

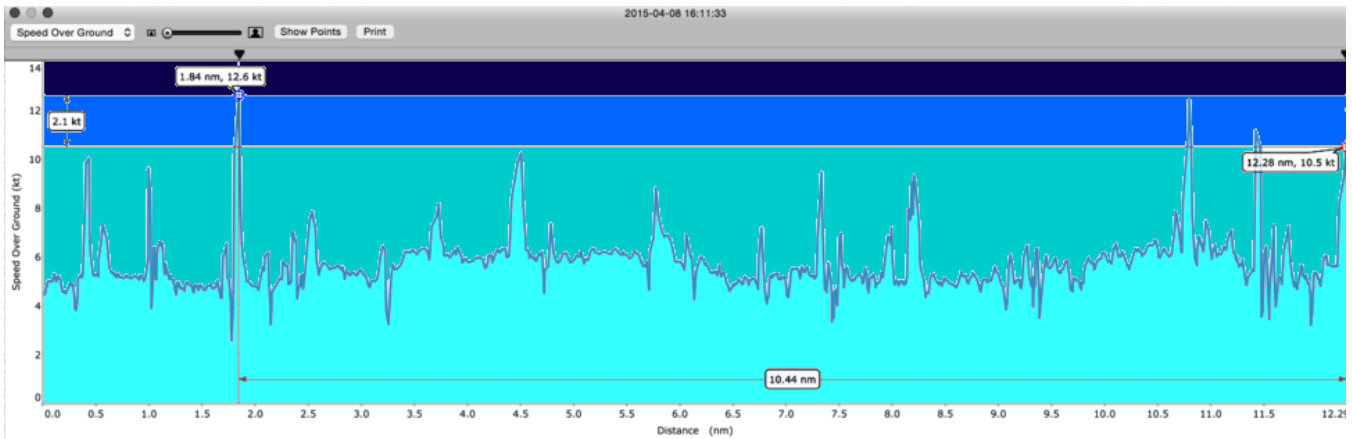
Pippa Win Aided by 21st Century Technology

WW Winter Series 2015 Race 2

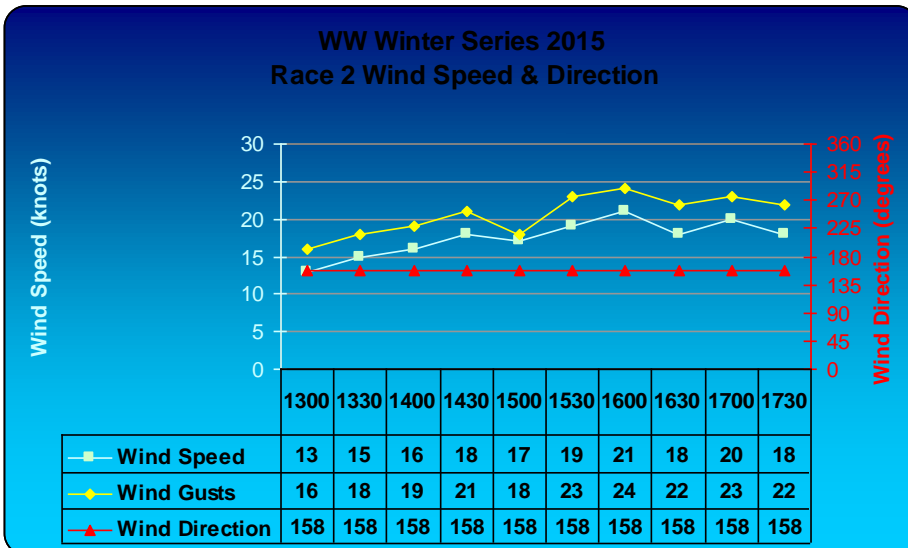
(8 Apr 2015)



It seems technological advances are making inroads into Wednesday sailing as illustrated in the following graph. This was provided by the winner of this week's race – PIPPA (Jeffrey Woolhouse). On the outside PIPPA is a small and well-constructed conservative yacht but on the inside she appears to house some sophisticated technology. It measures both speed and distance, which it effortlessly converts into a graph. The graph shows PIPPA'S speed over the ground and distance traveled during the race. A maximum of 12.6 knots was achieved (albeit briefly) in a remarkable win. This speed was made with crew wearing "normal sailing clothing" without the need for high tech pressurised suits. These may have been necessary had they entered the graph's higher speed Dark Blue Zone. PIPPA was the first yacht to start the race, 9 seconds late for her 5-minute handicap. After sailing 1:26:37 she was first to round number 4 and held the lead to cross the line at 15:47:52 after sailing the 9.8 nautical miles course 14 in a total of 2:12:52.



Conditions favoured PIPPA, the breeze averaged about 18 knots for the race, increasing as the afternoon progressed.

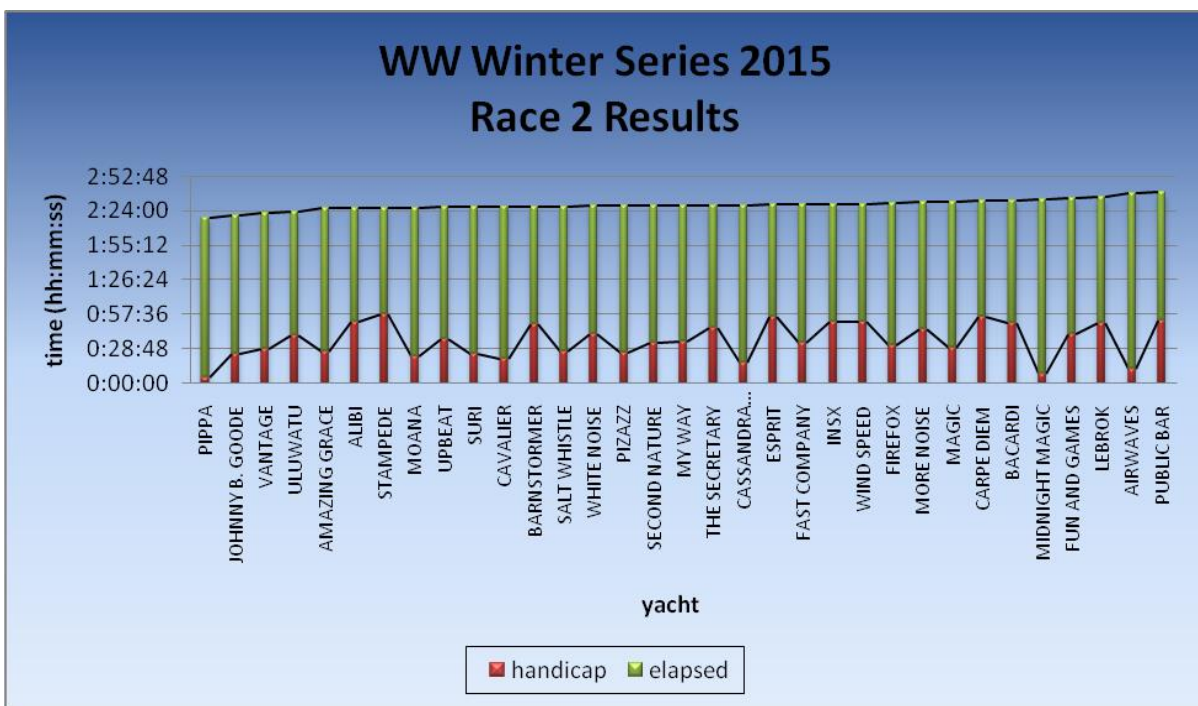


Observations from Fawkner Beacon showed the breeze from the south-southeast with gusts up to 24 knots later in the day.

Starting the winter series with a 2nd place in the 2nd race was the Oceanis 34 JOHNNY B. GOODE (John Chipp). She finished the better of the three Oceanis 34's in this race, sailing the course in 1:54:54. JOHNNY started from 7th place 21 seconds late for her 25 minute handicap and was already in 2nd place at the first rounding of number 4. She held this position for the remainder of the race to cross the finish line at 15:49:54 a little over 2 minutes behind PIPPA.

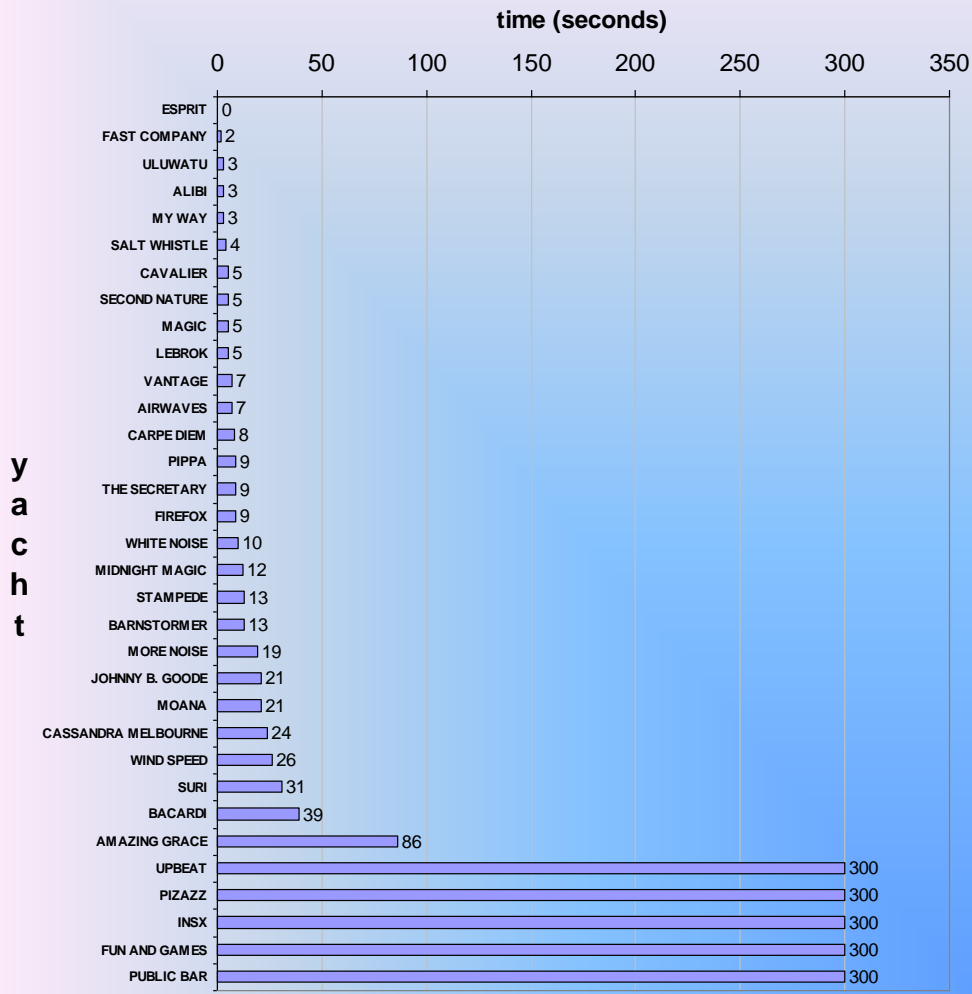


VANTAGE (Darren Hunter) backed up a convincing win in the first race of the series with 3rd place in race 2. Her win in the first race came with a 5-minute increase to her handicap, up from 24 to 29 minutes. VANTAGE had a good start only 7 seconds late from 12th position. By the first rounding of number 4 she was 6th and crossed the finish line in 3rd place, 2 minutes 12 seconds behind JOHNNY B. GOODE. With two podium finishes in the first 2 races of the series VANTAGE shares first place in the aggregate with PIPPA.



As race 2 progressed the 33-yacht fleet, which started 53 minutes and 4 seconds apart, came closer together. By the first rounding of number 4 the gap was down to 28 minutes 58 seconds. By the end of the race the gap was 22 minutes and 7 seconds.

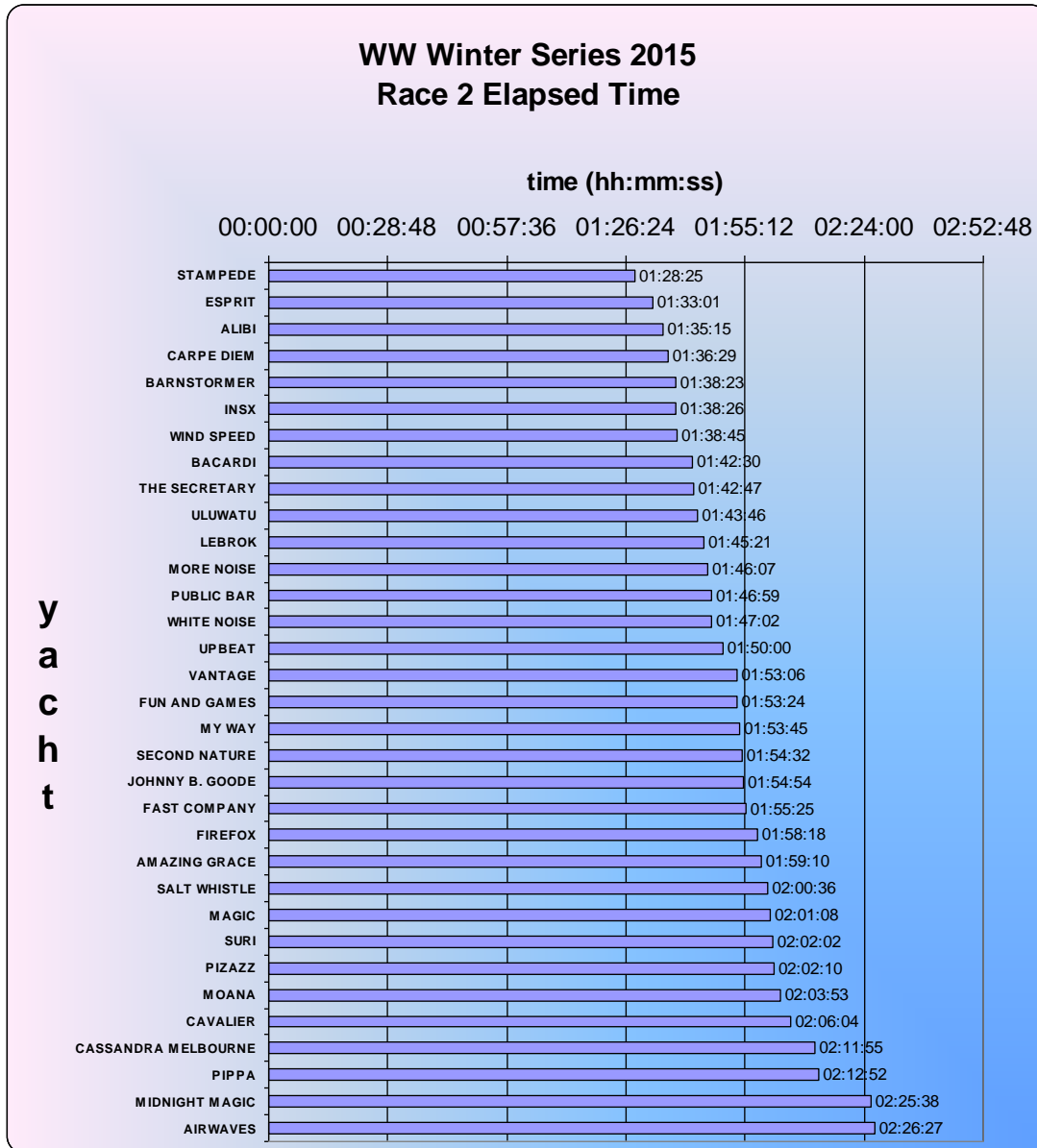
WW Winter Series 2015 Race 2 Start of the Day



It was ESPRIT (Garry Anderson) that won Start of the Day. Half the fleet started within 10 seconds of their handicap whilst 5 yachts started too soon. This proved costly for INSX (Rob Sills) who lost 18 places. PIAZZZ (Philip Martyn & Russell Kemp) lost 11 places; FUN & GAMES (Alan Edwards) lost 10 places; UPBEAT (Peter Dunne) lost 7 whilst PUBLIC BAR (Clive Sondheim) lost 3 places.

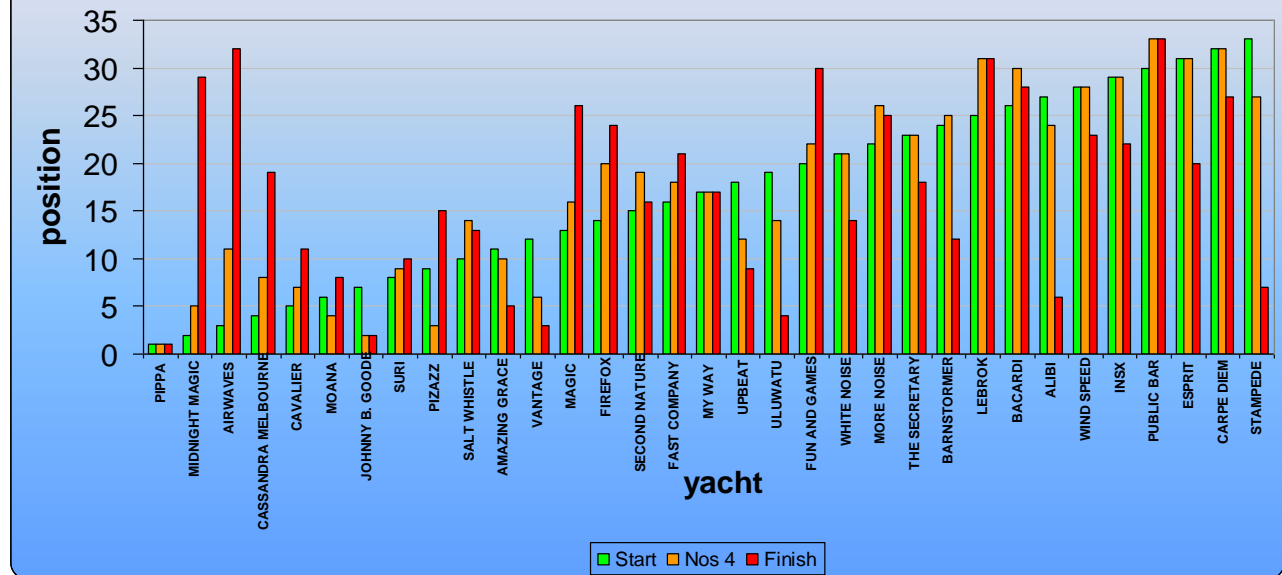


STAMPEDE (Christopher Gendala) sailed the course in the fastest time of 1:28:25. Whilst the average time to sail the course was 1:52:59, ten yachts enjoyed more than a 2 hour sail.



Five of the 11 early starters were amongst the first 11 yachts to cross the finish line although only 2 were able to improve upon their start positions. The yachts starting mid fleet distributed themselves almost evenly throughout the early, mid and late finishers whilst the late starters found it difficult to find their way through the fleet. Only two of them were amongst the first 11 yachts to finish the race.

WW Winter Series 2015 Race 2 Position at Start, Nos 4 & Finish



It has been an excellent start to the series with a total of forty-four yachts currently entered in the winter aggregate. Forty-one of those yachts have already sailed in one or both of the races. There are another 24 to go. Race 3 is scheduled to start at 1330 on Wednesday 15 Apr 2015.

Windward Buoy

RACE 2 Winter: Making a Windward Mark

Comments from the leading yacht

Where is that Olympic training yacht going? Are they really training to capsize?
Should I get ready to assist, or is one rubber ducky enough to help one sailor?
I hope those little yachts around number 4 will shift out of our way before we get there.
Will the yacht after us get a lift inshore? Will it be enough for her to get in front? Are they just checking a mooring buoy?

Pippa's speed was good but she is still one of the smallest and slowest yachts in the fleet. She did average a credible 6knts in this race.

Century Class

Are you aged 100? Or if you have had a birthday or purchased an older yacht, and the total of your age and your yacht adds up to 100 years or more, join the Century Class Fleet. Email [MARK WINDWARD](mailto:MARK.WINDWARD). Provide details of your age and your yacht before MONDAY 27th April for the first Century race to count. If you are one of the 10 yachts already registered then you will be included in the winter series.

The first Century Class Race will be RACE FIVE - 29th April (The last race in the month)

Bringing a yacht down from Sydney. ...Or How I spent uncomfortable nights with a Baby Doll. Advice from Brendan K

Don't buy a yacht that has not been used. Things tend not to work, some through lack of use and some just by neglect. Yachts that have recently been racing will have gear in functioning condition. After spending 7 days at Refuge Cove with the wind reaching 74knts Brendan has advised Mark that the rest of his sailing will take place inside the bay.

Baby Doll is now secure in her pen, with still a little bit of work required prior to racing.

Paul's new Mouse (Will it be called a Pad?) Paul's new purchase just needs a mast or some way of keeping a sail aloft. It will be happening "very soon". (Unquote)

The crew on the new yacht will not include **Peter Algie** who has been a long time Wednesday Wonder Sailor, including a handicapper. He will not disappear completely and will still be seen around the club about 3 days a week, but just not on the water. Maybe he might have time to pen some comments for Mark Windward.

The Skipper of Pippa would like to thank Peter for his encouragement when he started sailing Wednesday Wonders. As well as advice Peter made Pippa feel very welcome. Peter's knowledge of maritime matters has made him the first WW sailor to earn a Doctorate of Maritime Trivia.

New Handicapper

Do you know who the new handicapper is? Even after Paul spoke about the 'wind sniffer' I am still unsure. We know that Mike Welsh on Wicked will continue in working out the numbers. What do we know about the new person?

He is of a different religion from the last 4 handicappers as he is a NON-Skipper.

Paul claims this will give him greater powers of observation. I am not sure what a 'wind sniffer' is.

Is it something to do with the digestive system of sailors? As both handicappers sail on large fast yachts they could miss half of each race. I hope they make observations while they are eating their lunch.

Presentation Night

Another great night thanks to Di and Margaret and others who assisted. The conversion of the Port Phillip room was, as we have come to expect, fantastic.

Apart from some people who were on table 4 and had trouble finding their table, the décor worked well.

I did not see a time limit in the NOR for this event, but worked out as the tower management left after 12.00 it must have been about midnight. Thanks for organizing a great way to celebrate Wednesday Wonders.

Past Handicapper Thanks to Paul (not for his jokes) but for providing great racing with some very close finishing results. Past handicappers will appreciate how much work is involved and Paul has been in the position for quite a few seasons, which has meant lots of time. The Handicapper's Awards gave a bit of an insight as to what a handicapper has to put up with. It is not an easy task. I hope Paul can now follow INSX's example, as you now do not have to worry if you win many races.

Marine Traffic - AIS readouts

The basic plan is free but you need to register. For more advanced features you will have to pay. They do offer now:

- Notification when the crew updates either: change of direction, estimated time of arrival at a port and if a vessel deviates considerably from her course
- Will notify if a vessel is too close to another vessel
- Will notify proximity when arriving in a port at predetermined intervals.

Check out the local map of the bay [CLICK](#)

Thanks to Bruce Parry for the photos



This is what the finish looked like for Sm88 and Sm354. It appears that Sm88 had third place but a 50 second error in her starting time, recorded her officially as finishing 10th



Consumer report

If you are planning a DYO anti-fouling and painting, Mark recommends that you get a price check from SUNDANCE MARINE. With the SYC members discount on Anti foul and paint, Mark found that their products were considerably cheaper than that place in the city. ...Moreover, he saved a trip to the city.

Even their mineral turps was \$1 cheaper than Woolworths.

Club Marine SYC Centenary Trophy Regatta

SATURDAY 18 APRIL A free race if you entered in WW series.

Races for

- AMS / IRC @ 10:00
- Performance @ 12:00
- Pursuit @ 13:00
- Classic Yachts @ 13:00
- Family Fun Rally @ 13:30
-
- It is also J24 State Championships and Sydney 38 Victorian State Titles

Answer to Race One Question: Read the newspaper report from

The Geelong Advertiser Friday 14 Sept 1877

Note the skipper's name is Captain Tindall

Ketch "Henry" 1877, Length 48 ft., 2 mastered ketch, Beam 13.9 ft., Built 1854, 32 tons.

The Ketch "Henry" visited Lorne regularly with provisions, building materials and general supplies. Her cargo was unloaded then timber; wattle bark or ballast was taken on board. The only landing point was a small jetty near the mouth of the Erskine River, but it was found to be more convenient to beach the vessel on a rising tide. After reloading she was winched off on a falling tide.

During a visit in September 1877 a strong wind drove her hard ashore. Efforts to refloat her failed and soon after a rising wind and sea from the east battered her to pieces.

WRECK OF THE KETCH HENRY, AT LORNE.

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. The ketch Henry (Capt. Tindall) arrived in the bay at Lorne on Sunday, with a general cargo from Melbourne and Geelong, and anchored there. At four o'clock on Monday morning the violence of the heavy sea caused the little vessel to drag her anchors, and she drove broadside on to the shore, not far from the spot where the celebrated "Osprey" was wrecked many years ago, and opposite the bathing-house erected by Mr Mountjoy. The captain and crew of the Henry reached shore in safety, and later in the day commenced to unload the wrecked craft. Great difficulty was experienced in unloading the ketch, and when nearly all the cargo had been safely landed the wind increased to such a force as to render it dangerous for the men to work in the surf. Having been lightened of a good portion of her freight the Henry was driven further on the beach, and the men in endeavoring to save more cargo narrowly escaped with their lives. It was deemed advisable to wait until the weather moderated and the ketch was left to her fate. It is feared, however, that unless the sea goes down soon the little craft will become a total wreck. Captain Tindall came from Lorne yesterday and proceeded to Melbourne by train, for the purpose of seeking assistance in getting the Henry afloat.



RACE Two Question

What is the name of this Shaw Savill's Barque? It grounded not far from where the Henry sank. It was travelling from Liverpool via Adelaide. She was steel Four Masted Barque. Built 1890. 278 ft. long, 41.9ft beam, depth 24.ft

It was reported that

... The haze from the bush fires was so great that they did not see the **** light. The heat was terrific, and a northerly wind was carrying bark and ashes on board, while birds and insects of all descriptions were flying away from the parched land. Not being able to get any sight of land the captain hove to at 6 o'clock in the evening, keeping the lead going every hour

Send your answer to [Mark Windward](#)

Thanks to Bruce Parry for the photos and to Windward Buoy and quite a few other WW sailors who have contributed with bits of news for this report. Contributions, comments, description of your race are always welcome. It gives Mark less to do and provides a different perspective to the races.

MARK

I try to watch what I eat and yet my eyes just aren't quick enough.