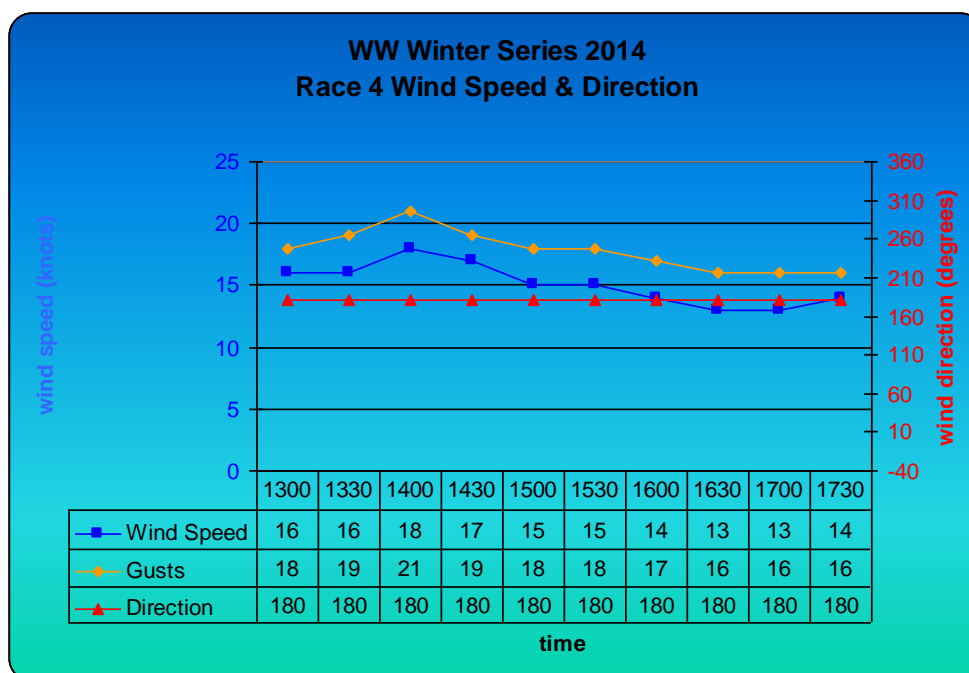


## WW Winter Series 2014 Race 4 Nothing to 'Moan-a-bout'

What began as a wet and overcast morning changed into a clear sunny afternoon in time for another intriguing yacht race. The wind speed for the afternoon was at the higher end of the forecast range; but the consistent southerly went against the established trend and eased as the afternoon progressed. Fawkner Beacon observations indicated an average of 15 knots for the afternoon; the strongest experienced this series and enough to get the heavier yachts moving. (The average wind speed in race1 was about 8 knots and the average speed of the yachts was 5.02 knots. With an increased average wind speed of 15 knots in race 4 the average speed of the 37-yacht fleet was 5.09 knots).



Has the challenge of handicapping been solved? The first yachts to finish would “strongly agree” with this statement. On the other hand, yachts finishing towards the back of the fleet would “strongly disagree”. Of the 23 yachts sailing in races 3 and 4 five had an increase to their handicaps with two yachts receiving a decrease and 16 remaining the same. Despite any disagreement about individual handicaps this week’s handicaps helped produce a close finish to race 4. After starting 45 minutes apart only 12 minutes 49 seconds separated first from last with an average of one yacht crossing the finish line every 21 seconds.



MOANA (Stan Rankin) was one of the yachts that hung on to her race 3 handicap of 15 minutes. It didn't serve her too well in race 3 but it was a different story in race 4. MOANA started race 4 from 7<sup>th</sup> position 6 seconds late for her start. By the first rounding of number she had moved into 2<sup>nd</sup> place. MOANA sailed the 9.8 nautical mile course 14 in 2:02:34 to cross the finish line at 15:47:34 to record her first podium finish of the series with a win. Her best finish in the series before race 4 was 15<sup>th</sup> in race 1. MOANA is 10<sup>th</sup> in the series aggregate after sailing all 4 races.

Crossing the finish line in second position 2 minutes 14 seconds after MOANA was the Bounty 35 CHEQUEMATE (Ian Whitbread). CHEQUEMATE started from 4<sup>th</sup> position 4 seconds late for her 12 minute start but was in 3<sup>rd</sup> place at the first rounding of number 4 and sailed the course in 2:07:48 to cross the finish line at 15:49:48. She has sailed all 4 races in the series and this was her best result beating her 22<sup>nd</sup> place in race 1. She is in 24<sup>th</sup> place in the aggregate. There are rumours that CHEQUEMATE'S stay at SYC could be coming to an end. Could this mean a move into handicapping or race management for the skipper and crew or maybe a search for another vessel after celebrity appearances on other yachts?



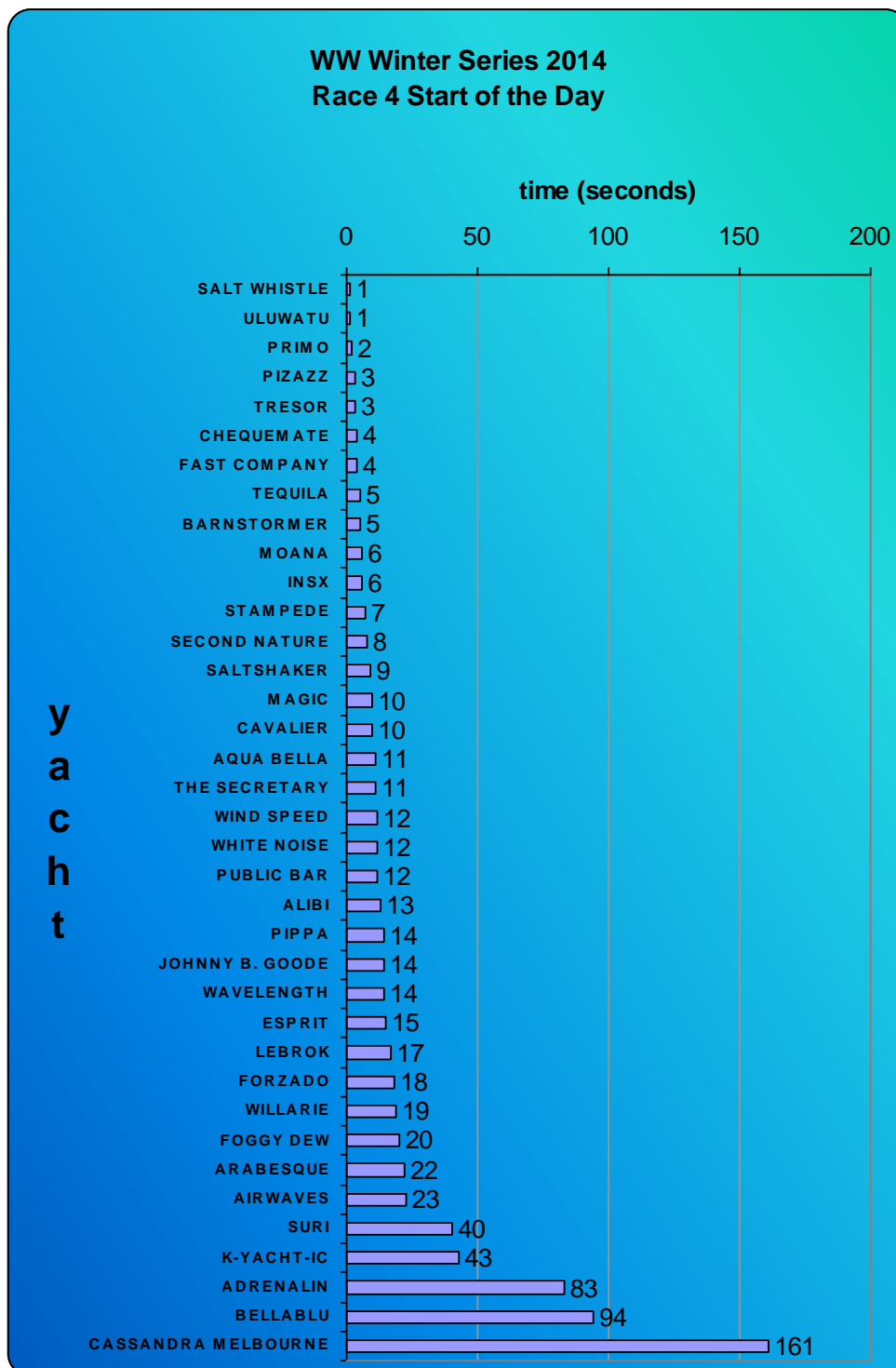
RACE RECORD - CHEQUEMATE									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
1	9/04/2014	22	01:59:40	15:44:40	00:15:00	22	6	8.4	8
2	16/04/2014	35	02:25:05	16:09:05	00:14:00	6	65	8.6	8
3	23/04/2014	23	02:55:38	16:37:38	00:12:00	10	63	6	4
4	30/04/2014	2	02:07:48	15:49:48	00:12:00	4	14	9.8	15



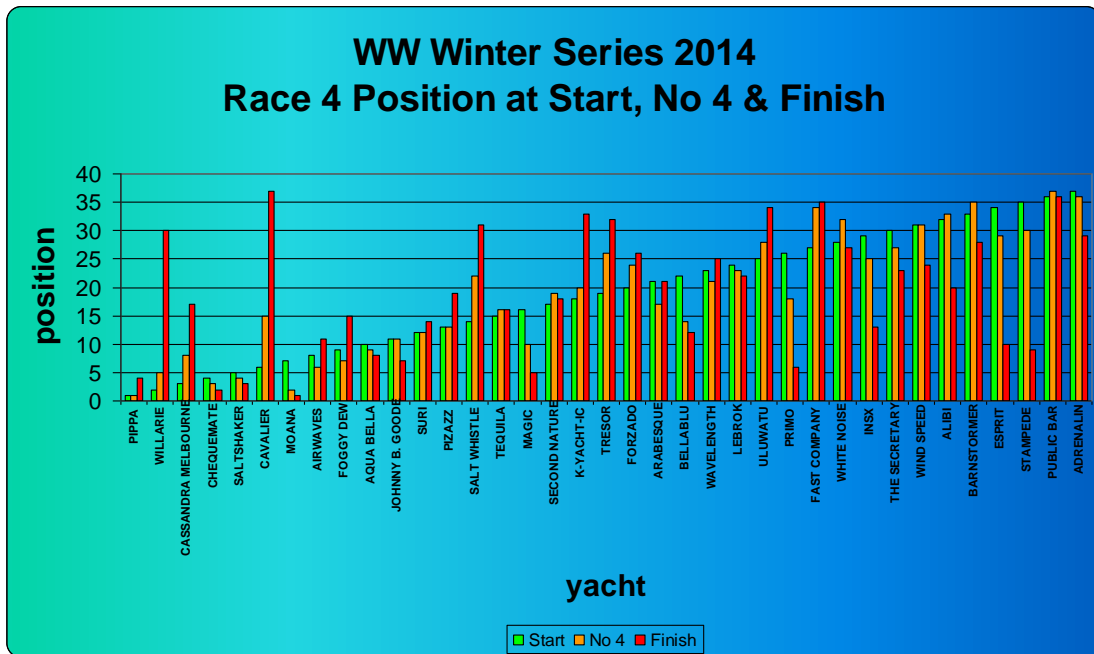
Sailing the course 12 seconds faster but finishing one place behind CHEQUEMATE was the Jarken 925 SALTSHAKER (Ken Gayler). SALTSHAKER was 9 seconds late for her 13-minute handicap from 5<sup>th</sup> place and moved into 4<sup>th</sup> place upon rounding number 4 for the first time. She sailed the course in 2:02:27 finishing in 3<sup>rd</sup> place at 15:50:27 giving her a second top ten finish in the series. SALTSHAKER has also sailed the 4 races in the series and is 5<sup>th</sup> in the aggregate

RACE RECORD SALTSHAKER									
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	SOD	COURSE	DISTANCE	WIND SPEED
1	9/04/2014	17	01:57:30	15:42:30	00:15:00	109	6	8.4	8
2	16/04/2014	9	02:14:41	15:59:41	00:15:00	3	65	8.6	8
3	23/04/2014	15	02:46:19	16:29:19	00:13:00	35	63	6	4
4	30/04/2014	3	02:07:27	15:50:27	00:13:00	9	14	9.8	15

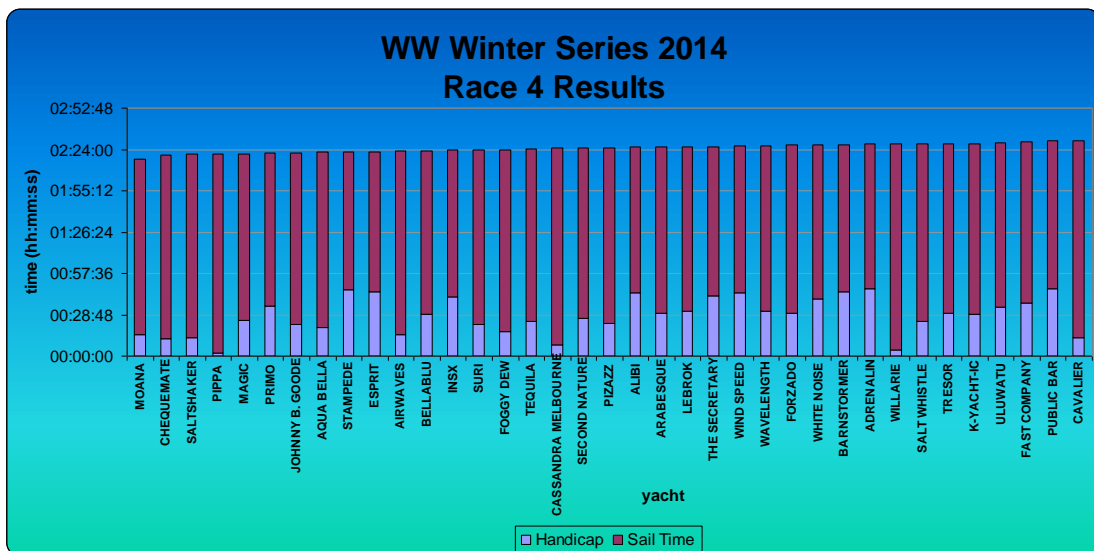
Start of the Day produced a tie with the 49-foot Bavaria ULUWATU (Mal Billings) and Northshore 340 SALT WHISTLE (Alex Hall) both starting 1 second late for their handicaps. This was the second win in two races for SALT WHISTLE who also won Start of the Day in race 3. Of the 37 starters, 32 started within 23 seconds of their start with a median start time of 12 seconds



Although the finish of the race was a close one there weren't any tied places but 33 of the 37 yachts finished in 1 second less than 9 minutes and 20 yachts finished within less than 5 minutes of each other.

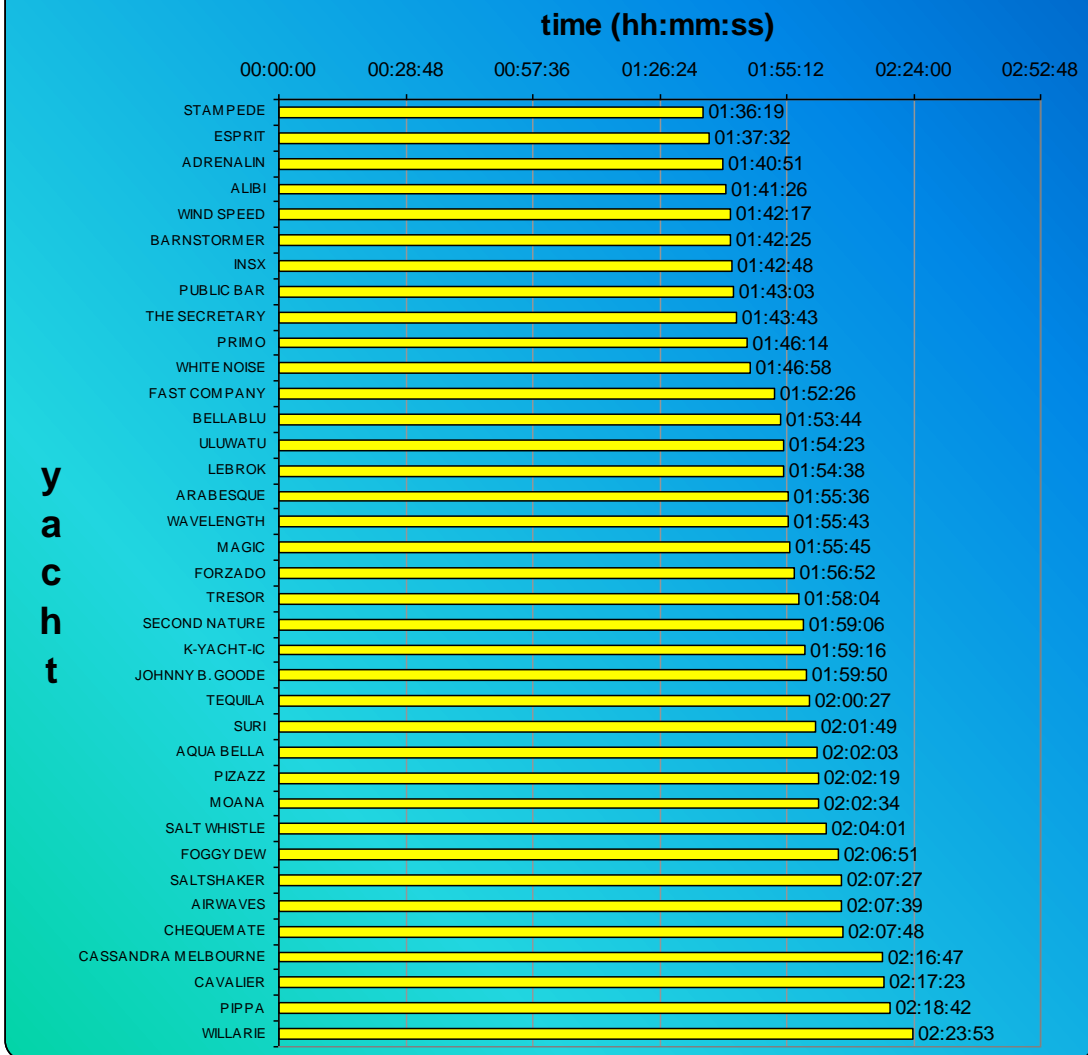


Three yachts put in very impressive performances without making the podium. The Beneteau 367 PRIMO (Steve Copley) started from 26<sup>th</sup> place was 18<sup>th</sup> at number 4 and went on to finish 6<sup>th</sup>. ESPRIT (Garry Anderson) started 34<sup>th</sup> was 29<sup>th</sup> at number 4 and finished 10<sup>th</sup> whilst STAMPEDE (Christopher Gendala) started 35<sup>th</sup> was 30<sup>th</sup> at number 4 finishing 9<sup>th</sup>.

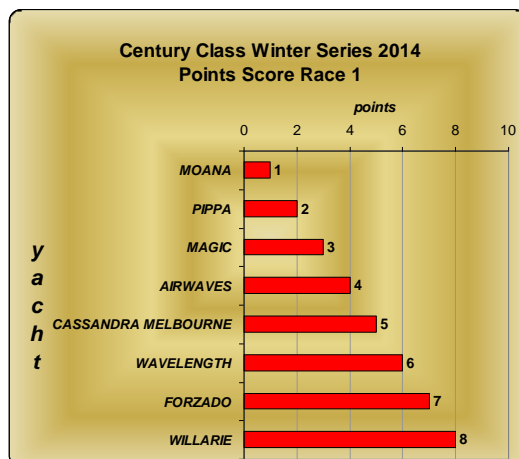


It was STAMPEDE that sailed the course in the fastest time of 1:36:19 that was 1 minute 13 seconds faster than ESPRIT. The average sail time was 1:56:43 with over a third of the fleet sailing for over 2 hours.

## WW Winter Series 2014 Race 4 Sail Time



The Century Class had the first of their six race winter series. It was a hard fought contest with the first three centurions finishing in the first 5 of the WW race. MOANA won the class with the Triton 24 PIPPA (Jeffrey Woolhouse) just pipping the S&S 39 MAGIC (Phil Spry Bailey) by 3 seconds at the finish line. Fourth place went to the Traditional 30 AIRWAVES (Rob Fenton) who was followed by the Mottle 33 CASSANDRA OF MELBOURNE (Bob Reeves); the Farr 1020's WAVELENGTH (Brendan Kruger) and FORZADO (Bruce Dobbie); and, Triton 24 WILLARIE (Graeme Kaufman)



*Windward  
Buoy*

## On your MARK! Get set! Start!

“I'd take six solid starts over three great starts and three horrible ones any day of the week.”  
“I want to be at full speed, on the line, with clear air for the immediately foreseeable future.”  
“I try to get close to the pin but a clear start is just as important.”

“I don't want much from my crew. I just want us to start like **Lebrok** with an average of 3.40 seconds or even **Barnstormer** with 4.36 would be Ok. I don't want to be too late like **Pizazz** with a 5.00 sec average, or those other late starters, like **Wicked**, taking an average of 5.80 seconds, or **INXS** with 5.90. It that too much to ask for!”

Have you wondered why Willarie always comes up close to say hello while you are finishing off your lunch? It is not too just see what is on the menu. Like many males the brothers' eyesight suffers from colour blindness with the common difficulty of reading Red. So they come up to check the course.

I am sure no-one did a visibility check on the new colour course makers. (No-one ever does anything!) Many crew find that they are not easy to see. Evidence does support this finding. A mix of colours, as in the colour orange, would be much easier and preferable particularly for males. Maybe yachts need to have more women on board – that would make a better sight.

### Let me introduce my crew .....

This season has been declared 'Get to know the WW crew' season. Be prepared to introduce your crew when you are asked to do so by our vice Commodore in the coming weeks.

### Web Site of the Week

Ever wonder what happens to hydrofoil yachts when the wind gets up a bit? The results are quite dramatic [CLICK](#) for pic taken by Daily Mail.

Mark was asked after reading the Poet Laureate's poem if he knew the difference between Spume ~ froth or foam, esp. that found on waves, and Sperm ~ short for spermatozoon. It is easy to confuse them under pressure as both involve seamen.

Did you know that a Freudian slip is when you say one thing but mean your mother?

### THANKS!

A big thanks to the tower management for a great presentation night and for the work they put in. You never quite know what to expect on the tables! They always create a great atmosphere for us to celebrate the end of the season.

Thanks too to Rob and Paul for their work, coping with the “grizzlies” and still sounding happy and enthusiastic at every race day.

If you take away any personal involvement and examine just the stats. you have to be impressed with the closeness and compactness of the WW fleet at the finish of most races.

This means that at the start of each race, there are always two ideas running through your mind. If I get everything correct I have a chance of doing well, and if I do make a minor error my chances of dropping 15 or more places is highly likely.

If you earn a few extra minutes handicap for doing well, be grateful that your improvement has been acknowledged

The new season's resolution for WW should be that we all thank the tower and the handicappers for their commitment.

**A New GPS Watch!** The next race could be an uphill battle for Pippa!

“On Wednesday night at the ORCV information night, sailors were reminded again not to put too much trust in electronic devices. I felt Pippa was going pretty well in race 4. Sometimes you wonder why your boat just feels right. I discovered the reason when I printed out the data from my GPS watch. Amongst many other bits of information, it gives the height above sea level and boat speed as per the information below.

So the reason the boat felt ‘good’, according to the data, was that Pippa was sailing down hill - hence the increase in speed. I found this difficult to believe and mentioned it to Windward Buoy. He confirmed was true and sent me this photo to prove the GPS was correct.

Speed knts Height above sea level

5 kt"	6 m"
5 kt"	4 m"
5 kt"	3 m"
5 kt"	4 m"
6 kt"	4 m"
5 kt"	4 m"
5 kt"	5 m"
5 kt"	5 m"
6 kt"	4 m"
5 kt"	4 m"
5 kt"	1 m"
6 kt"	0 m"
6 kt"	1 m"
6 kt"	1 m"



### Answers to Race 3 Questions:

The questions were:

- 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).

**Q1** Cruise Ships visiting: Oct to May – 69; November 2012 to April 2013 – 55.

**Q2** Next season the number of ships will nearly double this.

Importantly, the number of homeport ships in Melbourne is set to increase from eight to 15, which will deliver a significant economic impact for the state, because of the food, fuel and other provisions that are taken on board when based in a port.

The value of homeport visits is significantly higher than the estimated \$1 million each visiting cruise ship contributes to Melbourne's economy.

**Q3** With the threat of invasion, war plans were drawn up. They included the destruction of the Ports of Melbourne and Geelong. This included ships, ferries, dredges and tugs being scuttled in the entrance to the Port. Station Pier and Princes Pier would be blown up, coal stocks burnt and oil supplies discharged and ignited.

**Questions for Race 4.** There has been a request for simpler questions. So here they are:

Q1 *What is the difference between a Hurricane and a Typhoon?*

Q2 *When was the first Skirt used in the Americas Cup?*

An offering by "The SYC Poet Laureate" *An Ode To Wednesday Wonders*

There's a sailing club on Port Philip Bay  
That has yacht races for fun  
If you're there by one thirty Wednesday  
You'll probably hear the gun.

It doesn't matter who you are  
If you're five or ninety two  
You'll find a yacht there somewhere  
That has a place for you.

Before venturing on the water  
To complete the course perhaps  
Just tarry by the Wailing Wall  
It has weather and handicaps.

The contest begins right away  
For the best across the line  
It's a test of judgment and of skill  
Too soon, you'll get a fine

The race itself is the thing  
A prize for one, two and three  
And when the sailings over  
It's the member's bar for thee

These events just don't happen  
Volunteers from heaven are sent  
With a view from the tower way on high  
They are Race Management

If you should spy a lonely man  
Looking downcast and forlorn  
Think about the handicapper  
And the troubles he has born.

At the end of every series  
There's a dinner for one and all  
Keep a lookout on the web site  
And make sure you heed the call

Just a kindly word of warning  
So as not to make a blunder  
If you're at the club on Wednesday  
You've become a Wednesday Wonder.

[Mark Windward](#)

Please send Mark your responses, stories, answers to questions, advice to other skippers, or a report from your part of the WW fleet. Contributions by Crew members of WW during this season are particularly welcome. All this information must be making us better sailors! Click on this Link [Mark Windward](#)



