

## All Yachts Started None Finished Wednesday Wonders Winter Series 2014 Race 3 (15 Apr 2015)

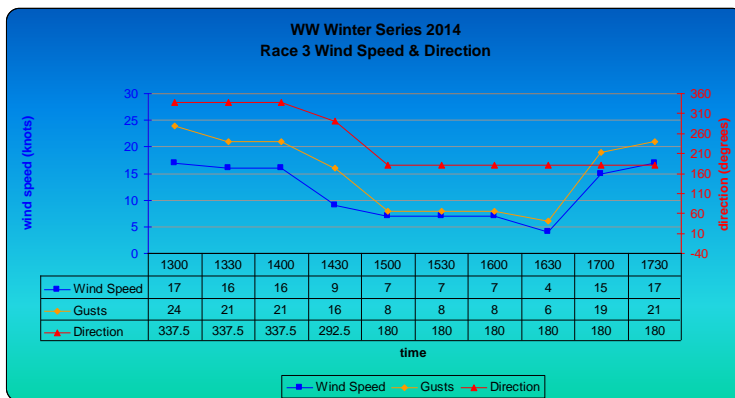


With Fawkner Beacon recording a 16-knot s NNW at 1330 all 37 yachts were away to a good start around the 7 legs, 9.8 nautical mile course 7. As forecast the breeze had become established in the south by 1500 and eased to 7 knots at Fawkner (probably less inshore). Consequently by the race time limit of 1630, 9 yachts were unable to reach number 4 for the first time whilst the majority of the others were moving slowly between number 3 and number 1. Eighteen yachts radioed the tower to advise their withdrawal from the race; whilst the remaining 19 were hoping against hope

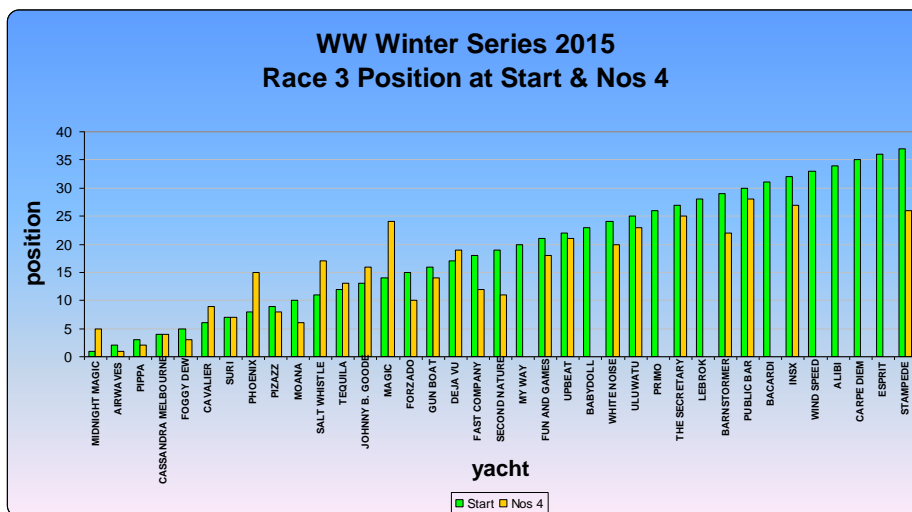


that someone would cross the line before 1630 to gain a 30-minute extension to the finish time. Unfortunately that did not happen and the race was abandoned. At 1700, 30 minutes after the race time limit, the breeze returned from the south at about 15 knots. Photo on left shows PHOENIX (Alex Tseberg) enjoying good breeze near the start of the race. Photo on right shows four yachts struggling to move in calmer waters towards the race end.

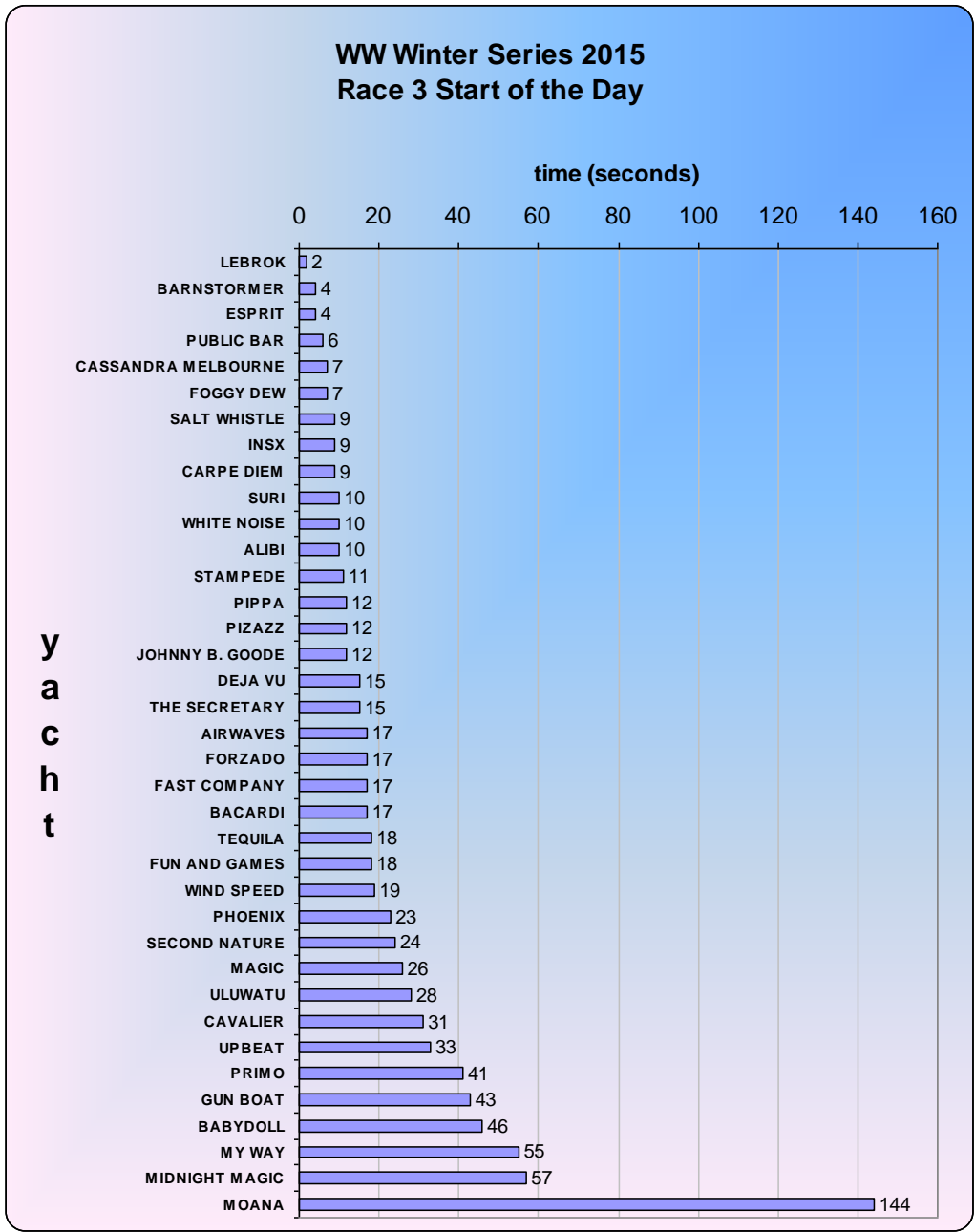
*Pippa did sail the course finishing at 5:07:06, including an afternoon tea break of 1:43:24*



The gap separating the 37 yachts at the start of the race was 52 minutes 14 seconds and by the time limit 28 yachts were 1:25:49 apart.



With the race abandoned the highlight of the race was Start of the Day. This was won by LEBROK (Theo Korbel), 2 seconds late for her handicap. All the fleet had a good start with only 1 yacht starting more than a minute late and no yachts starting too soon. The median start time was 17 seconds.



### MARKS Whispers on Zephyr Breezes

**New Yachts** Welcome to 3 new yachts to Wednesday Wonders:

**Sm927 PHOENIX** ( Armitage 30) skippered by Alex Tseberg. It is great to see another coloured yacht on Wednesday.

**Sm77 BABY DOLL** who sailed most of the race until Brendon radioed in that she had spat the dummy.

Paul nearly sailed a full race with **CONQUEST Sm45** (Beneteau First 45). I am not sure conquest relates to catching mice. Paul previously had a rat catcher or mouse catcher, but now calling his new yacht Conquest. Is pest control really a great conquest? We do miss the cartoon on the side.

**It is good to know you are reading this.** Our checking to see who reads these reports, discovered that INSX's skipper and crew read them very carefully.

We reported for Race 2 that *INSX started early and ... "This proved costly for INSX (Rob Sills) who lost 18 places"*. We would like to retract that statement and replace it with:

Sm5985 was not quite as prompt as usual at the start line and was 15 seconds late. This meant she only lost one place at the finish line as Sm 1022 Fast Company, finished 1 second in front of her ... who started on just plus 2 seconds.

### **Sinister goes on at Number One.**



There was an odd looking group of yachts gathered in the vicinity of Buoy Number One when they should have been racing. It was observed that they were up to no good. There was some cursing and muttering of oaths, and even nudging the mark. Evidence is clear in this photo that they were not sailing. The yachts are not even pointing in the same direction.



The result of all the cursing had an effect on the poor No 1 Boy.

Mark reported the poor state of No 1 to Sulis, who took this photo (see below) the next day.

I am not certain quite what action he took, whether he contacted Graeme Disney the SYC chaplain to exorcise the buoy, or Paul to repair the damage.

It is anticipated that in future sailors who are believed to be cursing Buoys will have to do 13 turns backwards to ensure that this does not happen again.



Evidence of the damage done by sinister actions at No1 during a “meeting” that lasted for at least 1 hour 22 min



Thanks to Bruce Parry for this great photo that sums up Wednesday Wonders.  
 It needs a worthy caption. Send your caption to (Click) [Mark Windward](#)  
 Taken Race Two Winter 2015

RACE 2 WW WINTER 2015



IF WE TRY HARDER WE WILL GET ALL THE HULL OUT OF THE WATER



THE SAILS MIGHT NOT LOOK GOOD BUT WE ARE GOING FAST



NOW ALL WATCH ME AND I WILL SHOW YOU HOW TO DO THIS



THIS IS A NEW STEALTH YACHT. YOU CAN'T SEE THE NUMBERS OR SEE THE CREW ... YOU CAN JUST HEAR US COMING



MAYBE NOT QUITE LIKE THIS



WHO SAID WE LOOK LIKE ALIBI?

JUST 12 MINS TO CATCH THAT ! RED BOAT



CHECK WE ARE GOING THE RIGHT WAY.

THANKS TO BRUCE PARRY FOR THE PHOTOS IF YOU WOULD LIKE A FULL SIZE PHOTO PLEASE EMAIL MARK WINDWARD

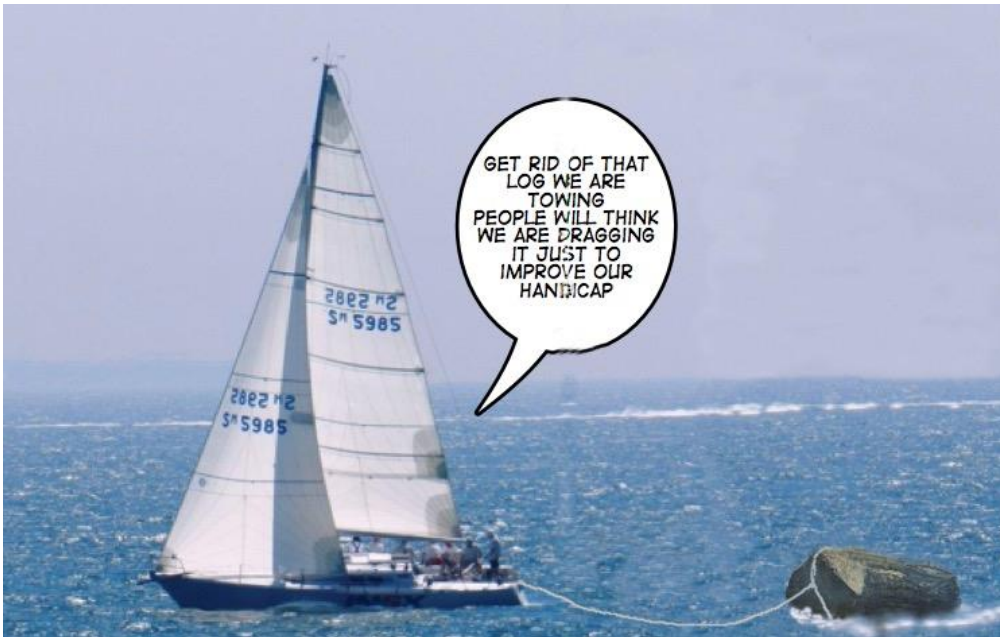
We do not usually mention one yacht twice in a report but this is an exception as it relates to a story told by the new handicapper.

The Skipper of the yacht in the photo below, who was a recent handicapper, was concerned that as he sails a big yacht, when he was going slowly he would be accused of bagging. He kept complaining about a weather helm to his crew.

I was told a photo would be sent to me, which would explain why INSX was going slowly.

The photo I received is displayed below.

We are asked to believe the evidence in this photo shows that INSX was dragging a rather large log behind attached to the rudder, hence her slow speed. You can decide if you believe this.



## Say it loud, say it clear.

Overheard in the bar was someone wondering if there was a correct way to say numbers on the VHF radio? Yes there is. This is the international version. If your are from NZ be careful of the SIX

### Figure Code

A few digits and numbers have a **modified** pronunciation compared to general English:

Letter to be transmitted	Code word to be used	Spoken as
0	zero	<b>ZEEROH</b>
1	one	WUN
2	two	TOO
3	three	<b>TREE</b>
4	four	<b>FLOWER</b>
5	five	FIFE
6	six	SIX
7	seven	SEVEN
8	eight	AIT
9	nine	<b>NINER</b>
10	One zero	WUNZEEROH
1000	thousand	<b>TOUSAND</b>
Decimal point	Decimal	DAY-SEE-MAL
Full stop	Stop	STOP
/	Oblique Stroke	OBLIQUE

\*\* Each syllable should be equally emphasised.

## Answer to RACE Two Question

What is the name of this Shaw Savills's Barque?

It grounded not far from where the Henry sank.

It was travelling from Liverpool via Adelaide

### THE BARQUE HINEMOA.

#### ARRIVAL IN PORT.

The large four-masted barque Hinemoa which was towed from her stranded position at Lorne by the steam tug Eagle, entered the Heads early yesterday morning apparently uninjured, and immediately anchored, while matters in regard to salvage services were discussed between the agents for the vessel and the owners of the tug. At noon the steam tug again took charge of the ship, and during the afternoon the vessel was safely conducted into Hobson's Bay. Docking for survey will follow, though it is known the ship has escaped with minor injury, which consists of a leak easily kept under by occasional use of the pumps. Captain Royan, whose health occasioned some anxiety at Adelaide, is now much improved. It was reported from Adelaide that owing to the illness of Captain Royan the vessel had left for Melbourne in charge of a coastal pilot but though such an arrangement had been contemplated, it was altered before departure, as the chief officer is the holder of a master's certificate, and practically navigated the vessel for the major portion of her voyage.

### THE HINEMOA

By CHARLES S. CUNNINGHAM

Two sailing vessels ran ashore within six miles of each other on the Western coast of Victoria, in circumstances, which were

Identical in important respects. The captains were unaware of their positions; the navigation of the ships had been made difficult by reason of dense smoke from bush fires in the Otway forest lying for miles along the coast and out at sea; and both captains were in strained relations with their officers. In one case, however, the ship was refloated without injury; the other became a total wreck. The fortunate vessel was the barque

**Hinemoa**, and the other the barquentine **W. B.**

**Godfrey**. The **Hinemoa** came from the west; the **W. B. Godfrey** came from the east, but both found a treacherous, rocky lee shore.

The grounding of the **Hinemoa** at Lorne on January 21, **1908**, was one of the most extraordinary and picturesque marine casualties that has occurred on the Victorian coast. A fierce fire had been raging for some days in the Otway Forest. It was gradually approaching the township, and the resulting smoke had been wafted by a gentle north-west wind for miles out to sea, making a denser screen over the water than any fog.

The residents of Lorne were apprehensive of serious damage from the fire, and at least one member of each household made his bed outside that he might be more readily awakened by the glare if the fire came over the hill. These sentinels were aroused by a fisherman going his rounds at daylight with the news that the Anna Moore a large ship was ashore near the Pacific Hotel. The bush fire was forgotten in the excitement, which arose as the news spread. People were so anxious to view the wreck that the routine of bathing and dressing was discarded. An overcoat or dressing gown thrown over pyjamas was considered sufficient compliance with decorum by the multitude which hurried along the beach to see so unusual a sight a four masted barque with every sail set, from courses to royals, and flying jib top spanker, standing on an even keel, her bowsprit overhanging the rocks.

Read the full report at

**THE' BARQUE HINEMOA** [CLICK](#)

<http://trove.nla.gov.au/ndp/del/article/5122390>

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### **Question Three: What Ship is this?**

This wreck is significant as it was one of the first ships to establish a timber trade with a coastal town.

It was a 3 masted wooden schooner. One deck bowsprit and bird as a figurehead.

Length 78.8 feet, Breadth 20.7 feet, draft 13.7 feet . It was built in Bristol but in 1853 it was registered in Geelong.

She was driven ashore during an easterly gale, dragged two anchors before cables parted. She was blown ashore near the mouth of a shallow river. Although pounding seas were breaking over the vessel there was no loss of life and most of the gear was saved.

She first traded between British Isles and Batavia, Indian and Sydney. Sold to Hobart Merchants 1843. Did one trip from Hobart to San Francisco for the gold rush.

Send your answer and information to [Mark Windward](mailto:Mark.Windward@wwsailors.com)

### **John Stenford**

Many WW sailors will be saddened to learn of the passing of John Stenford. He sailed the blue Sm 342 Amicus 11, and until just a few years ago was a regular skipper in Wednesday Wonders. He was born in July 1902 and looked up to by many as a gentleman sailor who they would like to emulate and enjoy sailing as much as he did for as long as he did.

His funeral will be held on Thursday 2.30 at the Rose Chapel Cheltenham.

[Mark Windward](mailto:Mark.Windward@wwsailors.com) welcomes contributions of photos, stories, and advice to sailors.

Coming up in a future edition is an explanation of the handicapping for this season's WW. A must read.



Welcome to Sm927 Phoenix

How much deeper would the ocean be without sponges?