

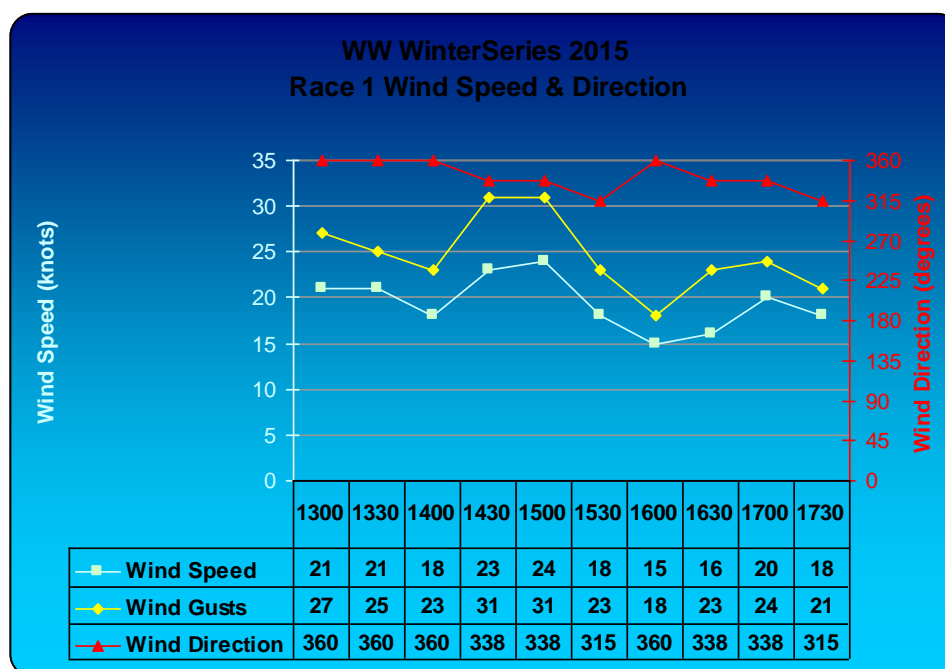
WW Winter Series 2015 Race 1 Refreshing Start to Winter Series.

(1 Apr 2015)



Following a summer series characterized by light winds it was refreshing to have a good solid breeze to start the new winter series. It's necessary to go back to race 17 in February to find a race with a breeze anything like as strong. Observations from Fawkner Beacon indicated that the shifting northerly breeze averaged almost 20 knots for the duration of race 1 with gusts of about 25 knots. These occasional gusts gave short-handed crews plenty of work to do. Nevertheless, the breeze was enough to power all of the 32 yachts around the 9.9 nautical mile course 62 on a warm but cloudy afternoon. All the starters finished, creating a record average time of 1:46:03 for the course.

This last season with much lighter winds (30%), the starting time of 13.30 (instead of 14.00) has been disastrous for slower yachts. It has given larger yachts like INSX an opportunity to rejoice as the skipper has admitted that one of their aims for WW races is to pass the early start yachts before the first mark. He has been able to achieve this quite a few times this season. The big change for this race is that it was held in wind that was reasonably consistent throughout the race and hence the handicaps were more effective. MW





The Bavaria 40 VANTAGE (Darren Hunter) could not have hoped for a much better start to the series. She sailed the course in the 8th fastest time of the day building an unassailable lead to win the race 6 minutes 26 seconds ahead of the rest of the fleet. She made the best of her 24-minute handicap starting 46 seconds late from 8th place. She gained ground so that by the time she rounded number 4 for the first time she was in 2nd position. Vantage sailed the first 3 legs of the course in 56 minutes 21 seconds. She sailed the last 3 legs of the course in 42 minutes 39 seconds to cross the finish line at 15:33:46.



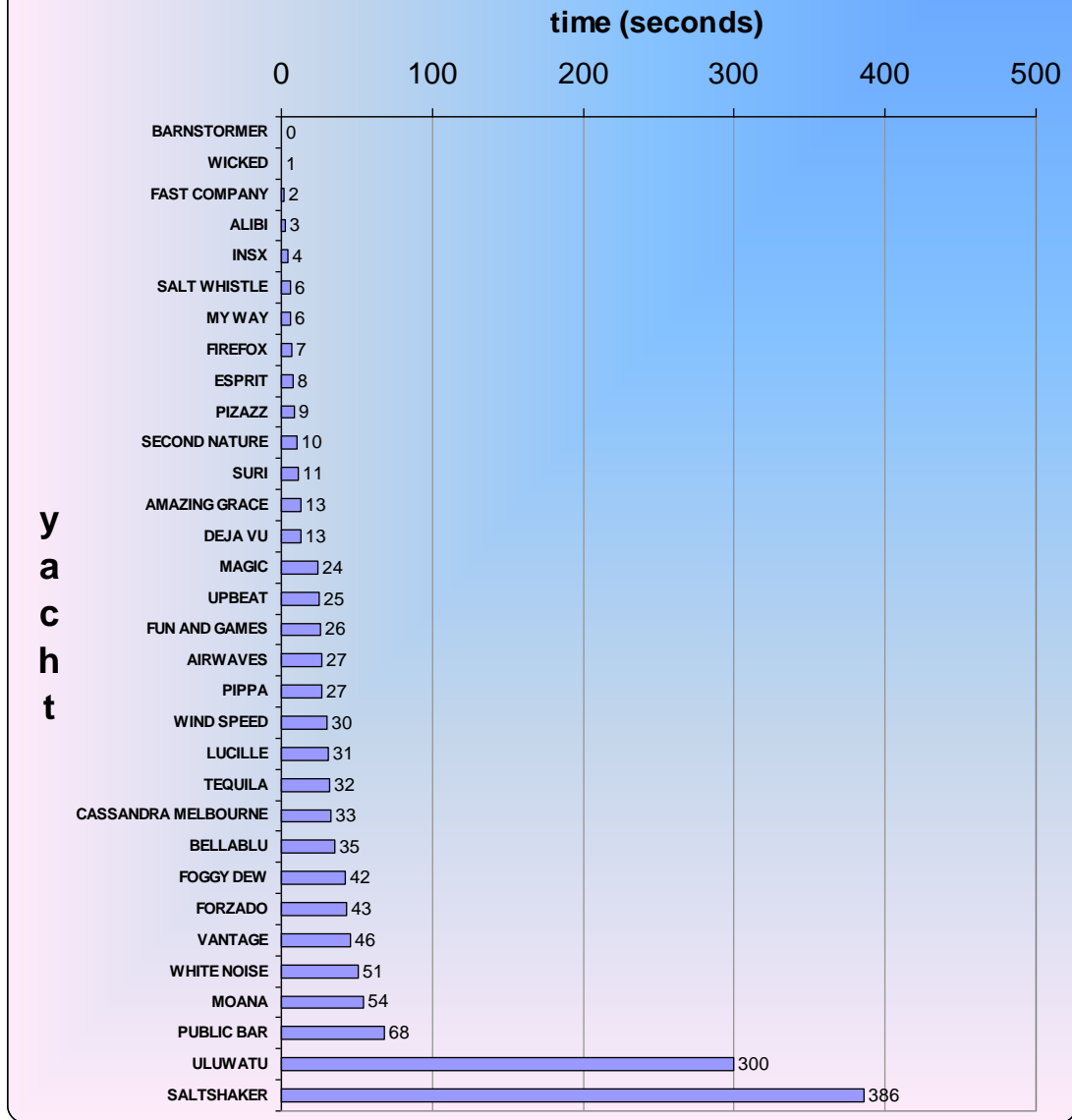
When the breeze approaches anything like 20 knots then one yacht that is always in contention is MOANA (Stan Rankin). Whilst many yachts have to reduce sail at this wind strength MOANA really gets moving with a full main and number 1. She did not disappoint on this occasion starting from 4th place 54 seconds late for a 19 minute handicap. She was in 3rd place at the first rounding of number 4 and continued to improve crossing the finish line in 2nd place at 15:40:12. MOANA sailed the entire course in 1:51:12 to record her first podium finish of the series.



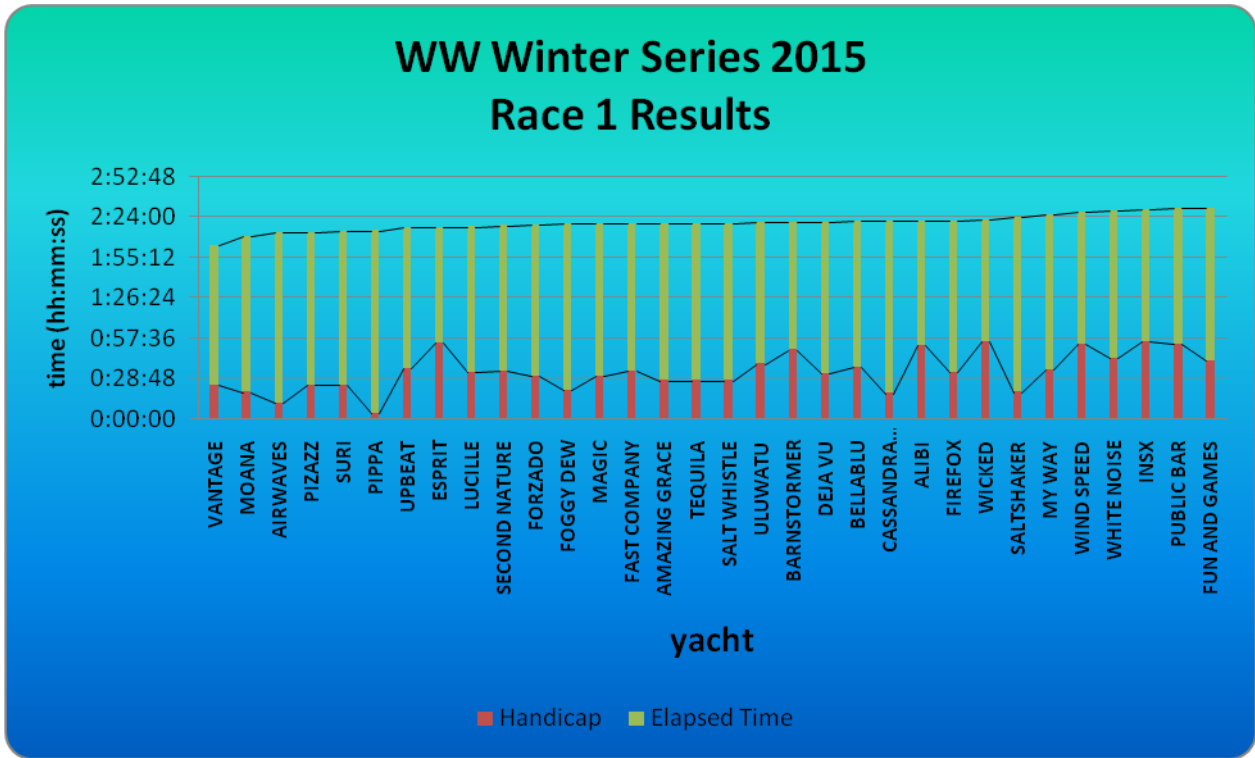
Conspicuous by her absence from most of the latter part of the summer series was the Traditional 30, AIRWAVES (Rob Fenton). Despite the long layoff she started the winter series with a podium finish. AIRWAVES was the 2nd yacht to start the race, 27 seconds late for her 11-minute handicap. She had drifted back into 4th place at the first rounding of number 4 but gained a position during the remaining 3 legs of the course. AIRWAVES sailed the course in 2:01:37 to finish in 3rd place at 15:42:37.

Another Bavaria this time a Bavaria 42 BARNSTORMER (Brian Barnes) had an excellent start to the series with the perfect start from a 49-minute handicap to win Start of the Day. Close on her heels was WICKED (Mike Welsh) with a 1 second start followed by FAST COMPANY (Albert Doggett) with a 2 second start. A third of the fleet started within 10 seconds or less of their handicaps with only 3 yachts starting more than a minute late. One of them, ULUWATU (Mal Billings) started early and earned the 5-minute penalty. Consequently she finished 18th rather than 7th. The median start time was 26 seconds.

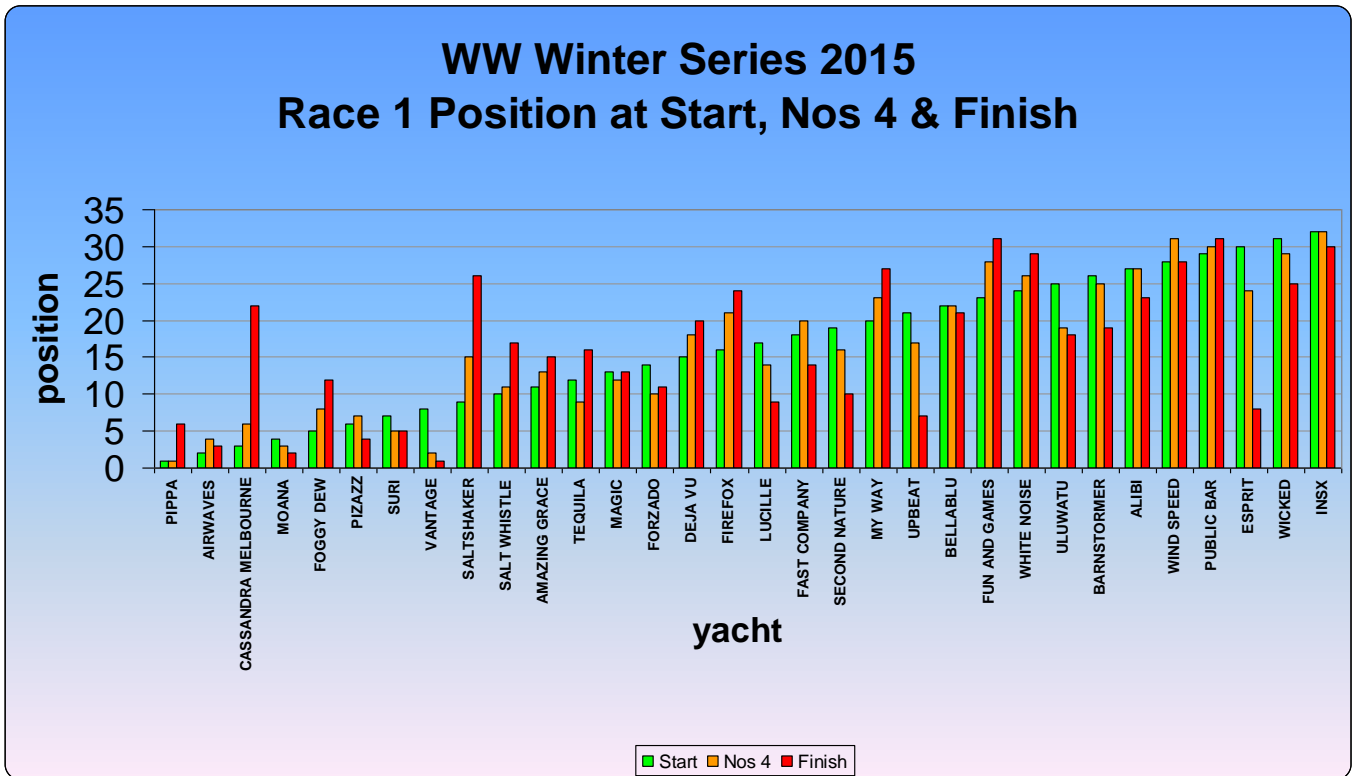
WW Winter Series 2015 Race 1 Start of the Day



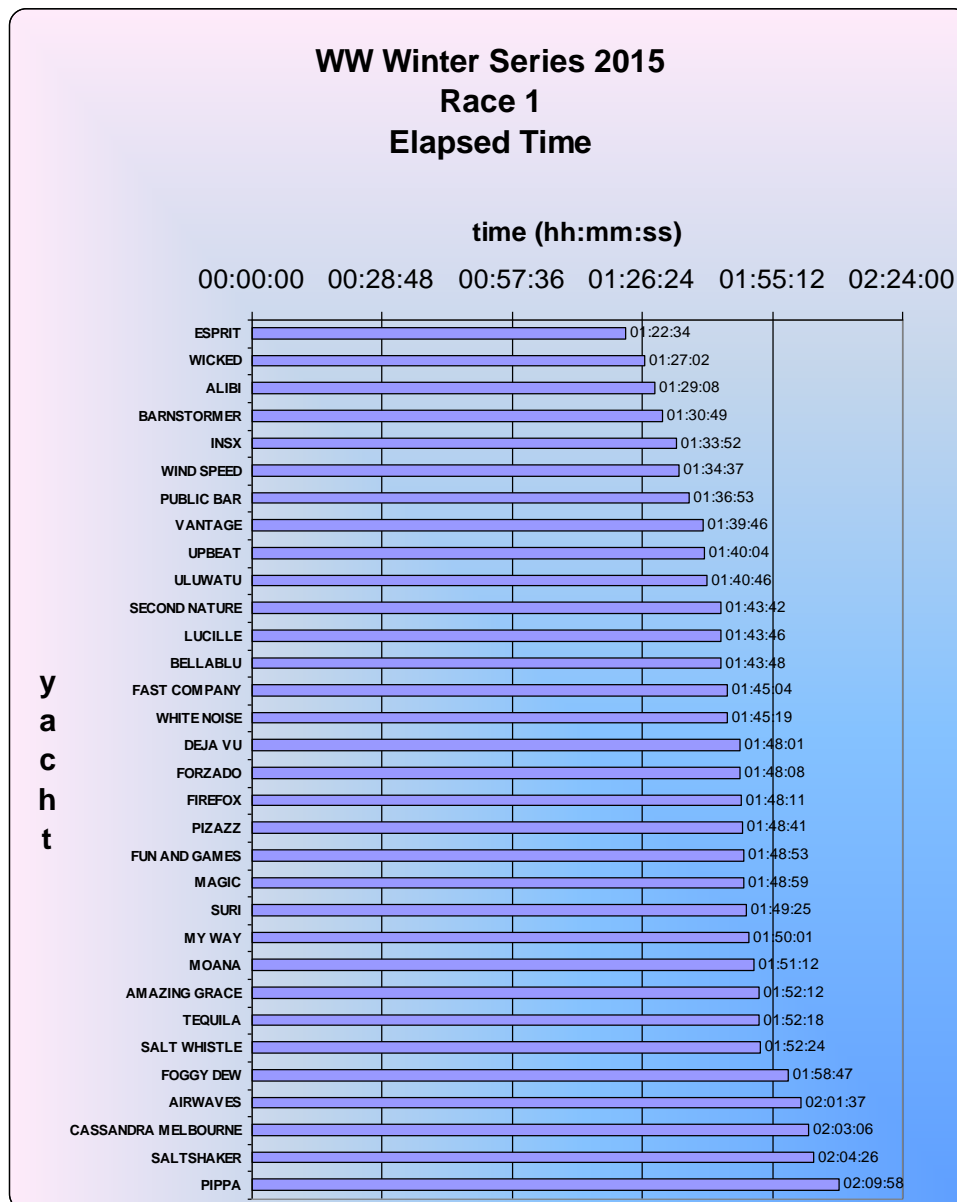
The fleet started 51 minutes apart and by the first rounding of number 4 the gap had narrowed to 26 minutes 47 seconds. When the last yacht crossed the finish line at 15:59:53 the time difference was reduced by a further 41 seconds to 26 minutes 6 seconds. The last 2 yachts to complete the race, PUBLIC BAR (Clive Sondheim) and FUN AND GAMES (Alan Edwards) both finished at 15:59:53 even though they started 11 minutes 42 seconds apart.



With 6 early starters amongst the first third of the fleet to finish, only a few yachts made significant losses or gains to the start positions. A notable exception was ESPRIT (Garry Anderson) who started 30th and finished in 8th place. UPBEAT (Peter Dunne) also sailed well to start from 21st place and finish 7th.



The average time to sail the first race of the series was 1:46:03. This is significantly less than the average of 2:05:02 to sail the summer series races. The fastest time was 1:22:34 recorded by ESPRIT who sailed the course 4 minutes 28 seconds faster than WICKED.



According to the Notice of Race there are 26 races scheduled for this winter series starting on 1 April and finishing on 23 September. It is understood that there are already over 40 entrants in the series making a win in any single race a challenge. In keeping with previous years prizes will be awarded to the boats placing first, second and third in each race of the Series as well as a prize for the yacht judged as starting closest to its allocated start time. The following perpetual trophies will be awarded:

MISTY BLUE CUP;
SHEBESSA SHIELD; and
NOELLE CORAM TROPHY



Marks Mumbles

The broken shackle award for race 1 goes to Moana. Some WW's may have wondered why she was "stalled" after passing number 1 and heading for the finish. A very quick adjustment was needed to sails to relieve the problem of a broken shackle. She still had enough time to halt for a little bit and cross the line second. Mark thought it was just so they could serve afternoon tea. Mark is often told that this is a tradition on Moana. Are the variations in their performance related to the quality of afternoon tea, or the wind strength?

How to win the series.

With a close examination of the winning yacht's stats for summer, Mark thinks he has worked out a winning formula for a series.

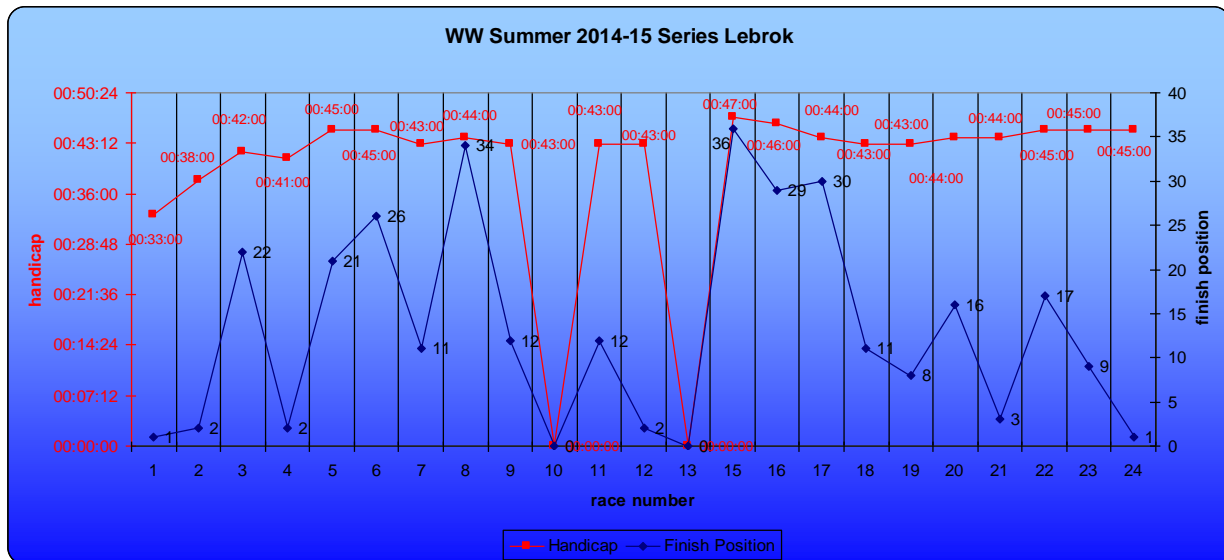
Only win one race at the start of the series, and then the last race.

Limit your podium appearances to 3. Do not let your handicap be changed by more than 3 mins over the series. (I.e. 42 mins for first race and 45 for the last race).

Ensure that you finish more than 15th place on 9 or more occasions.

Hold the top position in the series for 19 of the 24 races.

Make certain that all your crew wear the same t-shirts.



Barbie Doll arrives at SYC

Brendon's replacement for Wavelength, Barbie Doll (otherwise known as Baby Doll), had an adventurous voyage down from Sydney. The last leg from Eden took nearly a week. A stop at Refuge Cove seemed prudent with 74 knts recorded. Fortunately his crew was able to walk the 30km to restock some of the food that was getting in short supply. The size of B Doll, I guess is based on research of wavelengths, as it is an increase from his 1020 to 40 ft. (a Hanse 400e).

If you are quick you can view the yacht on line with a short video clip

<http://www.clearwaterboatsales.com.au/hanse-400e/> . Never been raced or chartered.

Mark hopes that now she is in her new home Barbie Doll will have 'amore' sheltered existence. As the old saying goes *"Having many births can often mean a long labour"*.

Au Revoire to Peter Dransfield who is once again migrating for the winter to the warmer sailing grounds of Europe. Fortunately he will still be able to read Mark Windward and Windward Buoy's reports so will be kept up to date.

Welcome to the first J24. Bruce Alexander is not new to WW. He has been watching the races from the deck of Stampede. Mark is not sure what he learnt aboard her but is concerned about the reported intended name change from Amazing Grace to Gun Boat. This could be tempting providence! Maybe Alexander Beetle could be another option.

Hoisting of Sails

If you want to show everyone how good you are at hoisting sails, then getting to the start line and loitering around it while you undertake this activity will certainly be noticed by the tower and those yachts who are about to start. You may not be able to hear what they are saying about you inhibiting their start, and you probably would not want to hear what they saying, but you will be noticed. It might be better to choose some other location just in case you make an error.

Hoisting sails in conditions like race one does require concentration. Based on actual case studies Marks advice is:

1. Make certain you have not left the sail you want to use sitting on the dock.
2. Check the sail you are about to hoist just 10 mins before the start is the one you want to use. This will, in high probability, improve your starting time to under 5 mins.

Vantage's win by over 6 mins has caused questions to be asked about her name. Should it be changed to Advantage? What was the advantage she discovered? Last season her handicap ranged from 24 to 27.

Thanks to the Tower with Di doing the presentation. Mark wants to make sure that the Tower management are thanked for conducting the race...thank you Helen, Margaret and Di.

A new handicapper

Mark has been carefully watching the tower over Easter. He had heard that when the new handicapper is announced that there would be a white smoke signal emitted from the tower. It seems that no decision has been made as yet, so keep watching the tower until this mystic process is completed and the white smoke goes up. Can we look forward to an induction ceremony to welcome the new handicapper?

Mark had considered running a book on likely candidates for the positions.

There are skippers in the club who have a lot to say about handicapping and handicappers.

Would they like to do the work required by the position?

Will the candidate be from the far right and promote protest between yachts?

Will they be from one of the large yachts that only get to see half the race?

The handicapper does a lot more than just working out figures.

There is a list of associated tasks that go with the position, apart from the obvious one of presentation at the end of each race.

Mark would like to thank Paul for undertaking the task of handicapper so well. There has been some very close racing and finishes. Yachts do not always finish the race in the position they would have liked, but his job has been particularly difficult when the wind has come in very late in the afternoon and forecasts have been inaccurate.

During a recent race a crew predicted that the wind was unlikely to go to the West. He explained that the wind had come from every other quarter and a Westerly was the only one the BOM had forecast it would blow from.

Being a handicapper is not an easy task to undertake. It is very disappointing when a handicapper who gives a lot of time and consideration to the task receives very negative feedback and abuse from a few skippers. This is not in the spirit of Wednesday Wonders or SYC.

Thanks Paul for your tremendous contribution to making Wednesday Wonders such a great and successful event.

I hope you will now be able to relax and enjoy Wednesday like the others skippers of the WW fleet.

[Mark Windward](#)

Last season's final Question 24

A correct response was received from Mr P Spry-Bailey. He identified the schooner as the "Lady of St Kilda" and the street **Acland St** (*spelling corrected*).

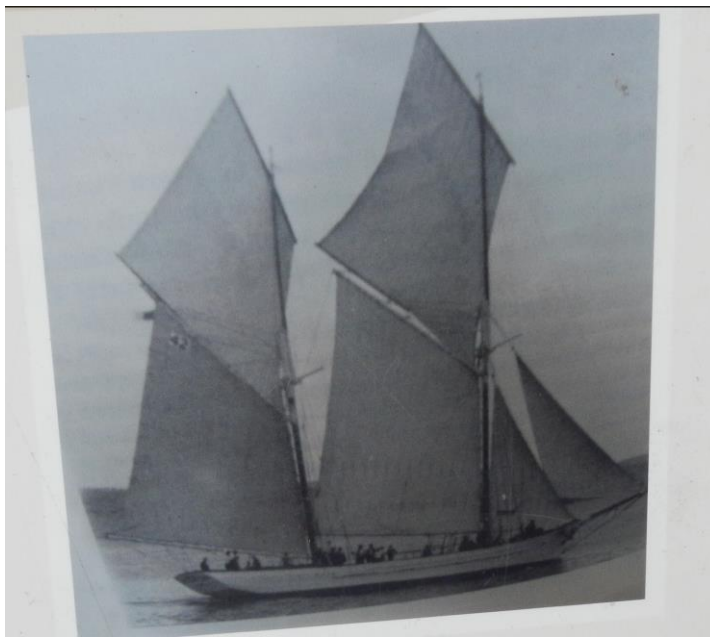
There is a mural of the *Lady of St Kilda* on the Sandringham Railway Line overpass at Balaclava, Victoria commissioned by the City of Port Phillip. [Click](#)

And for an article in AFLOAT on the Lady [CLICK](#)

Question 1 Winter 2015

What Ketch is this? If she sailed in Wednesday Wonders she would not be the longest yacht in the race.

Built 1854, 48 ft two mastered ketch, beam 13.9 ft, 32tons



She was a regular visitor to a seaside resort along the coast. She provided provisions of building materials and general supplies. Her cargo was unloaded and then she was loaded with ballast of timber. At her destination the small jetty on the tiny river was not suited to her landing so when loading she used to beach on a rising tide and when reloaded was winched off on a falling tide.

The Wreck was reported in the Geelong Advertiser 1877

The rough weather experienced along the coast since Sunday last has been very severe. Just before midnight on Sunday the wind veered round to the eastward and increased to a perfect gale.

In 1878 she was driven ashore in strong winds and the easterly battered her to pieces. The Captain had the same name as one of the tower staff management.

Send comments, news, your ideas and answers to [Mark Windward](#)

