

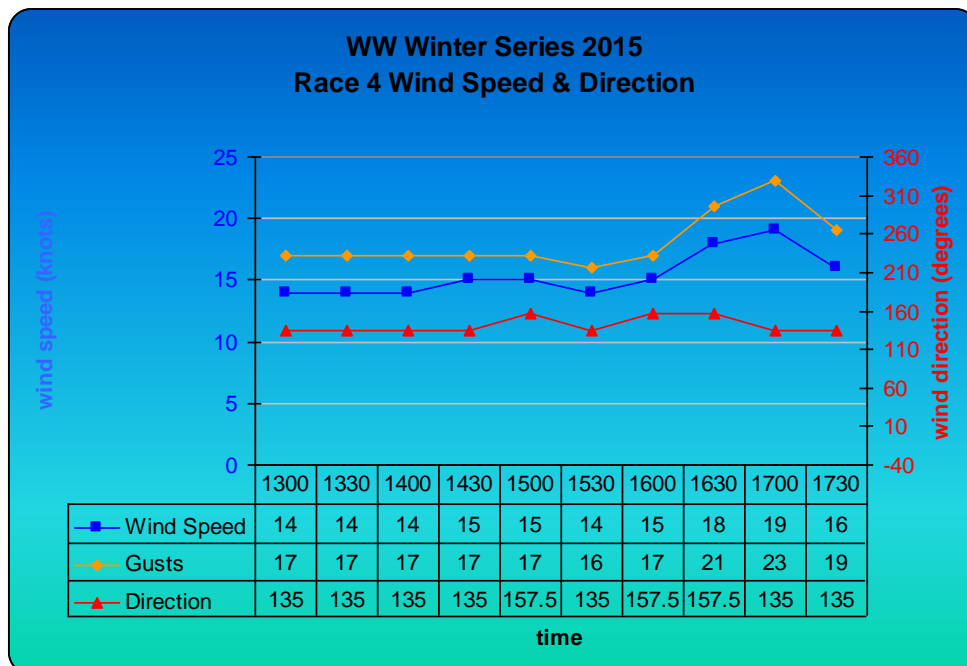
Forty-Three Started, Forty-Three Finished Wednesday Wonders Winter Series 2015 Race 4 (22 Apr 2015)



Last weeks race around the 7 leg, 9.8 nautical mile course 7 was abandoned after the breeze eased preventing any yacht finishing within the time limit. This week saw a record 43 yachts, not only starting but also finishing the same course well within time. A steady breeze, small amount of swell and sunshine combined to make an enjoyable afternoons sail. Five yachts sailed for the first time this series including SM 5005 SHIMMER (Steve & Jac Twentymen). There was a tie for 12th place between FOGGY DEW (Frank Hilliard) and PHOENIX (Alex Tseberg) and only 1 second separating CAVALIER (David Lynch) from JOHNNY B. GOODE (John Chipp) in 16th and 17th place with the same margin separating DARK ENERGY (John Lindholm) from BARNSTORMER (Brian Barnes) in 26th and 27th place.



A significant difference between races 3 and 4 was the breeze. In race 4 it was mainly from the southeast and tended to increase as the afternoon progressed from 14 to 19 knots. This was in contrast with the previous week when it eased as the day progressed.





The Oceanis 34's enjoyed the sailing conditions with the 3 of them finishing 1st, 3rd and 17th after starting 10th, 12th and 15th. SURI (Rick Blanck) was the best, finishing the race 12 seconds ahead of the rest of the fleet. SURI was the 10th yacht to start the race 20 seconds late for her 25 minute handicap. She sailed the first 4 legs of the course in 1:09:40 moving up from 10th to 5th position behind BON VIVANT (Russell Keays) at the first rounding of number 4. During the last 3 legs of the race SURI continued to improve her position to finish first at 15:44:34 after sailing the entire course in 1:49:34. SURI has sailed the 3 completed races this series and is currently in 3rd place in the aggregate.

Recording her 2nd podium finish in the series was AIRWAVES (Rob Fenton). AIRWAVES started from 3rd place 8 seconds late for her 9-minute handicap - her lowest of the series so far. By the first rounding of number 4 at 15:01:01 AIRWAVES had claimed the lead after sailing the first 4 legs of the course in 1:22:53. During the last 3 legs of course 7 she was overtaken by SURI and finished in 2nd place at 15:44:36 – 12 seconds behind SURI. AIRWAVES have completed 3 races this series and are placed 2nd in the aggregate.



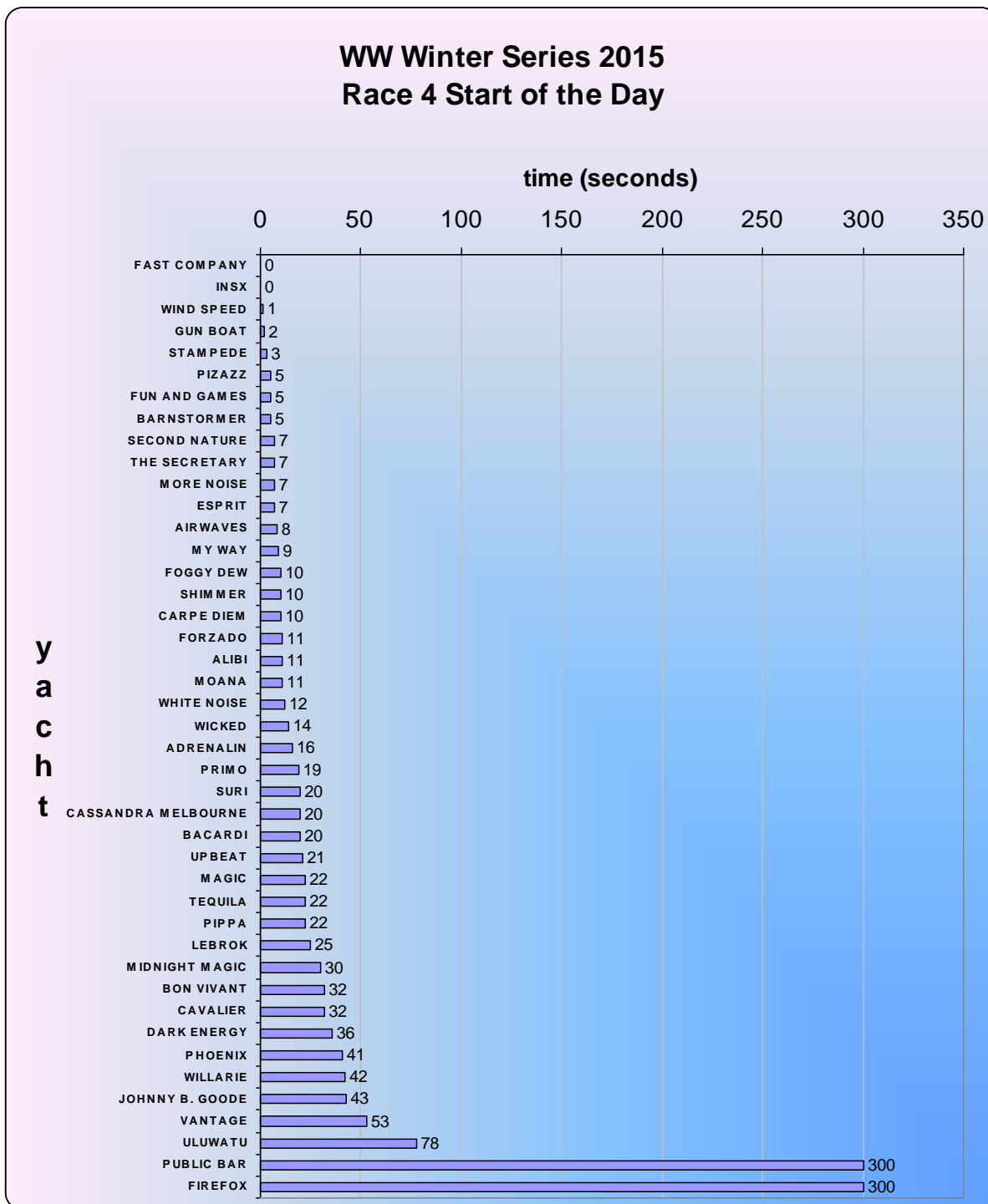
Also completing her 3rd race of the series and finishing in 3rd place was the Oceanis 34, PIZAZZ (P Martyn & R Kemp). PIZAZZ crossed the finish line at 15:45:25 after sailing the entire course in 1:49:25. She was the 12th yacht to start the race only 5 seconds late for her 26-minute handicap. By the first rounding of number 4 she had moved into 6th place, 2 places behind SURI. PIZAZZ was unable to catch the eventual winner of the race who beat her by 51 seconds after starting 45 seconds apart. With 2 top ten finishes from 3 races, PIZAZZ is joint 4th in the aggregate on 7 points.



There were two winners for Start of the Day both recording a perfect start. It was FAST COMPANY (Albert Doggett) that started right on her 34 minute handicap, with last series Misty Blue Trophy winner, INSX (Rob Sills) recording the same perfect start at her 50 minute handicap.

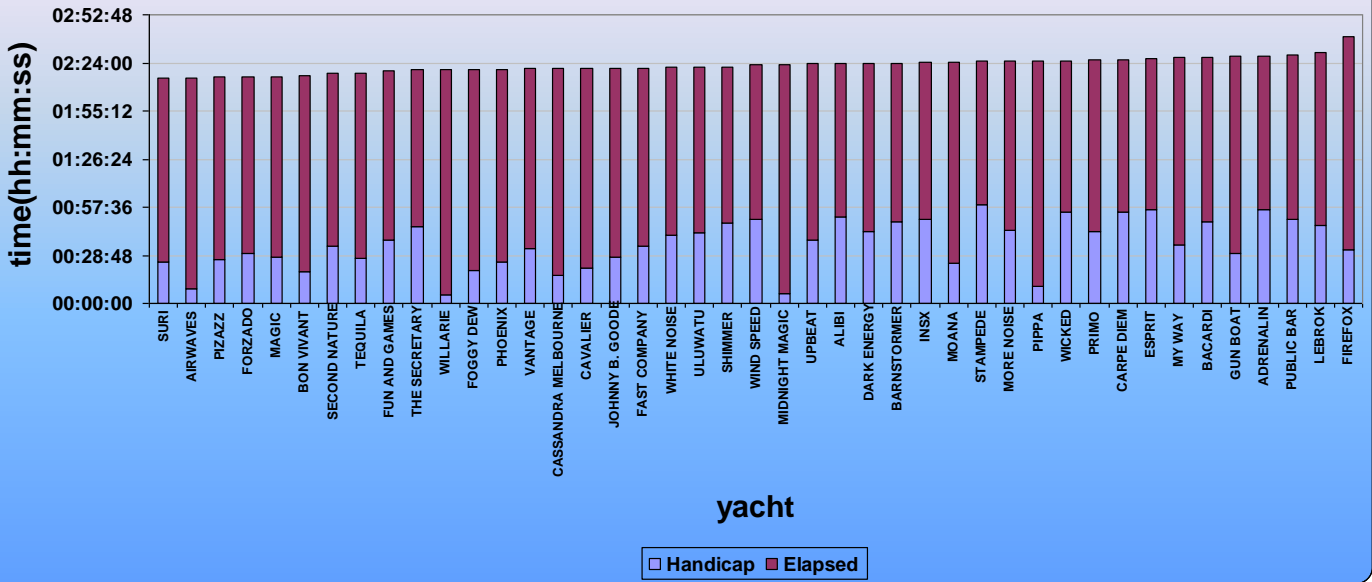


The median Start of the Day was 14 seconds, with 40 of the 43-yacht fleet all-starting within a minute of their respective starts. Two yachts started too soon and were penalized 5 minutes.



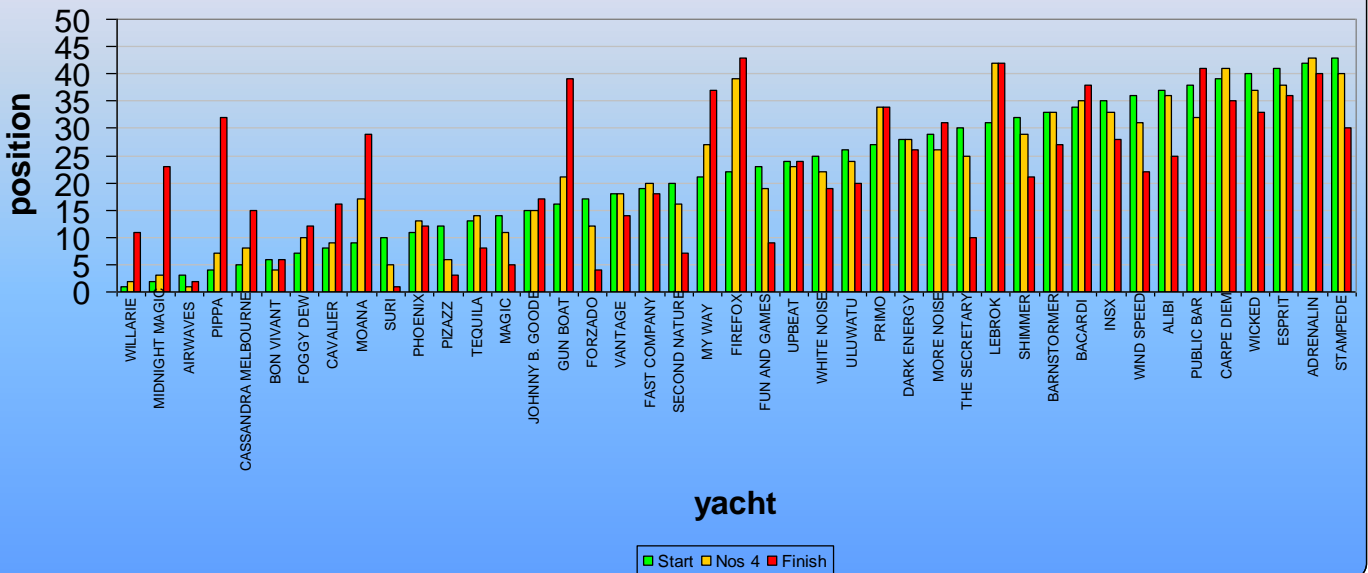
The fleet started the race 53 minutes 21 seconds apart and by the first rounding of number 4 the gap had reduced to 23 minutes 19 seconds. The gap had increased marginally by the end of the race to be 24 minutes 45 seconds.

WW Winter Series 2015 Race 4 Results



Nine of the first 14 yachts to start the race were amongst the first 14 to finish. Six of the middle 15 yachts to start were amongst the middle 15 to finish whilst 8 of the last 14 yachts to start finished in the last 14. THE SECRETARY (George Shaw) made the biggest improvement to her start position of 30th by finishing 10th.

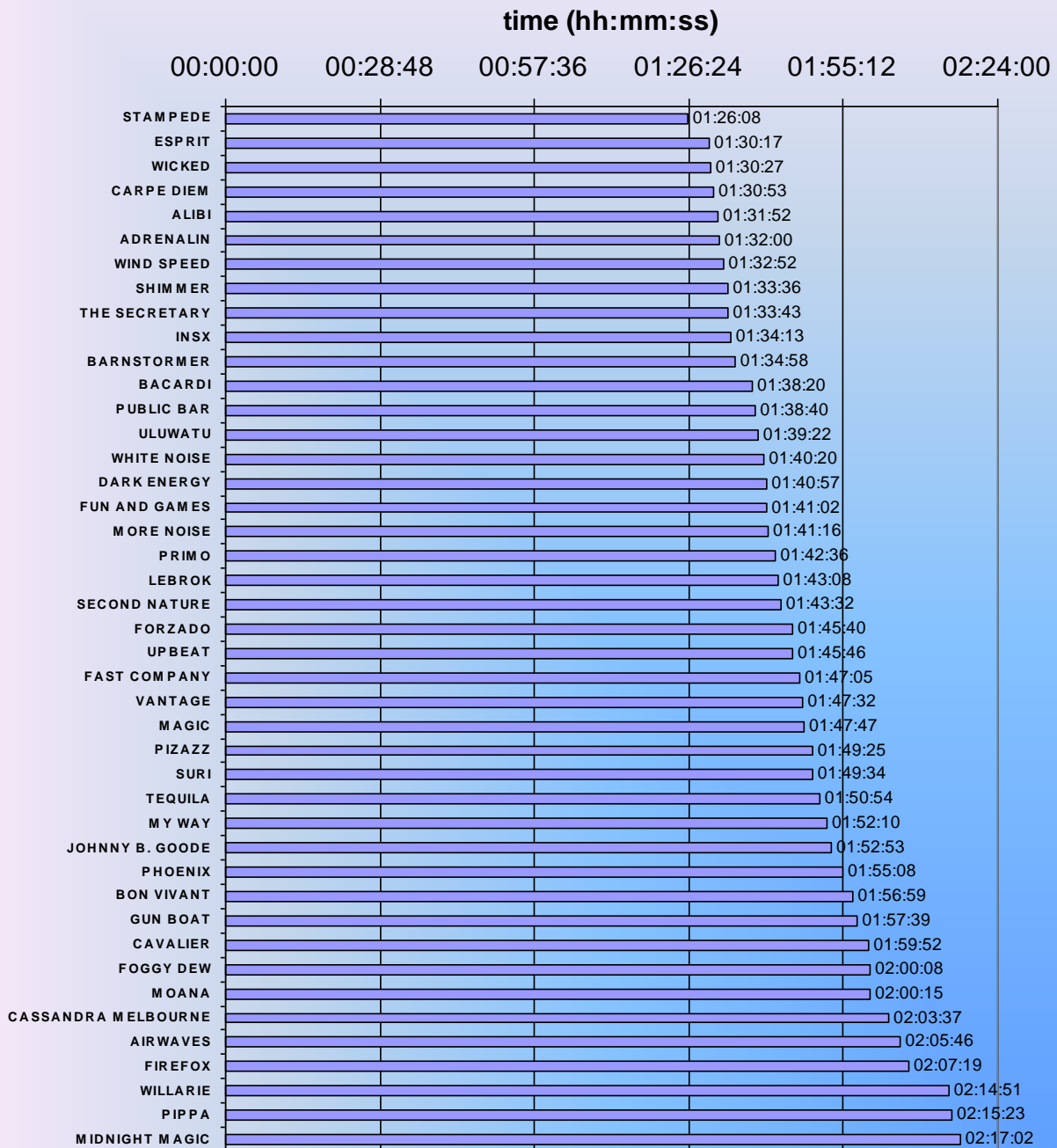
WW Winter Series 2015 Race 4 Position at Start, Nos 4 & Finish



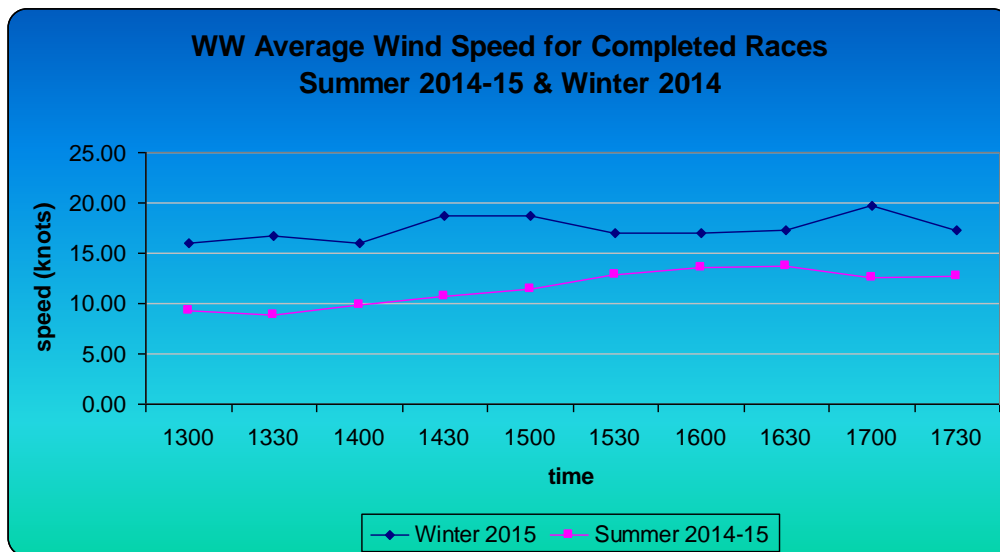
Recording the fastest elapsed time for the race of 1:26:08 was STAMPEDE (Christopher Gendala). She was the last yacht to start the race at 14:29:03 and finished 30th. The average elapsed time for course 7 was 1:47:03. Eight yachts enjoyed a 2 hour plus sail.

WW Winter Series 2015 Race 4 Elapsed Time

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Although only 3 of the 4 scheduled races of the winter series are complete there is a significant difference in the wind strength between this and the previous summer series. The average wind speed for the summer 2014-15 series was 11.6 knots from around the southeast. The average wind speed for this winter series is 17.4 knots from around the southwest. This is allowing yachts to sail further and faster. The average sail time for this series is 1:48:34 around a course with an average rhumb line length of 9.83 nautical miles. This compares to 2:05:02 around a course with an average rhumb line length of 8.81 nautical miles for the summer 2014-15 series.



Windward Buoy

Windward Buoy's Wisdom

In case you do not realize, most of the stats and records are presented by Windward Buoy from his records of WW races. From this he is able to draw a broad perspective of Wednesday Wonders racing and base his "Opinions" on actual factual data that has been kept.

We will be adding a new graph, partly to assist the phantom handicapper, showing the theoretical and actual handicaps.

Windward Buoy has outlined the aim of a handicapper for WW in a stern chaser race.

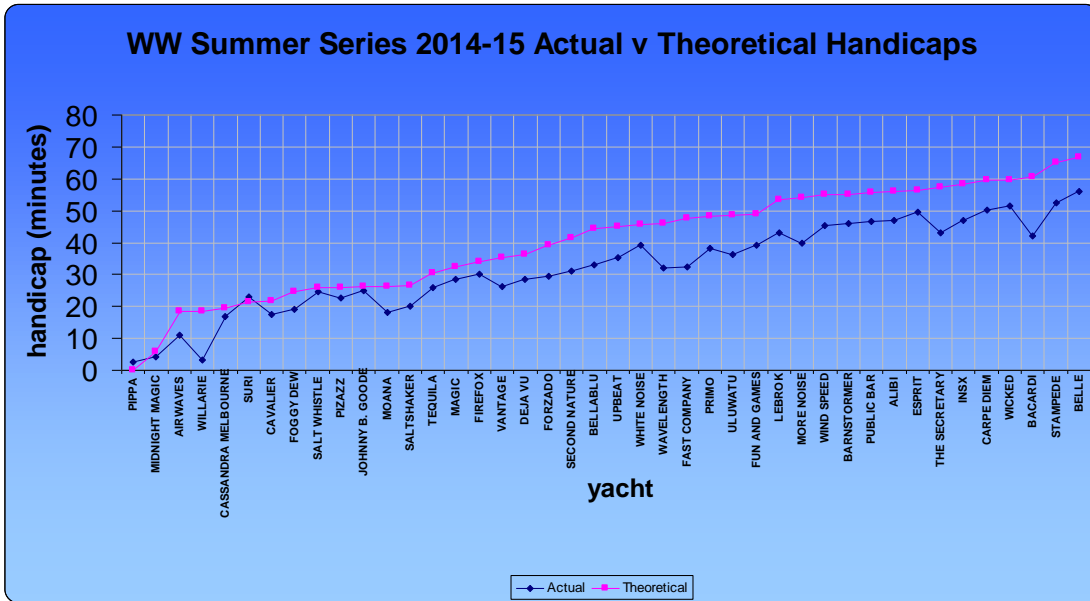
This document is worth your time to read carefully. Part 1 follows:

"All handicap systems are flawed."

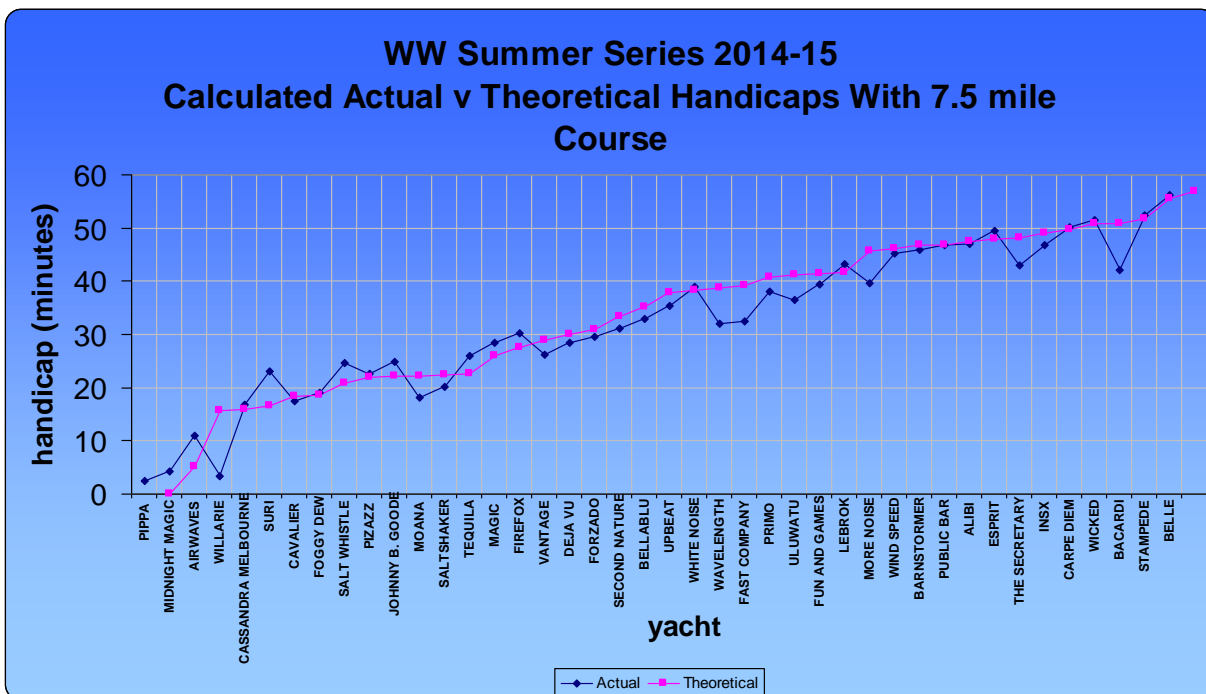
It is understood pursuit racing is based on the principle that every entrant in each race has a fair chance of winning. A fair and successful pursuit race appears to revolve around three key steps:

1. Determining the speed of the slowest yacht in the fleet;
2. Selecting a course that the slowest yacht will complete within the time limit;
3. Allocating appropriate handicaps, again using the slowest yacht as the datum.

Determining the speed of the slowest yacht in the fleet, selecting the appropriate course; and, allocating handicaps are all easier said than done. Most of it depends upon the variable and uncontrollable wind speed. Using data from WW Summer Series 2014-15 (for yachts that sailed 10 or more races) the average time for the slowest yacht to sail around the average 8.8 nautical mile course was about 2 hours 45 minutes. With that in mind theoretical handicaps were calculated for each yacht and compared to their actual average handicaps. The results are plotted in the graph below.



The results of this comparison are surprising. With the benefit of hindsight the graph indicates handicaps during the last summer series for most yachts needed to be increased by about 20% to ensure fair competitive races with closer finishes. Alternatively keeping the same handicaps and reducing the course length would have a similar result. The following graph indicates that actual handicaps would have been closer to the theoretical handicaps if the average course length was shorter at 7.5 nautical miles rather than 8.8. Maintaining some balance between wind speed and course length (i.e. the less breeze the shorter the course) is important in a pursuit race.



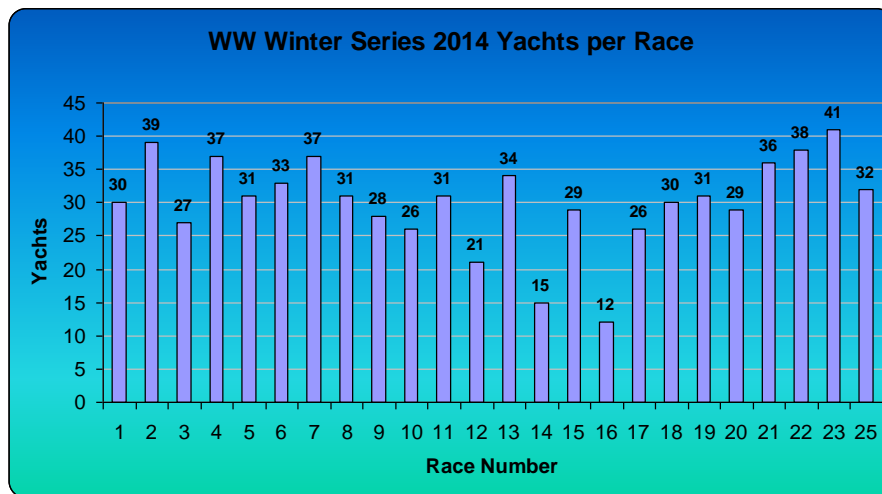
With the shorter courses, the races last series could have been fairer, more competitive with finishing times closer together. Nevertheless, it should be acknowledged that there were 19 winners in 23 races.

End of Part ONE. Part two next week... including the average speed of all yachts summer & winter.

Century Class The first race is this week Race 5. A reminder that if you have **not** previously registered then you need to do it **BEFORE** Wednesday. To enter send details to Mark Windward. i.e. the age of your yacht, and your age. The total must be 100 years or more. [MARK WINDWARD](#)

Advice on how to win races

With the increase in the fleet it is now more difficult to win a race. One win in two seasons is more the norm now. However I suggest that you consider racing at your best in the middle of winter. Race 12 to race 17 is when you should put up your new sails and call up your best crew. This is based on last winter's season. With a smaller number of competitors you have a better chance to win.



This week features a few photos for our guest photographer Gai Woolhouse. If you would like copies of any photos please request them from Mark [CLICK](#)



Welcome to **Sm5005 Shimmer** (Steve & Jac Twentyman) a 50ft 2015 Hanse 7/8 rig. They started 32nd just 10 seconds late, on their 48 min handicap. By No 4 they were 29th and improved to finish 21st, just behind Uluwatu, White Noise & Fast Company by 31 seconds. Time taken 1: 33:36 (8th fastest time). Mark is informed that in an earlier race at Safety Beach they

finished 22nd so they are improving. Watch Out!

To find out more about the Hanse 505 see *Sail's* boat review of [CLICK](#) or *Boat Point* if you want to know how much it will cost you. [CLICK](#)



The yacht is showing the latest style in non-porthole windows - "the square look" is in. Check out the various new craft being unloaded in the yard. There is an optional extra for these yachts - a Garden window box planted with flowers of your choice.

Did I hear George saying something about stress fractures in square windows? I remember that this was a major problem for the beginning of the British Aircraft Industry.

You will notice that as the crew got to know Shimmer, that it is going faster, or is it that it is just on the downhill section of the course?



Sm477 Esprit had a bit to catch up to the yachts in the background and finished 36th 12 mins off first place. She was the second fastest around the course 1:30:17

Answer to Question 3

THE QUESTION: 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.

THE ANSWER: The correct answer was received from **Tom Badelka** who is back sailing on Moana - "I believe the three masted schooner you refer to is the "**OSPREY**".

The Schooner "Osprey" under the command of Captain Hawkins, went ashore with two anchors down early on Sunday morning 18.6.1854. (The captain had previously been fined on 29/3/1854 during a gale that forced him to leave Geelong under duress of the weather, for only having one anchor) As an easterly wind was blowing a gale and huge waves were breaking over the stranded vessel. All hands and most of the ship's gear were saved. When the storm abated, she was left lying on her side, only a few yards out, but badly sanded up. Her owners (Messrs Morrison & Co. Geelong) believed she could be salvaged, but their attempts failed and she became a total wreck. The ship had a figurehead in the form of an Osprey.

There has been much discussion about the wreckage of the Osprey particularly when it was uncovered by floods in 1933. Some wreckage was sighted in 1995 but the council cleaned up other bits in 1988. At low tide near the Erskine River sometimes lower frame parts protrude. To read a full report [CLICK](#)

Question for RACE 4

Can you ever ... ever name a lighthouse like this?

Known as 'The White Queen', Operational from 1891.

Lighthouse keepers operated the beacon for the first 27 years and since then it has been automated.

The first head lighthouse keeper, George Bardin took the job after falling off the crow's nest of the ship he was working on during the journey to Australia.

After recovering from two broken legs, he began the role, which involved climbing a 136-step spiral staircase several times a day.

At one point the site was home to about 20 children of the lighthouse keepers.

Some say this lighthouse is actually twisted. Before a nearby road was built supplies would be delivered by boat twice a year, but they couldn't always get close enough to deliver them by hand.

"The boat would lob into the coast as close as it could get and if conditions were fairly benign they would row everything into shore,"

"But they're not always like that here, so there were times when all of their food for the next six months and their kerosene and every single thing they needed, would just be wrapped in canvas, the sailors would just throw it into the water hopefully with an incoming tide and then it would wash up onto the beach, if they were lucky."



Mark and the Buoy would welcome your feedback, answers, photos, stories and bits of information. Next week a new quiz. It is going to be called "Six of the Best". It invites you to put forward your best ideas on how you think Wednesday Wonders could improve. Start thinking about it. I am sure the sailing committee would also welcome your ideas. Please send to [MARK WINDWARD](#)

As it is Anzac day today, included is a personal note from Jeffrey Woolhouse.

Below is a part of the last letter from his uncle, Captain Herbert Franklin Curnow 22nd Battalion A.I.F. written to his mother. It was written at Pozieres, France where he was killed 5/8/1916 at the age of 22 years 8 months. His illustrated war diaries have been published. To read about his final battle included in the last chapter of this publication [CLICK](#) on this link.

France

26. 17. 16

Dear Mum

We are now down at Albert & expect to go into the fighting tonight. In case I am killed in action or die of wounds I want you to know that I have lived a clean straight-forward & honest life.

I have kept myself pure have not touched a drop of intoxicating drink, neither have I taken or smoked. I have a clear conscience & have no fear of meeting my Maker.