

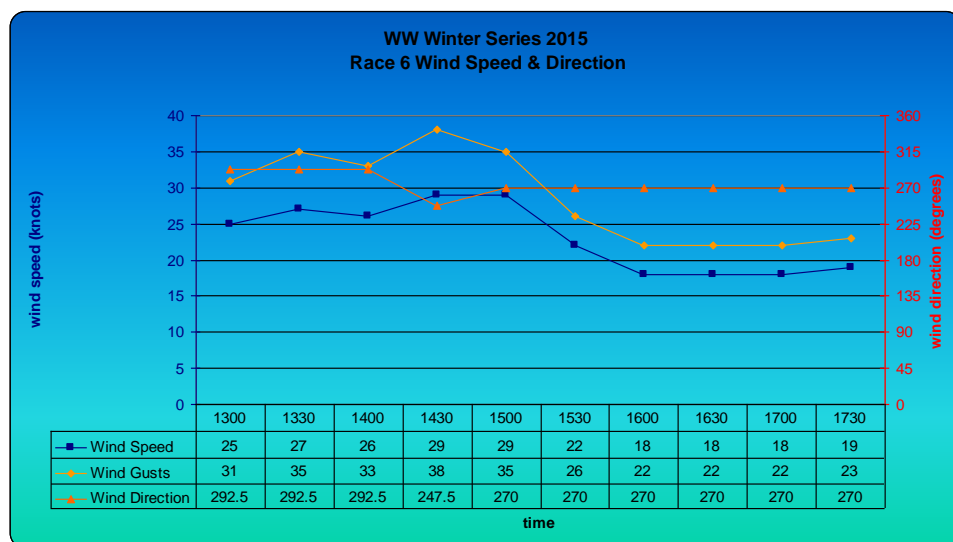
**The race in which no-one got Windblown or Flyblown.
Wednesday Wonders Winter Series 2015 RACE 6
(6 May 2015)**



The abandonment of race 5 was probably a relief for some and a disappointment for others. The BOM issued a strong wind warning on Wednesday for Port Philip and forecast:

“Northwesterly 20 to 25 knots increasing to 20 to 30 knots this morning before tending westerly at 20 to 30 knots around the middle of the day. Wind easing to 20 to 25 knots later in the day. Wind tending northwesterly at 15 to 20 knots during the evening, 1 to 2 metre seas. Partly cloudy. 60% chance of showers.”

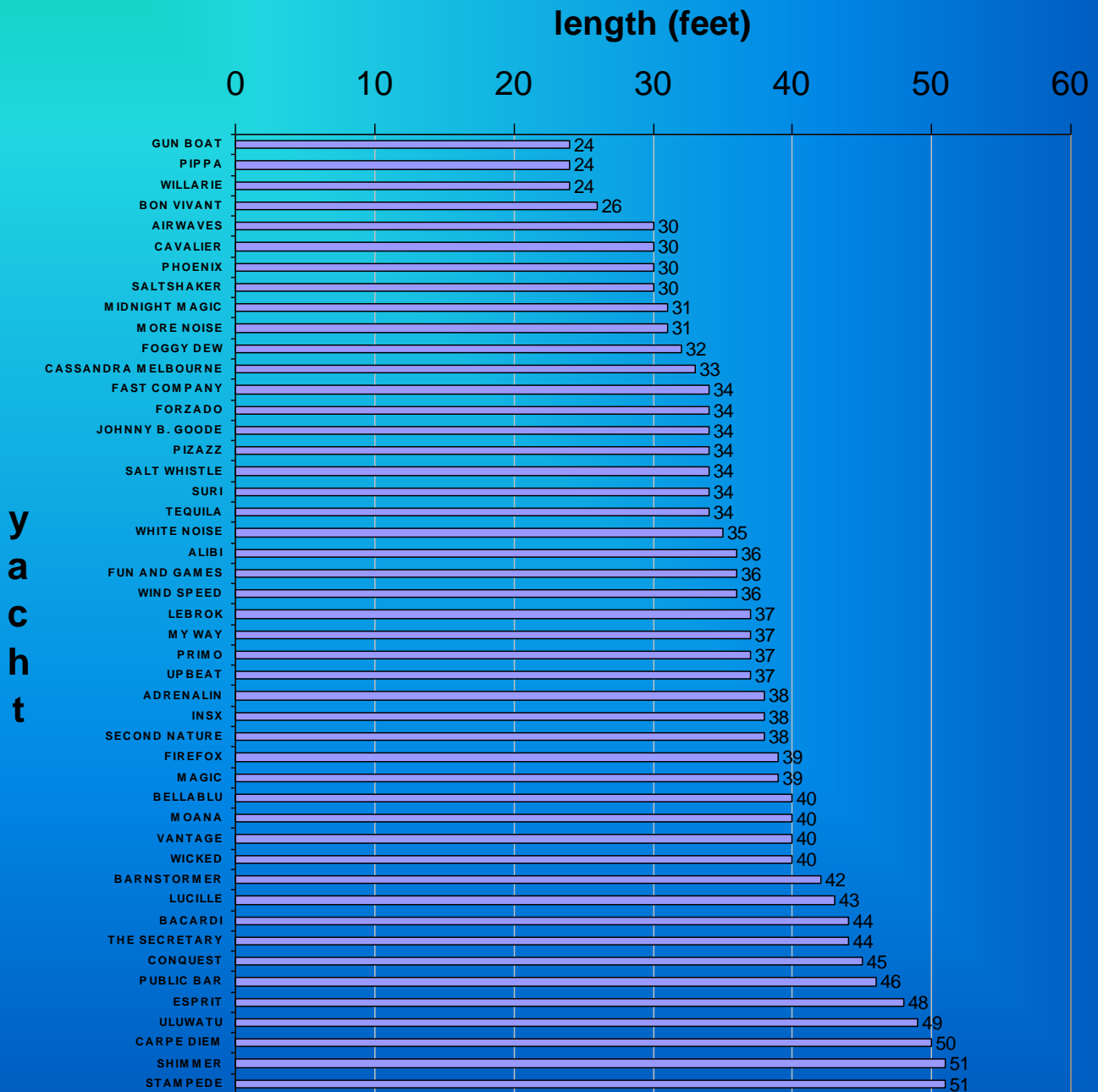
Observations taken at Fawkner Beacon were in line with the forecast with an average wind speed of around 23 knots from the west for the afternoon. There were gusts of 38 knots and Moorabbin Airport recorded 1.4 mm of rain. As forecast the breeze did ease at about 1300 after reaching around 29 knots. Sailing in those sorts of conditions could be “character building” but not exactly pleasant. The average wind speed on Wednesday afternoons in this series is currently more than 15 knots.



This was the 2nd of 6 scheduled races abandoned in the series so far. This is already more abandoned races than in the entire summer series. It is necessary to go back to race 16 held on the 28 Jan 2015 to find a Wednesday afternoon when the breeze averaged 23 knots. Hopefully things will improve for the next race.

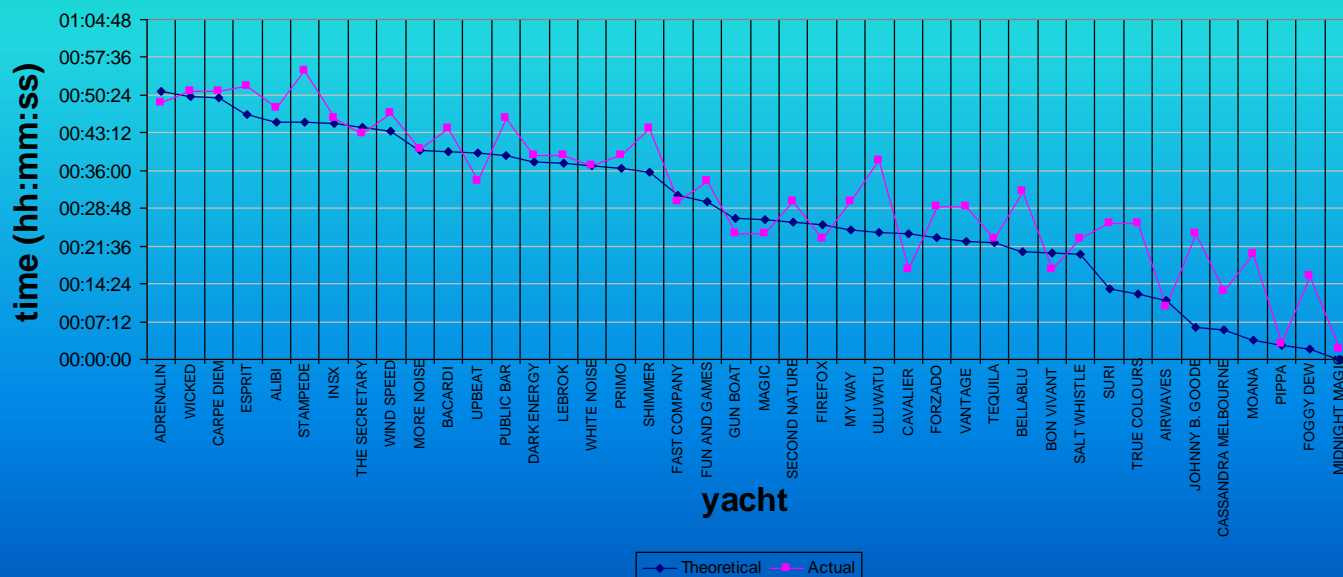
There are 47 entrants in this winter series, representing 24 different makes of 22 different lengths ranging from about 24 feet to 51 feet. Both the average and median length of the yachts is about 37 foot with 34 feet seemingly a popular choice. The following chart shows the lengths of the fleet.

WW Winter Series 2015 Approximate Yacht Length



In stark contrast to the conditions for race 6, race 5 had a light breeze of around 6 knots just enough for the fleet to sail around an 8.5 nautical mile course. The following graph illustrates which yachts handled the conditions the best (they won) and those that didn't. Those that have a purple dot below the blue dot handled the conditions best (the larger the gap the better). Those with a purple dot above the blue dot didn't do quite so well (the smaller the gap the better). The good news is that the conditions for the next race will be different.

WW Winter Series 2015 Race 5 Actual v Theoretical Handicaps



[Mark Windward](#) A report to read when the weather is poor

No Extras

The following wording has been suggested to be recommended to Sail Committee:

14. RACES DESIGNATED 'NO EXTRAS' (draft only)

For races designated 'no extras' yachts shall only deploy foresails that can be used for sailing to windward. The sails shall be secured at the tack, head, and clew as well as along the full length of the luff. Boats shall not deploy additional headsails, spinnakers or the like. Headsails may be poled out.

Feedback [Mark Windward](#)

Overheard from someone reading *Off the Wind* Champions page:

"It doesn't say if they are summer or winter winners, and where are the Wednesday Wonders winners?"

Photos of yachts.

We do not use full quality photos in the reports. If you want to print any of the photos we feature please note:

We try to send photos of yachts to the relevant skippers. These are sent at the highest resolution. It can be up to 5mg. If you would like a copy of a photo, providing we have permission, please send MARK a request (including sail number etc. and I will forward you a high quality copy. If you do not want any photos sent you can also advise me and I will make a note of it.

- MARK

Handicapping or "spin doctoring"?

Complaints about handicaps by yachts big and small. Can the handicapper win?

For Small yacht

5 mins on 50 min handicap is 10% of their handicap

5 mins on 10 min handicap is 50%

i.e. Big yacht small alteration

Small yacht big alteration

Large yacht perspective

5 mins on 2.5 hour elapsed time is 3.3%

5 mins on 1.5 hour elapsed time is 5.5%

ie Slow yacht small alteration

Fast yacht big alteration

MARK SAILING TIPS
FOR BIG YACHTS



What does the call MAST ABEAM mean?

Recently Mark heard this call. With consultation and thanks to Rob Ware the following is presented:

What does it mean when a skipper calls out "MAST ABEAM"

It actually means that the skipper does not know what the current rules of sailing are and should read the latest edition of the blue book that he or she has on board.

In fact the call Mast Abeam has not been used for years, it has not been in the rules for years.

Looking at a *hypothetical* situation when the skipper of boat 1 may have called out mast abeam:



A summary

Boats sailing downwind poled out on the port side

300~ 400 meters from Mark 2 coming from Mark 1

Boat 1 travelling slower than boat 2 and boat 3

Boat 3 travelling slightly faster than boat 2

Boat 1 holding course to number 2

Overlap starts to occur and Boat 3 starts to push down onto boat 2 who consequently pushes down onto boat 1

All boats are in close proximity

Rules applicable are as follows: Thanks to Rob Ware

*Before overlaps are established, **Rule 12 – Same Tack, Not Overlapped**, applies between adjacent boats with the boat clear astern having to keep clear of the boat clear ahead. It is similar to the COLREGS rule ‘overtaking boat to keep clear’ – but not exactly the same.*

*When a boat establishes an overlap from clear astern and to windward of another boat, **Rule 11 – Same Tack, Overlapped** applies and the windward boat must keep clear. When the three of them are overlapped, 3 has to keep clear of 2 and 2 has to keep clear of 1*

...If, say, 3 gybed on to starboard, 2 and 1 who are both on port, would have to keep clear – perhaps by gybing.

If all the boats gybed and remained overlapped, 1 would be windward of 2 and have to keep clear and 2 would be windward of 3 and have to keep clear of her.

In each case, the leeward boat would be entitled to luff provided each time they altered course, they gave the windward or burdened boat ‘room to keep clear’.

It would be good to give some feedback to the sailing committee or any comments you have about Wednesday Wonders, particularly for next Winter season

FEEDBACK or ADD to:

Six of the Best: Ideas to improve Wednesday Wonders ...

- Start summer races at 14:00 instead of 13:30. If you check the wind during summer it does not strengthen until after 13:30. This would allow handicaps to be more realistic for earlier starters.
- Make clear what sails can be used “in the spirit of Wednesday Wonders” such as Code Zero
- Consider postponing races when the wind at Fawkner is less than 5 knts. This will remove “lottery races” when yachts sit and wait for the wind to arrive.
- Bring back the orange spinning light as a warning signal.
With an off shore or on shore wind the flags flown from the tower cannot be read out at sea. If there was an emergency.... (I.e. a large squall arriving) and communication is needed to be given to all yachts; the previous rotating light was highly visible in nearly all parts of the course.
It should be operated independently as a warning signal and not rely on a computer or computer skills to operate it.
- More rewards for more yachts. With the increase in yachts per race and registered in the series, the probability of winning (or being acknowledged for a good performance) is reduced. More prizes per race could be awarded. For example: to the first four or five places; or to the winners of 3 different classes (to be established) within the fleet.
- Introduce more “special awards or novelty prizes that give a range of yachts the opportunity to win a small prize or to acknowledge their effort. e.g. School Holiday school student prizes. Grandfathers opportunity day, Dad and daughter or sons race. Such awards could be made within the structure of the normal races, and winners must be at presentation to pick up the prize.

Videos of the week

CNB Bordeaux 60's Arrival to SYC Melbourne, Australia

To see their unloading and sailing visit Sundance: a short U tube video clip [CLICK](#)

While you are watching U tube check out the **CNB 76** Semi-custom yacht video clip of the production and sailing of the yacht time 6:15mins [CLICK](#) WELL WORTH THE 6 MINS

Check out the sideways **sliding foil** on the INFINITI Yachts High performance Super yacht [CLICK](#)
https://www.youtube.com/watch?v=QilsZmXA_u4&spfreload=10

Video on Sailing World's Web Site by Mike Ingham Why you should pinch a little in light air when the wind drops.

[CLICK](#)

Answer to Question 5

Only half this question was answered by Tom who accused Mark of being devious. What was the name of the Ship? What is the name of the bay mentioned? As an important ship it should be known to all SYC sailors. You have another week to answer both questions. Send to [Mark Windward](#)

One of the early skippers in 1800's on a February day sailed into a bay and recorded the following. "On Wednesday the launch returned and the first mate reported that he had found a good channel into the harbour, which was "a most noble sheet of water" Shortly afterwards the skipper himself entered the newly discovered Port and named it PORT KING in Honour of the governor of a British colony.

He arrived there and anchored at 3.30 P.M. in a sandy cove off a point of the shore which lay distant a quarter of a mile to the southwest. He named a high mountain; and a cluster of islands where black swans were plentiful; a bold rocky point to the east-south-east Point Patterson and a long sandy point "Point Palmer".

Question for Race 6: What ship am I?

You may have seen me under power on the bay. Your parents definitely would have. (Mark has spent a night moored alongside her)

I was built 1953 in what was called a classic design. I think I have rather beautiful lines even though I was always a work boat. A craft very similar to me has served royalty. I spent about 26 years doing one job and was replaced by much smaller boats. At that time was advertised for sale for just \$2 million. When I was sold, for a while I was going to be made into a luxury yacht.

However I was given away to my current owner who is Melbourne based and am still on the water and will return to Melbourne soon. I am currently having a bit of work done on me. My diesel electric engines still operate my twin-screw props and all of my 63 meters is being repainted to my original colour.

Send your answer to [Mark Windward](#)

... Maybe by next Wednesday there will be an improvement but the forecast is not great.

[Mark Windward](#)

Blame my crew for these definitions

I used to be a banker, but then I lost interest.

What do you call a dinosaur with an extensive vocabulary? A thesaurus.

In addition, a quote that is believed to have come from our previous handicapper, who we did know who he was, and what he did.

I got a job at a bakery because I kneaded dough.