparation for Wednesday Wonders. On my journey last week (23 Apr 2014) I met two fine gentlemen who had nothing but enthusiastic praise for the article written by Mark Windward in the WW race 2 report posted on the SYC site. There is perhaps no better summary than to say "The best and most amusing comments that Mark Windward has written". I responded politely to their remarks and their enthusiasm drove me to read your article for myself.

I was immediately taken by your article but thought I detected an ever so small tinge of envy; an envy that flows from someone else concocting new courses that you could have devised better yourself. Well, to help overcome your envy I have come across a prototype DIY Guide to Yacht Race Course Invention (GYRCI). This could eventually become an "app" for use on mobile phones or other electronic gadgets so that a new Yacht Race Course could be devised in seconds. WW participants, your children or perhaps stocking filler for a gifted grand child, could use it. Alternatively you may offer it to a Jehovah's Witness to set them on the right track. It could be even offered to members in the form of a competition to see who could invent the most useful course.

The Guide comprises of series quadrangles and triangles that can be combined in ways you chose to make up a course.

NUMBER	DIRECTION	START	D	1st	d	2nd	d	3rd	d	4th	TOTAL d
Q1	S	4	1.1	1	1.4	2	1.1	3	0.6	4	4.2
Q1	N	4	0.6	3	1.1	2	1.4	1	1.1	4	4.2
Q2	S	4	1.1	1	1.4	2	1.2	7	1.1	4	4.8
Q2	N	4	1.1	7	1.2	2	1.4	1	1.1	4	4.8
Q3	S	4	1.1	1	2.5	6	1.8	3	0.6	4	6.0
Q3	N	4	0.6	3	1.8	6	2.5	1	1.1	4	6.0
Q4	S	4	1.1	1	2.5	6	1.5	7	1.1	4	6.2
Q4	N	4	1.1	7	1.5	6	2.5	1	1.1	4	6.2
Q5	S	4	2.2	5	2.2	2	1.1	3	0.6	4	6.1
Q5	N	4	0.6	3	2.2	2	2.2	5	2.2	4	7.2
Q6	S	4	2.2	5	2.2	2	1.2	7	1.1	4	6.7
Q6	N	4	1.1	7	1.2	2	2.2	5	2.2	4	6.7
Q7	S	4	2.2	5	3.3	6	1.8	3	0.6	4	7.9
Q7	N	4	0.6	3	1.8	6	3.3	5	2.2	4	7.9
Q8	S	4	2.2	5	3.3	6	1.5	7	1.1	4	8.1
Q8	N	4	1.1	7	1.5	6	3.3	5	2.2	4	8.1

NUMBER	DIRECTION	START	d	1st	d	2nd	d	3rd	d	4th	TOTAL d
T1	S	4	1.1	1	1.6	3	0.6	4			3.3
T1	N	4	0.6	3	1.6	1	1.1	4			3.3
T2	S	4	1.1	1	2.0	7	1.1	4			4.2
T2	N	4	1.1	7	2.0	1	1.1	4			4.2
T3	S	4	2.2	5	2.6	3	0.6	4			5.4
T3	N	4	0.6	3	2.6	5	2.2	4			5.4
T4	S	4	2.2	5	3.0	7	1.1	4			6.3
T4	N	4	1.1	7	3.0	5	2.2	4			6.3
T5	N	4	1.1	7	1.5	6	1.9	4			4.5

For example, from the table above, Q3 could be joined to T1 to make the PIPPA COURSE a 9.3 nm course 4-1-6-3-4-1-3-4! The red "d" columns between the mark numbers give the distance between the marks so there is no need for those nasty little sums.

A competition could be organized amongst WW participants to come up with their own course. Courses with names such as Magic Course, Pizazz Course and Public Bar Course have a certain appeal.

Alternatively a packet of envelopes could be attached to the start mark; on passing the mark yachts select an envelope giving the number of the next mark and so on.

Write to Mark Windward with.....

Poem Entries

Answers to Questions

New Century Class registrations

Ideas to improve sailing

Advice from your experiences

Tell Mark about the forgotten class of people... your crew!

Just make something up that might have of happened if....!

MARK WINDWARD *Click to send an email*

