

MORE LIGHT BREEZES MAKE FOR A TESTING RACE

Wednesday Wonders Winter Series 2015 Race 22

26 August 2015

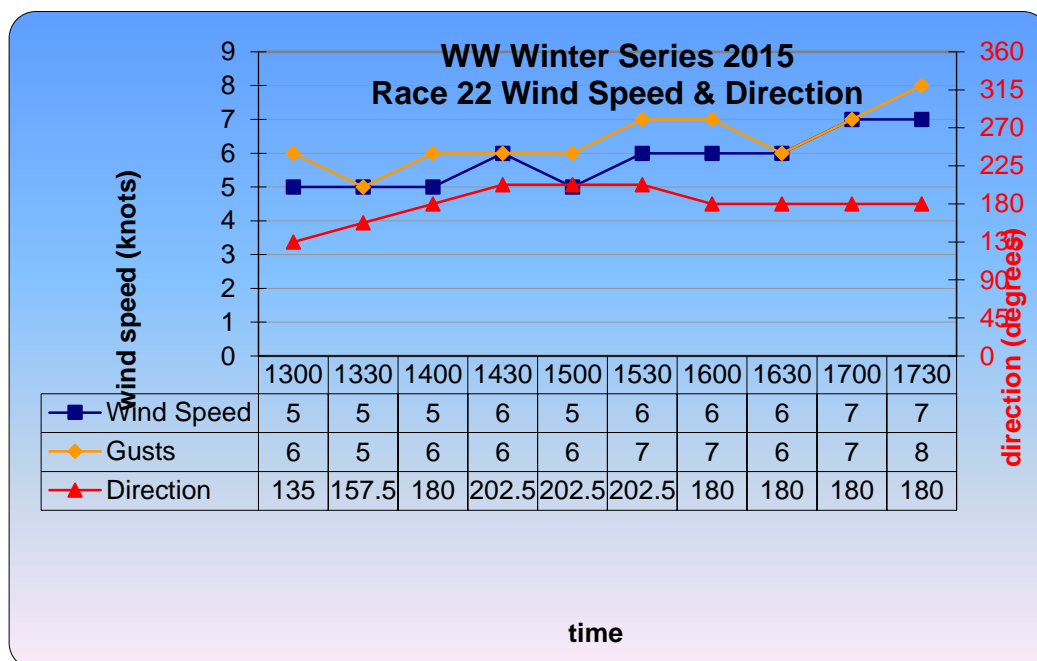


With 40 yachts starting race 22 this was the largest fleet contesting a Wednesday race since race 5 held 29 April. By coincidence both races were around the 7-leg 8.5 nautical mile course 13 in a breeze that averaged around 6 knots.

Race 5 proved too long for 9 yachts that did not finish within the time limit for race 22. The nine non-finishers were from either the first or second third of the fleet to start. All the late starters did manage to cross the finish line in time.

With the first yacht rounding number 4 for the first time at 14:56:29 and the fleet starting to come together a shortened course seemed unnecessary. However on the last leg of the race a shift in wind direction had the fleet beating into the light breeze for the finish line. Observations at Fawkner Beacon indicated a shift in wind direction at around 1600 hours from the south- southwest to the south, causing the fleet to be spread eagled over the final leg of the course.

The 40-yacht fleet started the race 54 minutes and 6 seconds apart, coming together to be 27 minutes and 1 second apart at the first rounding of number 4. The gap then increased to 45 minutes 32 seconds apart between the 31 finishers.



Observations from Fawkner Beacon indicated a slight increase in wind speed throughout the afternoon and the direction shifted from south - southeast to south -southwest before settling in the south. This was the third race in succession that the breeze has averaged less than 10 knots so maybe a change is due.



It wasn't until the final leg of the race that the NSX 38, INSX (Rob Sill) made it to the front of the fleet. Once in front she was able to increase her lead to finish 2 minutes 12 seconds ahead of the Jerkin 925 SALTSHAKER (Ken Gayler).

INSX had started from 31st place only 8 seconds late for her 42-minute handicap. She had improved her position to be 22nd at the first rounding of number 4, which is approximately the half way stage for this course. During the last three legs of the race she made steady progress through the fleet to sail the entire course in 2:01:08 and finish at 16:13:08. She not only won the race but also recorded the quickest elapsed time of the day by a clear margin of 10 minutes 39 seconds. This was the 17th completed race for INSX and her second podium finish to go with 5 top ten finishes.

She is currently 7th in the aggregate with a total of 79 points.

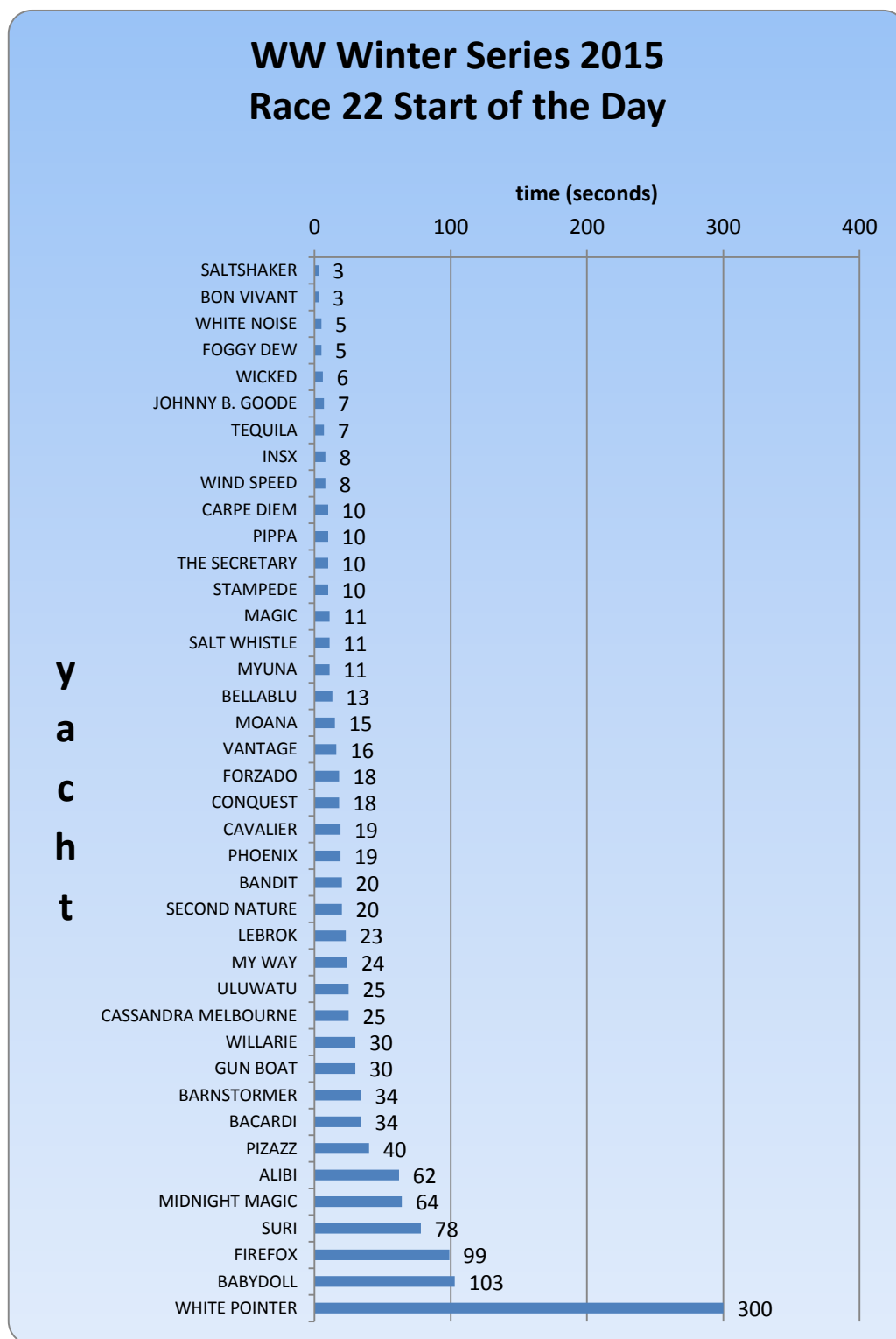
This was the 13th completed race for SALTSHAKER, which proved a lucky rather than unlucky number for her. She made it to the podium twice by coming 2nd in the race and being joint winner of Start of the Day. SALTSHAKER started the race from 5th place 3 seconds late for her 16 minute handicap. By the first rounding of number 4 she was in second place and held onto this position to cross the finish line at 16:15:20. SALTSHAKER recorded an elapsed time of 2:29:20 – the 8th fastest time of the race – to record her 2nd podium and 5th top ten finish of the series. With 4 races remaining in the series SALTSHAKER has 89 points and is 11th in the aggregate.



This was only the 5th race this series for the Triton 24 WILLARIE (Graeme & Ian Kaufman) and is by far her best result. She started from 2nd place 30 seconds late for 1 minute handicap. WILLARIE led the fleet around No4 for the first time after sailing the first 4 legs of the course in 1:24:59. She sailed the final 3 legs of the course in 1:28:14 to cross the finish line in 3rd place at 16:24:43 – 9 minutes 23 seconds behind SALTSHAKER.

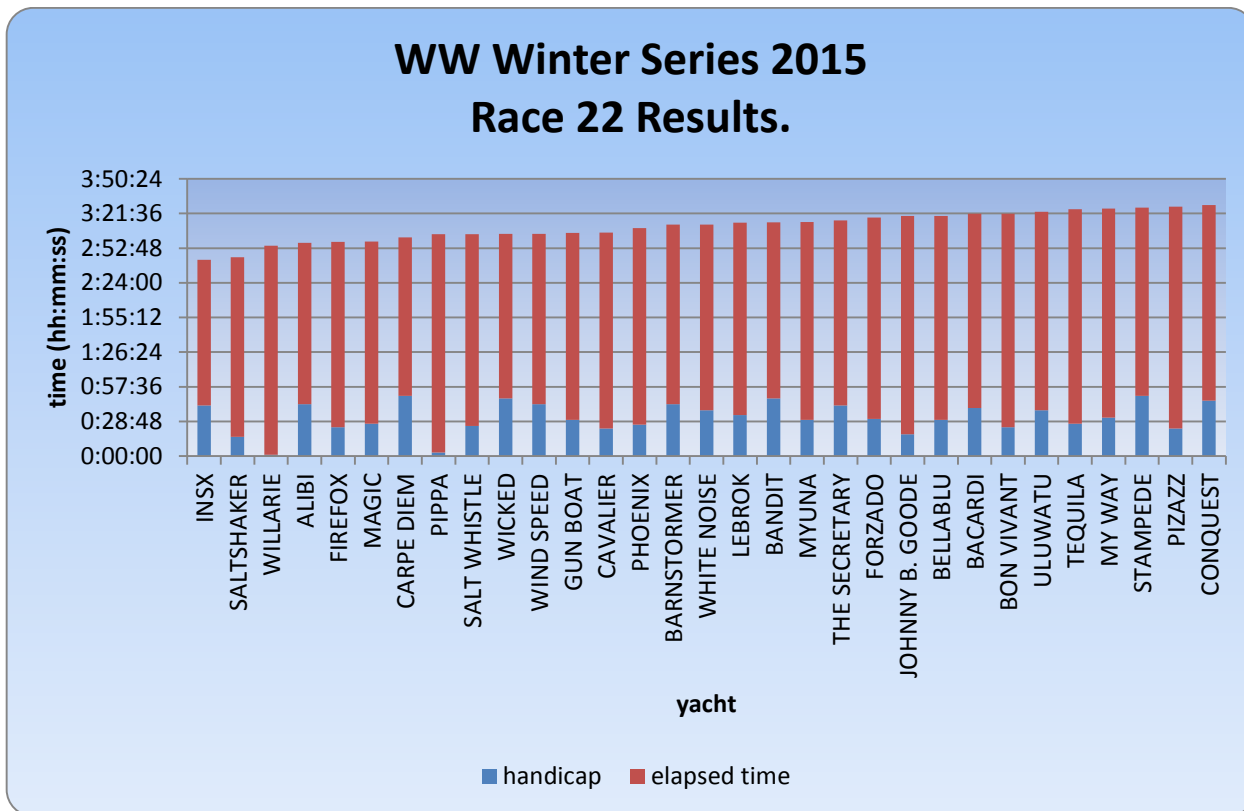
With only 5 races completed and 4 scheduled races remaining WILLARIE is going to find it difficult to finish in the top ten. She is currently 45th in the aggregate.

There was a tie for Start of the Day between SALTSHAKER and the S80 BON VIVANT (Russell Keays). Despite the light breeze the majority of the fleet was away to a good start with 34 of the 40 yachts starting within 60 seconds or less of their respective handicaps. The Oceanis 43 WHITE POINTER (Tom Raft) started too early and was penalised 5 minutes. The median start time was 18 seconds.

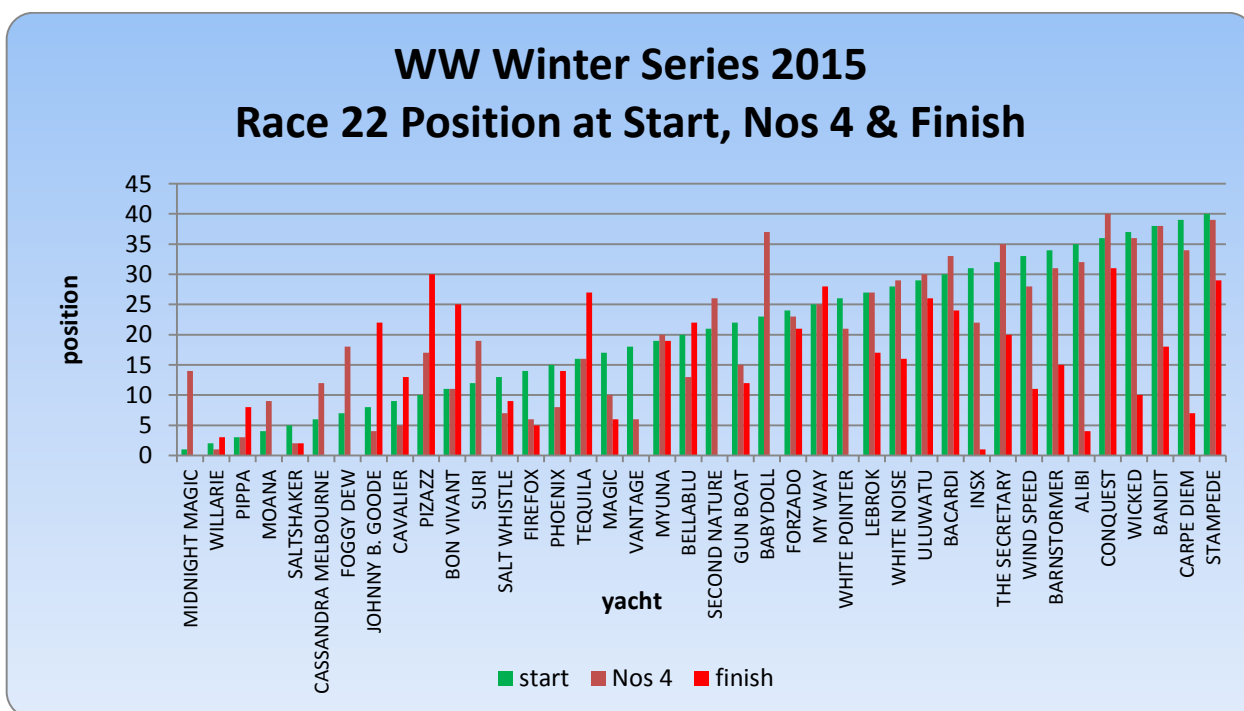


MIDWAY AWARD For this race the midway award goes to SM 424 Barnstormer, 15th place out of 31 finishes. She started 34 seconds late and passed 18 yachts including White Noise who she finished ahead of by 7 seconds.

As mentioned earlier the fleet did come together for the half way mark of the race but was further apart at the finish line. Despite that there was a close finish for 9th place with only 4 seconds separating SALTWHISTLE (Alex Hall) from WICKED (Mike Welsh). Whilst further down the scorecard there was a tie for 22nd place between JOHNNY B. GOODE (John Chipp) and BELLABLU (John Lake) who both finished at 16:49:41

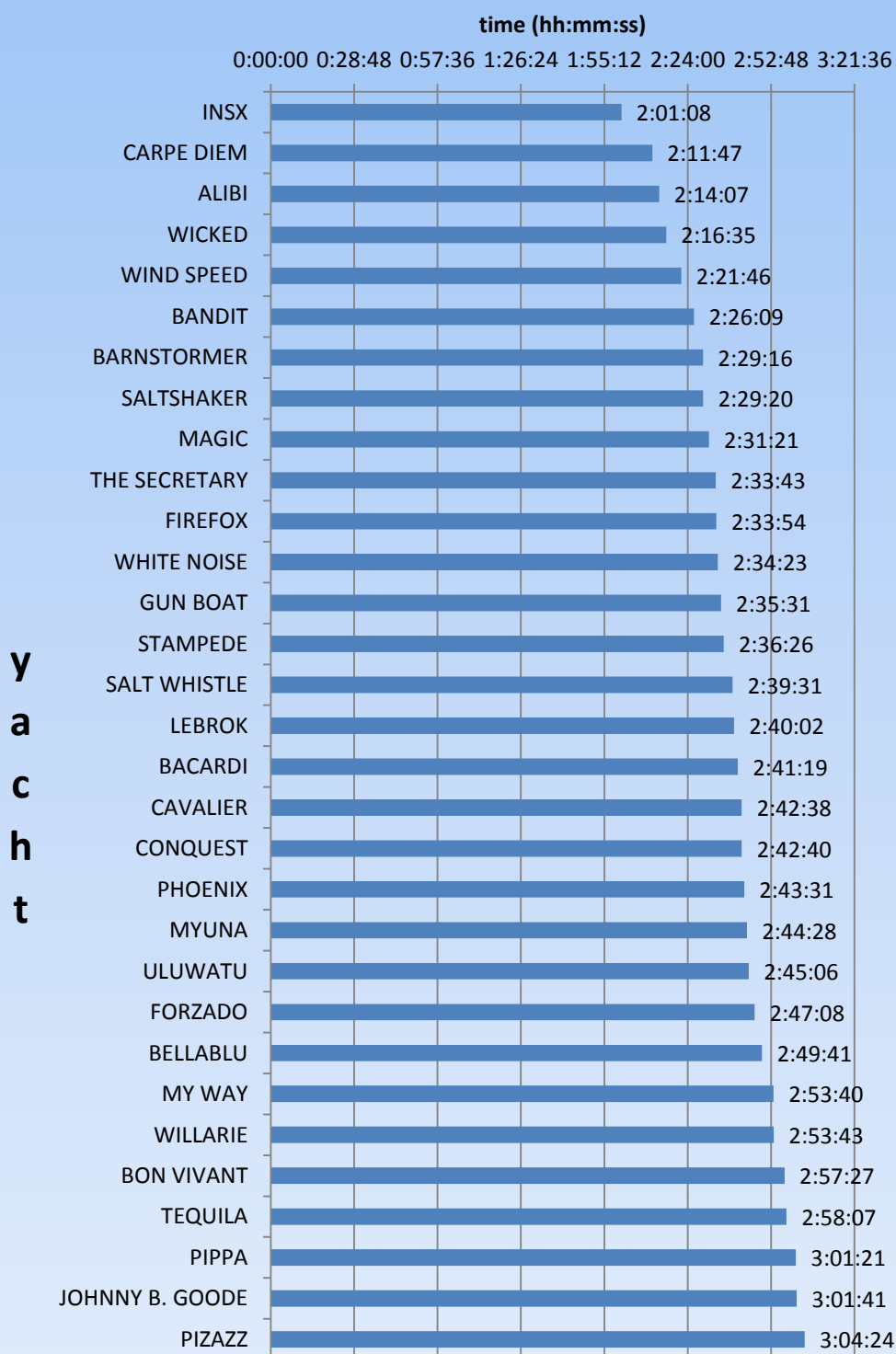


The first third of the fleet over the finish line included 5 early starters, 3 mid fleet starters and 5 late starters. The yachts not finishing the race were early or mid fleet starters.



The average elapsed time for the race was 2:38:46 with a range of 1:03:16. Some very similar times were recorded with the Cavalier 30 CAVALIER (David Lynch) completing the course in 2:42:38 two seconds faster than the Beneteau First 45 CONQUEST (Paul Jacka). Further down the list the Beneteau 367 MY WAY (Magdy Iskander) sailed the course 3 seconds faster than the Triton 24 WILLARIE (Graeme Kaufman)

WW Winter Series 2015 Race 22 Elapsed Time



The last Wednesday in the month saw the Century Class compete in the 5th race of the 6 race series. With one race remaining the result is by no means decided, the aggregate standings are very close

Position	Yacht	Skipper	Make
1	WILLARIE	Graeme Kaufman	Triton 24
2	MAGIC	Phil Spry Bailey	S & S 39
3	PIPPA	Jeffrey Woolhouse	Triton 24
4	FORZADO	Bruce Dobie	Farr 1020
5	TEQUILA	Alan Collins	Farr1020
6*	CASSANDRA MELBOURNE	Bob Reeves	Mottle 33
6*	MOANA	Stan Rankin	Bluewater 400
9 #	FAST COMPANY	Albert Doggett	Farr 1020
9 #	AIRWAVES	Rob Fenton	Traditional 30

Did Not Finish * Did Not Start #



Lesson 24: Blame the wind. Despite these sail settings looking good, a 25 second start and nearly a bow wave from the hull, Cassandra ran out of time to finish the race. It is Ok sometimes to blame it on the wind.

Four Winter Races to go As per sailing instructions there are FOUR RACES until the end of the season. **Race 23** ~ 2 September, **Race 24** ~ 9 September, **Race 25** ~ 16 September, The Final RACE for Winter, September **Race 26** ~ 23 September.

The next Winter 2015 Century Class race will be **Race 26** on 23 September, not 30th September.

This leaves **September 30** for a special “**CLAYTONS**” race with a difference.

Discussions are in progress between Mark Windward and the tower management about how this will be run. It will be different and start with information being presented in the bar before the race. It will not count towards any series. It does promise to be fun. Watch this space and keep the day free. Wednesday September 30th

Web Site for this week. Go to **My State Australian Wooden Boat Festival** website [CLICK](#) if you are interested in the Wooden Boat Festival or just in Wooden Boats. *We have a lively new channel of communication with our members and subscribers, one that will get the news to you in a faster and more efficient way. September 2015 sees the first of these electronic newsletters go out. It contains a digest of the latest articles to be published on our News Blog site, which you can visit any time at awbf.com.au*

You can subscribe to the Wooden Boat Festival newsletter, which looks interesting. They are even giving away a timber yacht to a good owner: [SUBSCRIBE \(Be patient it is in Tasmania\)](#)

Fast Feet Competition: A good way to sell your yacht is to demonstrate how fast it is. It seems that this is working for Forzado in this series. It does pay not to miss any races. 2 more races to count.

FAST FEET TABLES – AVERAGE SPEED									
YACHT	AVERAGE	15	16	17	18	19	20	21	22
WIND SPEED	4.94	5.07	3.73	5.27	5.83	6.56	5.83	3.65	3.60
FORZADO	4.55	4.74	3.11	5.48	5.18	6.08	5.37	3.39	3.05
MAGIC	4.35	4.39	3.39	4.66	4.76	5.88	4.95	3.40	3.37
WHITE NOISE	4.31	5.04	0	5.02	5.49	6.41	5.53	3.66	3.30
PHOENIX	4.17	3.73	2.78	4.17	4.71	6.03	5.46	3.34	3.12
INSX	4.16	5.12	0	5.38	5.84	6.72	6.01	0	4.21
CONQUEST	4.05	5.07	3.77	5.62	5.63	0.00	5.59	3.55	3.14
THE SECRETARY	4.02	4.73	3.50	5.24	5.75	0.00	5.80	3.79	3.32
ALIBI	3.91	0	0	5.27	5.89	6.68	5.85	3.77	3.80
SALT WHISTLE	3.83	0	2.92	5.12	5.00	5.92	5.16	3.28	3.20
SURI	3.78	4.08	2.87	4.47	4.89	6.07	4.75	3.10	0
BARNSTORMER	3.64	4.82	0	5.27	5.82	0.00	5.96	3.83	3.42
MYUNA	3.62	4.79	3.12	4.49	4.93	0.00	5.09	3.48	3.10
FOGGY DEW	3.62	4.04	2.80	3.99	4.89	5.51	4.90	2.82	0
ULUWATU	3.61	4.56	3.31	0	5.46	6.73	5.70	0	3.09
MOANA	3.57	3.90	2.73	3.86	4.93	5.54	4.67	2.95	0
WICKED	3.57	5.45	3.78	5.51	6.21	0.00	0.00	3.89	3.73
GUN BOAT	3.53	3.97	3.32	4.27	4.87	0.00	5.00	3.55	3.28
JOHNNY B. GOODE	3.49	0	2.87	4.07	4.76	5.81	4.68	2.93	2.81
PIPPA	3.48	3.75	2.77	3.48	3.39	4.83	3.98	2.87	2.81
CAVALIER	3.48	4.36	3.00	4.05	4.59	5.29	0.00	3.39	3.14
WHITE POINTER	3.38	4.53	2.93	5.11	5.57	5.96	0.00	2.97	0
SECOND NATURE	3.35	4.58	3.22	4.59	0	5.98	5.20	3.26	0
PUBLIC BAR	3.31	4.90	3.81	5.49	5.61	6.70	0.00	0	0
BABYDOLL	3.27	4.60	3.04	4.79	5.23	0.00	5.25	3.29	0
PIZAZZ	3.22	0	0	4.09	5.21	6.06	4.52	3.12	2.77
SALTSHAKER	3.11	0	0	3.77	4.41	5.29	4.81	3.18	3.42
TEQUILA	2.97	4.26	3.27	0	4.76	0.00	5.21	3.42	2.86
FAST COMPANY	2.79	4.83	3.19	0	5.35	0.00	5.49	3.46	0
LEBROK	2.69	4.38	0	0	5.22	0.00	5.27	3.43	3.19
STAMPEDE	2.67	0	0	5.76	6.36	0.00	6.01	0	3.26
UPBEAT	2.59	0	0	0	5.19	6.30	5.53	3.71	0
MIDNIGHT MAGIC	2.41	3.75	2.44	3.20	3.64	0.00	3.57	2.68	0
CASSANDRA MELBOURNE	2.24	0	0	0	4.68	5.56	4.58	3.06	0
PRIMO	2.09	4.98	3.31	4.87	0	0.00	0.00	3.58	0
MY WAY	1.99	0	3.27	4.63	5.08	0.00	0.00	0	2.94
ESPRIT	1.84	0	2.95	5.55	6.23	0.00	0.00	0	0
WILLARIE	1.78	0	0	3.15	4.07	0.00	4.10	0	2.94
CARPE DIEM	1.62	5.18	3.94	0	0	0.00	0.00	0	3.87
VANTAGE	1.18	4.40	0	0	5.04	0.00	0.00	0	0
BACARDI	1.00	4.85	0	0	0	0.00	0.00	0	3.16
BELLABLU	0.98	4.80	0	0	0	0.00	0.00	0	3.01
FIREFOX	0.95	4.29	0	0	0	0.00	0.00	0	3.31
BON VIVANT	0.76	0	3.24	0	0	0.00	0.00	0	2.87
FUN AND GAMES	0.65	5.24	0	0	0	0.00	0.00	0	0
MORE NOISE	0.62	4.94	0	0	0	0.00	0.00	0	0
ADAGIO	0.34	0	2.76	0	0	0.00	0.00	0	0

The speed of each yacht is the rhumb line distance of the race, divided by the elapsed time.

A yacht not sailing is allocated 0 knots (in red). Average speed is the average of the speed per race.

Tower Lady talks her way to get in free to go up the Eiffel tower. Rumour has it that the other young lady who is usually in the tower has now departed from Ireland after 2 weeks and is in Paris. Some complications with her status of being a Tower Lady at SYC, Mark thinks has enabled her to go up the Eiffel tower free - on a Wednesday. This report is unconfirmed. We will no doubt hear more when she returns just before the end of the season. I am not sure if this is part of the reciprocal rights arrangement with the SYC.



Lesson 33: Meeting Up with other yachts.

If you plan to meet up with other yachts, it is better not to choose Mark 3 (or 7). These tend to be popular places to meet and get crowded. The amount of talking around the mark tends to produce bad wind.



Lesson 34: Maintain a clear view of the buoy Beware of a tactic that other yachts often use, of trying to hide the buoy so you can not get a good line to round it.



Lesson 35: Copy the boat in front

When in doubt which way to pole out follow the example of the yacht in front. If you follow this rule too rigidly though you will never pass many yachts.

Next race is being nice to Margaret in the tower day. Margaret did try to “get a break” but someone running into their car and possibly writing it off, and other complications did not result in a relaxing holiday. So next race day “Be nice to Margaret”.

Wednesday Wonders Presentation Night, Friday 9th October 2015

Forms are now available. It does assist the organizers if you make up your table now.



Lesson 40: Keep in Favour with the Wind Gods

Some crew with strong religious affiliations when sailing down wind favour the crucifix position. It can be clearly seen above with crew member standing back to the bow, facing the stern, and arms fully stretched out. It did enable Pizazz to finish the race with just 2:36mins to spare before 17:00.

Bagging Wrapping a plastic bag around the prop of your Beneteau Yacht brings a new meaning to the term bagging...or is it the same thing? One skipper tried it in this race and still finished in the 20's

Forzado SOLD Officially Sundance have listed Forzado as being sold. I think Forzado will still be seen on Wednesdays and stay in the club. Jacquie, a long time crewmember, is heading off on a pilgrimage to Santiago de Compostelo (Spain) for a few months.

ANSWER TO QUESTION 20 The ship was the *Carroll A Deering*.



The Question was "What infamous ship is this, that has become part of maritime folklore?" This ship is the main focus of one of the most famous stories in maritime history. She was found wrecked off Cape Hatteras, North Carolina in February of 1921. There was no crew aboard, the ship appeared to be seaworthy, and there was food out in the kitchen that looked as if it was being prepared at the time the crew "abandoned" ship. She had just come through the mysterious Bermuda Triangle when she was found wrecked with no crew. Not a single member of the crew was ever found and the ship's navigation devices had also disappeared. The ship was scuttled a month later as it was a danger to other ships. It may never be known if it was piracy, mutiny, or the effects of the mysterious Bermuda triangle.

The Carroll Deering was built in Bath, Maine 1919. A 5 masted Commercial Schooner. She had only been in operation for one year and was on a voyage to Rio de Janeiro with a cargo of coal, which she delivered without incident. The Cape Lookout Lightship in North Carolina sighted it January 28 1921. There had been some ill feeling between the crew and the evidence of her being lost was the result of a mutiny. An investigation was held that considered Hurricanes, Piracy, A Russian Communist Piracy, Mutiny and Supernatural Phenomena. Several other vessels of various nationalities had also disappeared in roughly the same area. The investigation closed in 1922 without reaching an official finding on the incident. This did not stop the event from becoming the subject of novels about the ship and the area called The Bermuda Triangle (even though this ship was found some 700miles away for that area) For more information [Click](#) and the following books.

Ghost Ship of Diamond Shoals, The Mystery of the Carroll A. Deering (2002), [Bland Simpson](#)
Lo! (1931), [Charles Fort](#) - ISBN 1-870870-89-1

- *Invisible Horizons* (1965), [Vincent Gaddis](#)
- *The Bermuda Triangle* (1974), [Charles Berlitz](#)
- *The Bermuda Triangle Mystery: Solved* (1975), [Larry Kusche](#)

Ghost Ships (2000), [Richard Winer](#)

Many people have asked the skipper of Pippa has he always had a Red car. The answer is No as indicated by the evidence here. "Of course I did not always have a red car. It would not have matched my boat" It is 40 years since he owned his first yacht...the same age as his first son ...actually the yacht arrived 5 days later, the same day as his baby son came home from hospital.



Thanks to Windward Buoy and Andre (Phoenix) for the Photos. Andre even dropped back in the fleet to bring you better photos from this race. And thanks to others for feedback (including Harpo). Please send any Information or Miss Information to [MARK WINDWARD](#),

If all Australians all had Pink cars we would have a pink carnation
42.7 percent of all statistics are made up on the spot.
99 percent of lawyers give the rest a bad name.