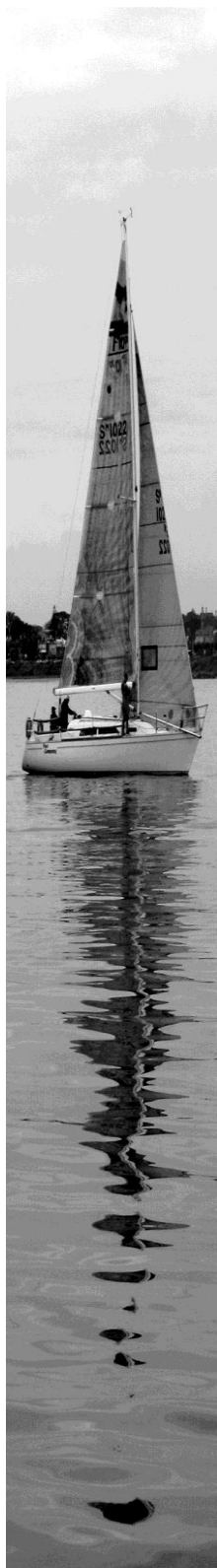


Harder To Start than To Finish

Wednesday Wonders Winter Series 2015 Race 12

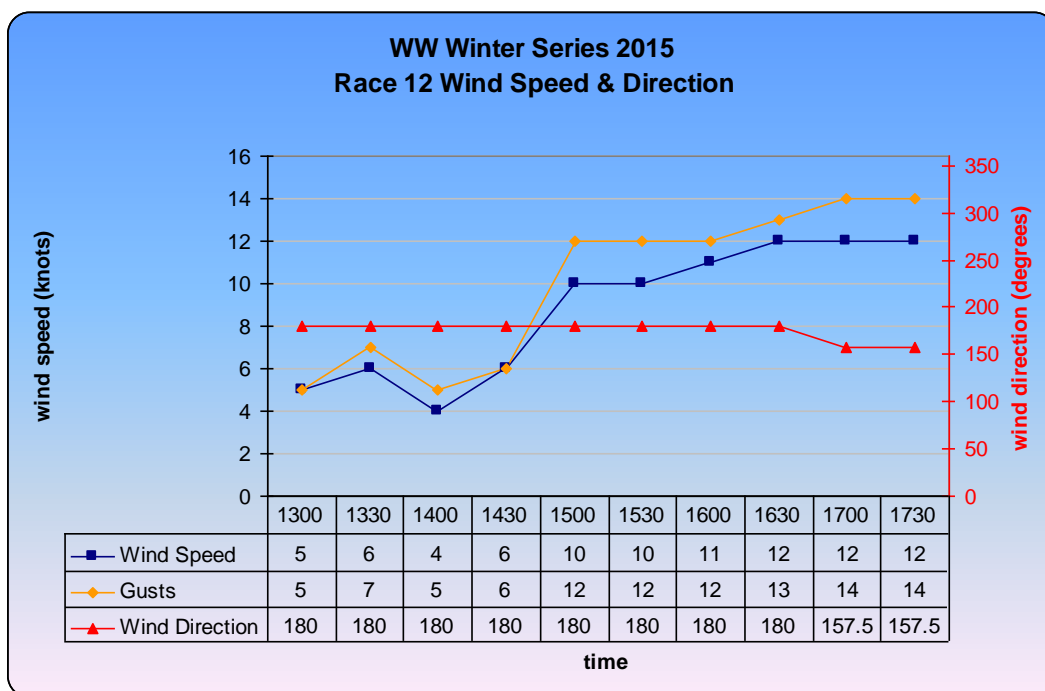
(17 Jun 2015)



For the first 60 to 90 minutes of this race the 34-yacht fleet had to gather in front of the club and wrestle with light and variable southerlies of around 5 knots. Achieving a good start was a challenge with 12 yachts taking 2 minutes or more to get underway.

What is probably an all time WW record was created by MOANA (Stan Rankin) 54 minutes 50 seconds late for her start. (The average median start for the series so far is about 16 seconds, for race 12 it was 51 seconds.)

Arguably there were more breezes offshore than inshore so it was probably beneficial to head offshore as soon as possible after the start. By 1500 the breeze had doubled to 10 knots at Fawkner Beacon and the race took on a different complexion. It was no longer necessary to search for the faint signs of breeze but it became a matter of finding the most direct course to the next mark. All 34 starters persevered with what had been testing conditions and finished the race within 33 minutes 23 seconds of each other - well within the time limit.





Making race 12 her first podium finish of the series was the Armitage 30 PHOENIX (Alex Tseberg). Ironically it was her worst start to a race in 7 starts this series. PHOENIX started from 6th place 75 seconds late for a 20-minute start. She found her way into the lead and sailed the shortened course 32 in 1:39:12.

She was 1st across the finish line at 15:29:12, thirty seconds ahead of her nearest and much larger rival the Bavaria 49 ULUWATU (M Billings & P Geary). This win helped PHOENIX improve her position in the aggregate by 5 places to be in 15th place on 52.5 points. Isn't there's something about PHOENIX rising from the ashes?

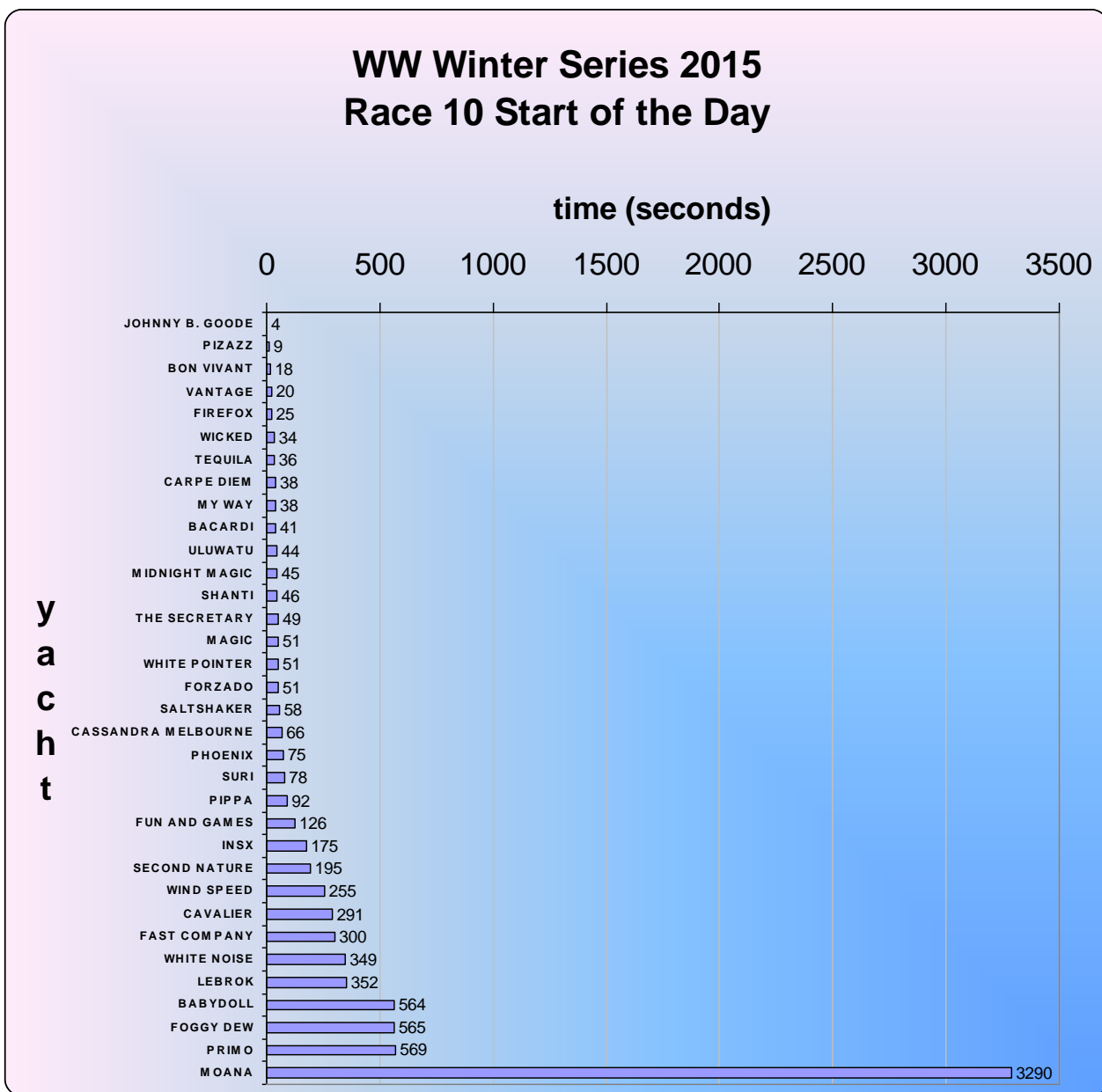


Although ULUWATU has recorded 4 top ten places in 9 completed races this was her best and first podium finish this series. She started 44 seconds late for her 39-minute handicap from 23rd position and moved up the fleet to cross the finish line in 2nd place at 15:29:42. ULUWATU sailed the course in the 4th fastest time of the day in 1:20:42. This 2nd place as lifted ULUWATU from 11th into a 3-way tie for 5th place in the aggregate.

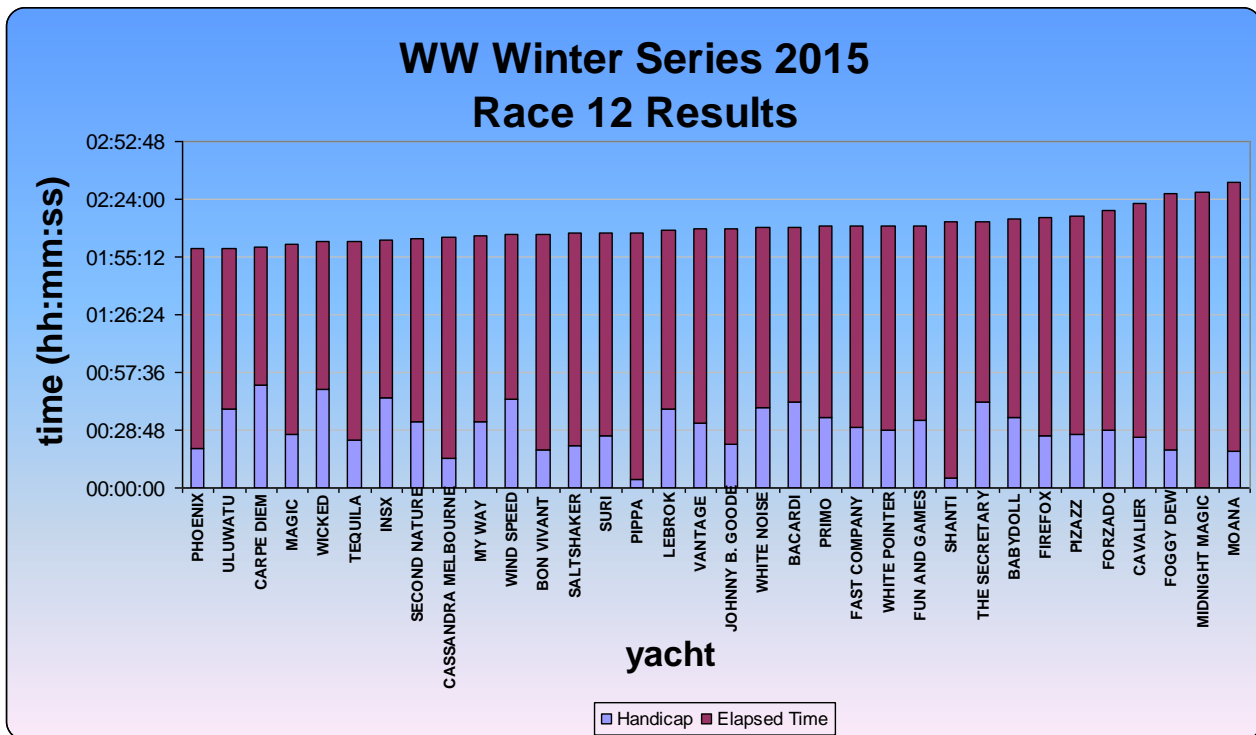


Finishing 36 seconds behind ULUWATU in 3rd place was the Beneteau First 50, CARPE DIEM (Paul Commins). CARPE DIEM sailed in the course in the fastest time of day – 1:19:18. This was 4 minutes 33 seconds faster than her closest rival the Beneteau First 40 WICKED (Mike Welsh). CARPE DIEM was next to the last yacht to start the race 38 seconds late for her 51 minute handicap. She sailed well to finish the race in 3rd place at 15:30:18 her first podium finish of the series. CARPE DIEM has completed 7 races and is currently 18th in the aggregate.

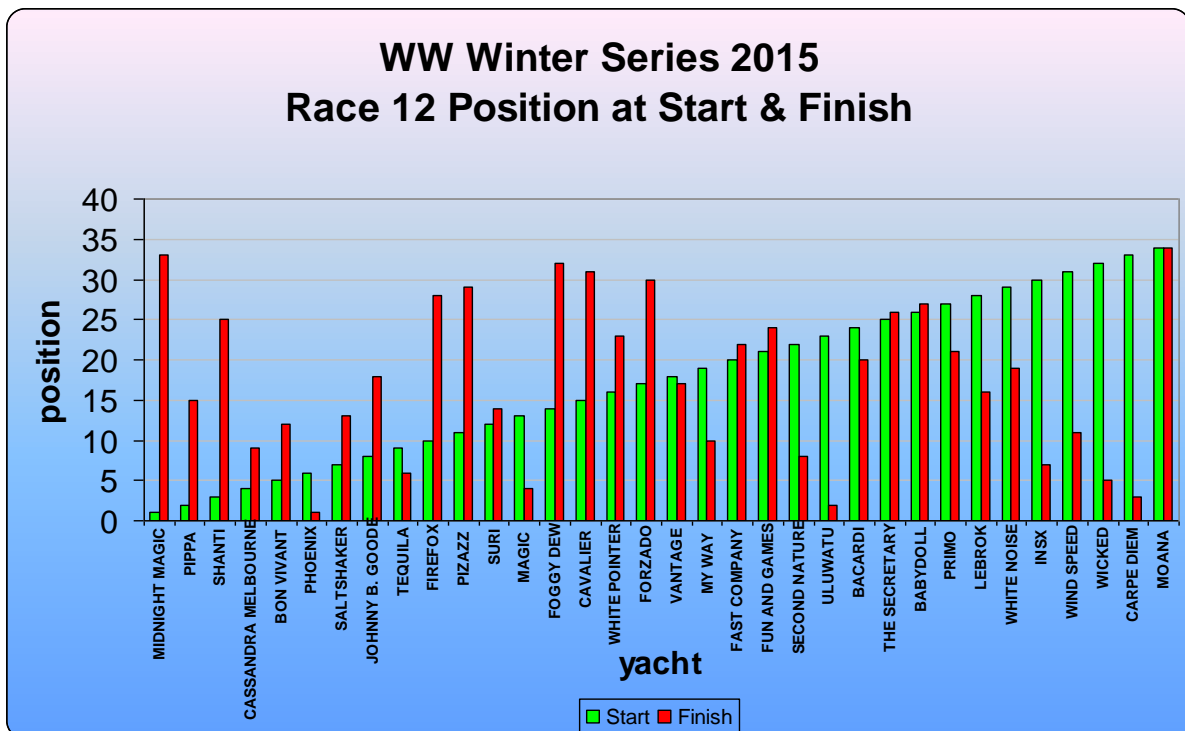
The Oceanis 34, JOHNNY B. GOODE won Start of the Day 4 seconds late for her start. This was 5 seconds better than her closest rival and sister yacht PIZAZZ (P.Martyn & R.Kemp). The median start was 51 seconds.



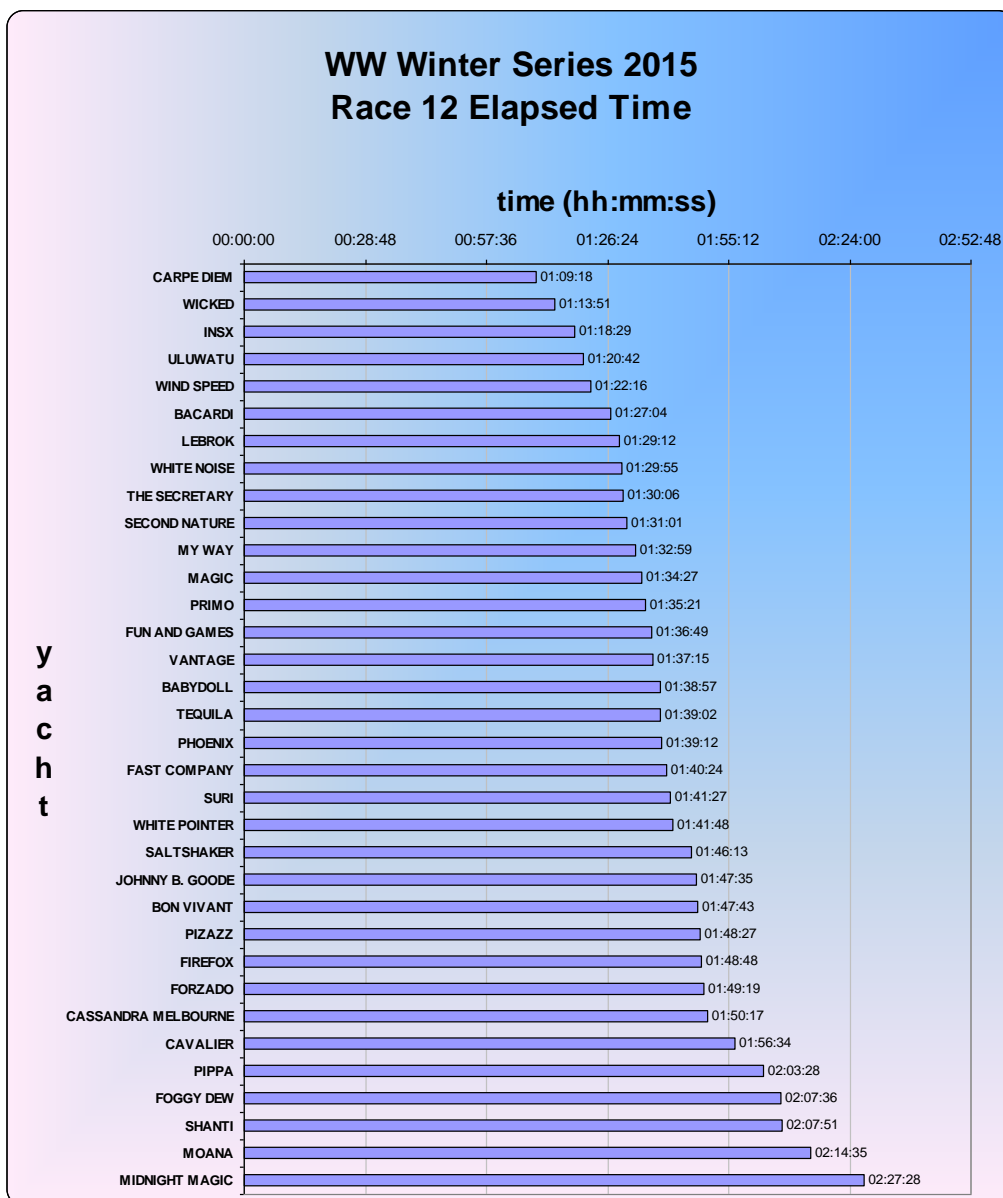
The range of handicaps of the 34-yacht fleet was 51 minutes but the gap between the actual start times of the fleet was 1:12:05. The fleet did come closer together during the race and finished 33 minutes 23 seconds apart.



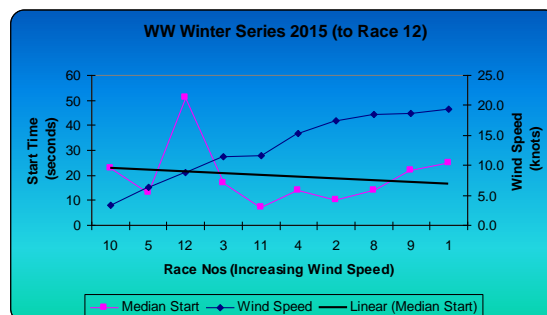
Amongst the first 11 yachts to finish the race, 3 were in the first 11 yachts to start, 4 in the middle 12 and 4 in the last 12 yachts to start. The middle 12 yachts to finish comprised 4 early, 4 mid fleet and 4 late starters. The last 11 yachts to finish comprised 3 early starters, 4 mid fleet and 4 late starters.



The average elapsed time for this race was 1:41:20, which is less than the series average of 1:55:32. The shortest time was recorded by CARPE DIEM who sailed the course in 1:09:18 whilst the longest sail was 2:27:28 – a range of 1:18:10.



With race 12 having the highest median start time of the series does the start time improve as the breeze increases? The graph to the left suggests that it does with the trend line indicating start times are less with increasing breeze. However, the correlation is only a weak one with a coefficient of -0.22.



Windward
Buoys

Mark's Matters

I like Paul's quote "Once a Wednesday Wonder Sailor always a WW sailor".. when acknowledging Jacquie Hope sailing in this race. With **Sm191 Shanti** set up for cruising and wearing easy to handle cruising sails she was not going to be super competitive, but still managed to be ahead of 8 yachts at the finish and only 13mins away from first. If you have seen Jacquie around the club you will have realized she has been working frantically to get her yacht in order before she heads overseas for a little bit of sailing. Some people just don't like cool weather.

SHANTI is a 1989 Sadler 32, a younger sister yacht to the Contessa 32, a yacht that gained an excellent reputation in the disastrous Fastnet race.

To read a review about a Sadler 32 [CLICK](#)



Baby Doll was out for her second race, and improved 5 positions. After a comment about cleaning out the waste from the yacht at the SYC pump out station, the skipper said he did not realize that he had paid for a load of crap.

IT DOES NOT LOOK LIKE OTHER YACHTS ARE USING MORE THAN ONE SAIL, WILL WE DO THE SAME?



Sm 430 White Pointer second time casual entry.

STARTING TIMES Sometimes going over the line early doesn't cost many places. In this race one yacht, about 10.2m long, dropped from a 9th place to 22nd, an expensive 9 seconds. There were 9 yachts with starts about 3mins or more but only 1 early.

Setting the new record for late starting (previously held 2 seasons back by the previous handicapper I think) one of the crew of Moana said it was just that they decided to have afternoon tea before the race, not during. She was only 3 mins behind the second last yacht to finish.

RACE RULES Following on from last race report:

I should make it clear that the question about room to tack at an obstruction was a made up question by Mark Windward, so those who had been accusing other sailors for getting Mark to side with them were not quite in order.

The answer / response below is from an international judge (not Mark Windward), and thanks go to Robert Ware for his assistance in improving our understanding of sailing rules. Mark is aware that the rule is not well understood by some "senior" sailors. As with quite a few rules it is not a simple black and white answer.

RULE REMINDER The question was...

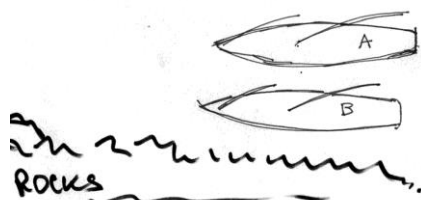
What happens if someone calls for Water?

1. Do you serve them a drink?
2. Throw a bucket of water over them?
3. Check your rulebook to see if you can just ignore the call?
4. Get out of their way so they don't crash into a rock?

Skippers are reminded that in the revision of sailing rules 2013 – 2016 rule **20 Room to tack at an obstruction** was completely rewritten. The rewrite reinforced that the hailed yacht must act even if the hail is improper.

In the following situation:

What happens if yacht B calls for water?



In blue: A comment from a WW skipper: Greetings Mr. Mark Windward

Personally, I find that the extensive data prepared by you and Mr. Windward Buoy is very useful and I use this to compare my performance against other participants.

I also find your article to be a great read, as I think it has a great mix of data and facts and celebration of the successes in each race, with recognition of the first three finishers and the best start of the day. It also acknowledges and celebrates other matters worth celebrating and puts some humour into the "serious matter of yacht racing".

In relation to your rule reminder, which you included in last week's WW report, I ask the questions, was this meant to be a trick question?

To answer the first question (which of the four answers are correct), obviously item 4 is the "most correct" answer, but in my opinion, not necessarily correct. In my opinion, the correct answer is that you need to give room, which may be to bear away, or it may be to tack or it may

be to “duck” the boat ahead, so that she can tack. Get out of their way is not necessarily one of these manoeuvres?

..... If I was the skipper of yacht A as drawn in your sketch and yacht B called for room to tack, I would get out my phone and film the incident of Yacht B tacking and ending up on the rocks – but I am not sure that this is the answer you are looking for.

Daniel Edwards (White Noise)

Daniel includes a discussion about the various elements in this question. These are not repeated in full here, as Mark just wants to present the response from our resident international judge. (See below)

Rob Ware’s reply IN RED Firstly, what is an obstruction?

The simple answer is that an obstruction is something that you have to avoid. The definition of an obstruction includes:

Something that you could not pass without making a substantial alteration of course.

Something that you could only pass safely on one side.

A right of way boat that you have to keep clear of.

An area so designated in the sailing instructions.

Examples around Sandringham are:

Shoal ground such as the rock off Hampton Hospital, Yorkies Rock, the Anonyma Shoal, etc.

The breakwater and/or the shoal ground on the seaward side of it.

The crowding mark on the Tower start/finish line (marking shoal ground))

Secondly, two rules apply between boats at an obstruction: Rule 19 is Room to Pass an Obstruction and rule 20 is Room to Tack at an Obstruction.

Rule 19 states that a right of way boat may choose to pass an obstruction on either side and, when boats are overlapped, the outside boat shall give the inside boat room to pass the obstruction.

The main limitation is that the outside boat is only obliged to give room if she was able to do so when the overlap began or, if the obstruction is a ‘continuing obstruction’ such as the breakwater, the outside boat is only obliged to give room if there was room when the overlap began.

Rule 20 states that, when approaching an obstruction, a boat may hail for room to tack if this is necessary to clear the obstruction.

Rule 20 also sets out the process for hailing for room to tack at an obstruction including:

Hailing

- You can’t hail if:
- You can avoid the obstruction safely without making a substantial alteration of course.
- You are sailing below close-hauled.
- The obstruction is a mark and a boat that is fetching would be required to change course in response to your hail.

Responding

- When you hail, you must give the other boat time to respond.
- The boat you hailed must respond even if they think the hail is improper, in which case, their only remedy is to protest.
- The hailed boat must respond either by tacking as soon as possible or hailing “you tack”, in which case you must tack as soon as possible and she must avoid you.

Finally, this is only a simplified version of what happens at an obstruction and you wise to have a read of rules 19 and 20.

AFTER YOU FINISH

Another rule that Rob pointed out on one of his rules nights is about behavior after finishing. If a yacht has gone through the finish line, it can still be protested, even if it has won the race, if it interferes with yachts that are still racing.

Sailors will appreciate that it is not just a matter of leaving a space between your bow and another yacht sailing, but also the wind shadow from your yacht can interfere with the yacht still racing. Please let racing yachts sail unimpeded to finish their race, or risk being protested.

Member benefits: Snowgum Moorabbin now called Vast Outdoors

Snowgum has changed its name to VAST OUTDOORS and become independent of "Snowgum"

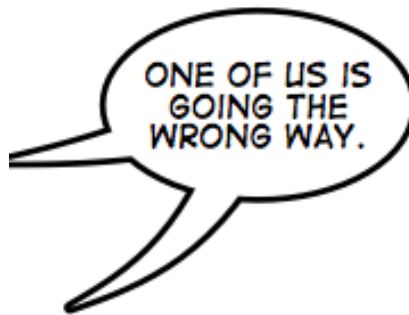
It is still at the same address: 880 Nepean Highway, Moorabbin just south of South Rd.

The good news is as an SYC member you still get a 10% discount on their goods.

Mark recommends their thermal gear - great for winter sailing.

You can find out more about their gear on the link below.

<https://www.facebook.com/pages/Vast-Outdoors/1560569704158951?ref=hl>



Sm1101 & Sm 191 getting ready to start.

Race 11 Question and nearly the answer What ship am I?

I am certain that all of you would have sailed past me quite a few times. I am the only survivor of my class of ship thanks to a dedicated group of people who have cared for me since 1974.

I think the picture below should be enough of a clue for everyone.



The Web site of the week is a fascinating log of a journey from England to Australia on the *Royal Sovereign*. [CLICK](#)

Written by John Skinner PROUT Published 1844 (24 Pages)

Well the days are starting to get longer now. Tuesday at 16:38 is the official Southern Hemisphere winter solstice. It could influence the sailing next Wednesday, so beware.

MARK WINDWARD