

A Close Finish to a Fast Race

Wednesday Wonders Winter Series Race 9 ~2015 (27 May 2015)



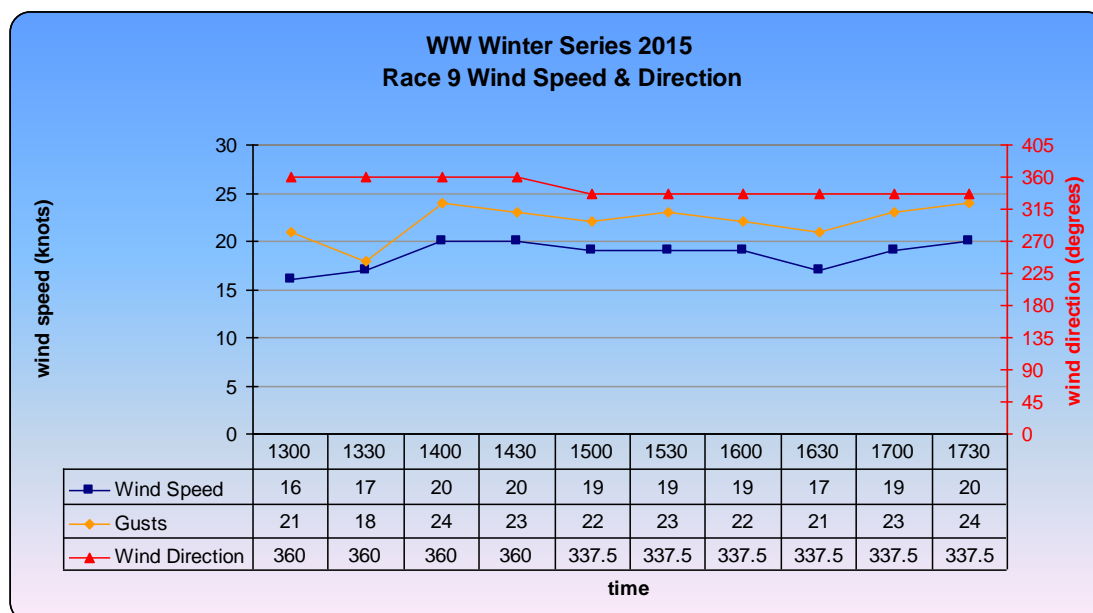
With the last of 27 yachts crossing the finish line at 15:49:50 race 9 witnessed yet another close contest. Only 12 minutes 40 seconds separated the first from last yacht across the finish line and a yacht finished the race every 28 seconds.

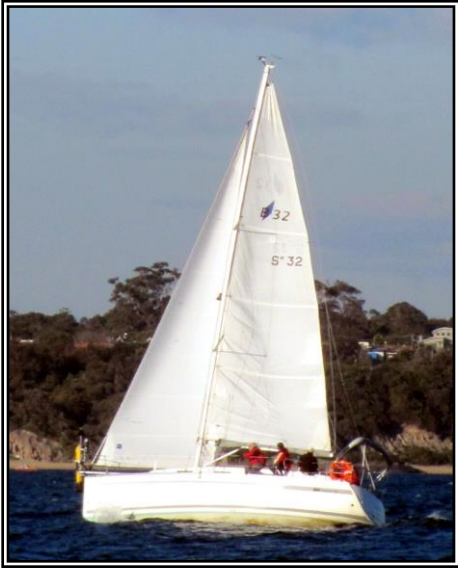
The second half of the fleet was more compact than the first. Four minutes fifty- two seconds separated them compared to 7 minutes 48 seconds for the first half.

This race set a record for the fastest average apparent speed in a race this series – 5.76 knots. This record was set around the 6 legs, 9.8 nautical mile courses 61 that is a combination of 2 triangles.

The first approximately 6.4 nautical miles, compared with 3.4 nautical miles for the second triangle. The result put 3 yachts on the podium for the first time this series.

It was another great day for a sail with plenty of blue skies and relatively flat seas. Observations from Fawkner Beacon indicated little variation in either the strength or direction of the breeze. It averaged just below 19 knots for the afternoon ranging between 16 and 20 knots. The direction moved westward from the north-to-north northwest. The observations were in line with the BOM forecast.

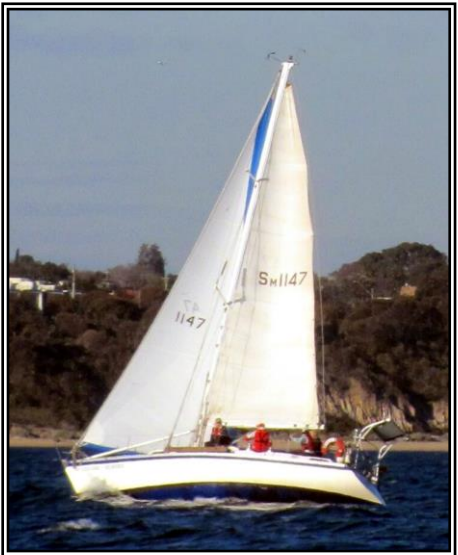




The Bavaria 32, FOGGY DEW (Frank Hilliard) started the series with a 20-minute handicap, which was reduced to 14 minutes for this race. She was the 3rd yacht to start, 15 seconds late for her handicap.

After sailing the first triangle in 1:14:34 she rounded number 4 for the first time at 14:58:49 still in 3rd place behind PIPPA (Jeffrey Woolhouse) and CASSANDRA of MELBOURNE (Bob Reeves).

It wasn't until the latter stages of the race that FOGGY DEW took the lead and after sailing the entire course in 1:53:10 crossed the finish line at 15:37:10 for her first win of the series. She has completed 6 races so far and is currently 7th in the aggregate.



After 6 attempts this was the first podium finish for the Mottle 33 CASSANDRA of MELBOURNE. She started the series with a handicap of 18 minutes but on this occasion she was 73 seconds late for her 12 minute handicap start from 2nd place. She rounded number 4 for the first time in 2nd place 36 seconds ahead FOGGY DEW. However, during the final leg of the race FOGGY DEW took the lead leaving CASSANDRA pretty much where she started – 2nd place. CASSANDRA sailed the course in 1:55:30 and crossed the finish line at 15:37:30 just 20 seconds behind the winner.

CASSANDRA has completed 6 races and is 11th in the aggregate.



Also recording her first podium finish in 6 races was the Bavaria 38 SECOND NATURE (Paul Mentiplay). She started from 15th place, 27 minutes 39 seconds behind the first yacht, and 30 seconds late for her 30-minute handicap.

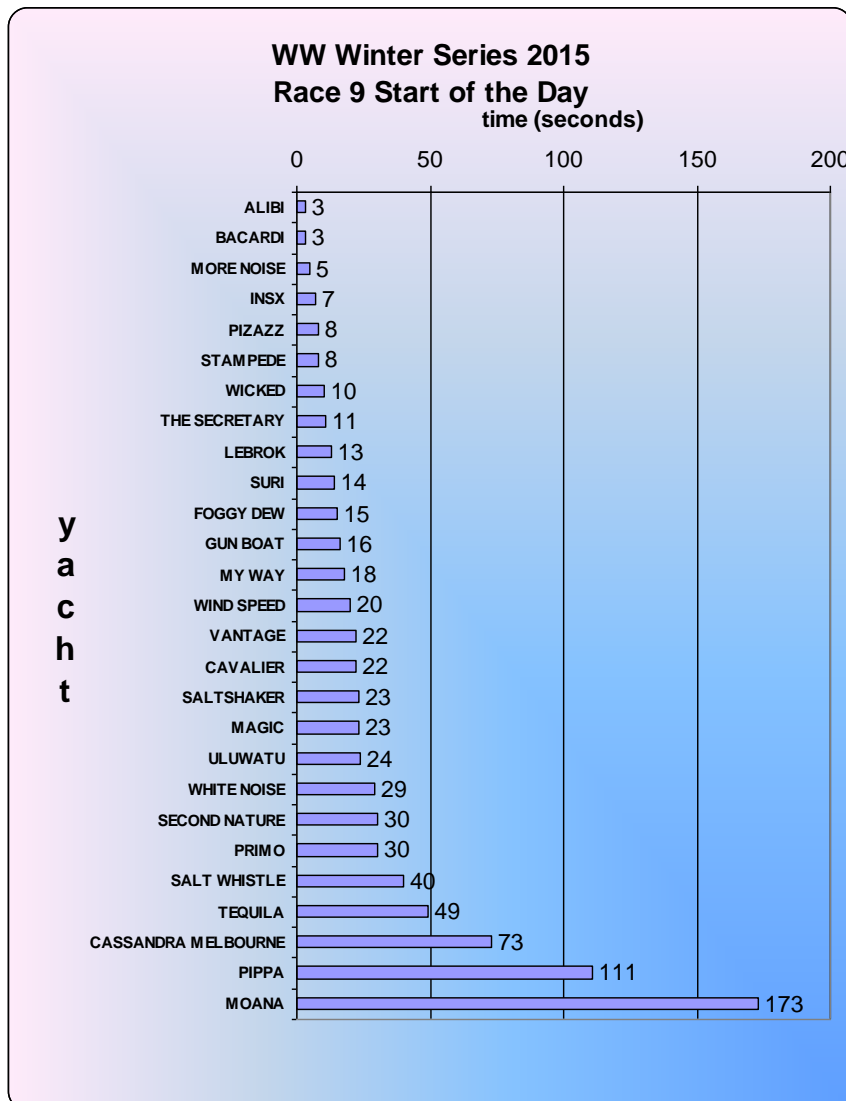
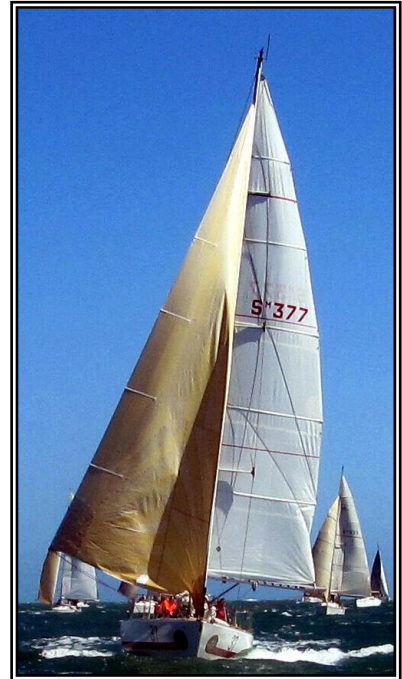
By the first rounding of number 4 she had moved up 9 places to be in 6th place, 7 minutes 18 seconds behind the leader. SECOND NATURE continued to improve her position during the 2nd triangle of the course, sailing the complete course in 1:37:40 and finishing at 15:37:50 in 3rd place just 40 seconds behind the winner and 1 second ahead of SALTSHAKER (Ken Gaylor). This puts SECOND NATURE on 18 points and 10th place in the aggregate, 8 points behind the leader.

Even though he is no longer the real handicapper, it gave Paul the chance to present himself with another prize, this time with no murmurings about setting his own handicap. MW

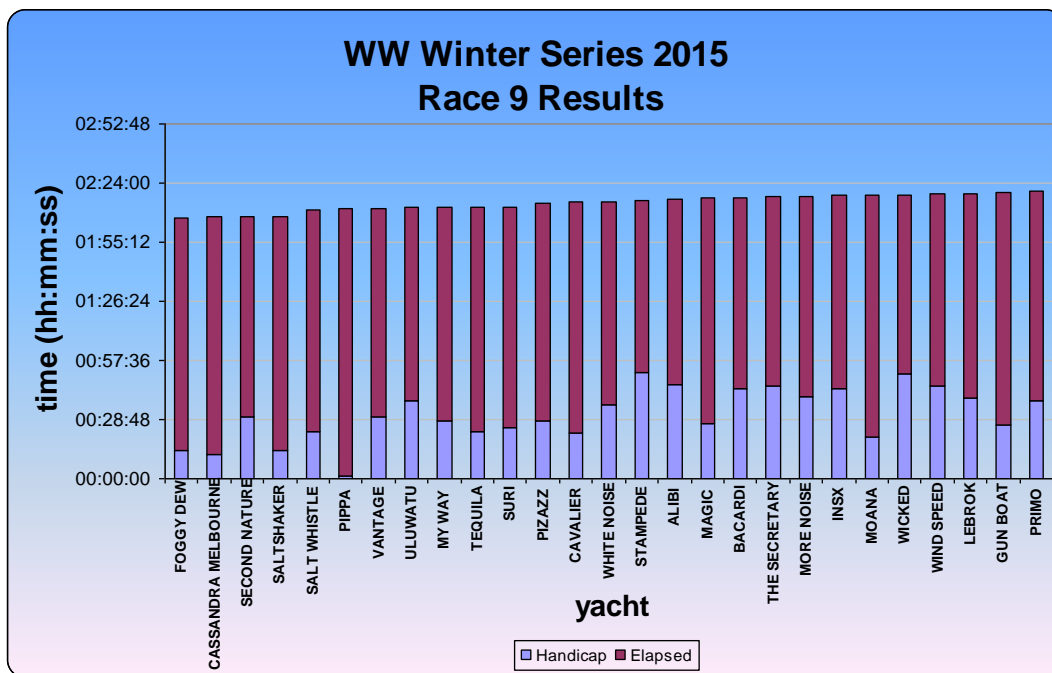
With 2 yachts starting 3 seconds late for their respective handicaps there was a tie for Start of the Day between ALIBI (Denis Hambleton) and BACARDI (Martin Power). This was the first Start of the Day win for either of these yachts. The median start time was 22 seconds with 3 yachts starting more than a minute late.

Thanks to BLAIR SHIPWRIGHT there were two free hull scrubs for this race.

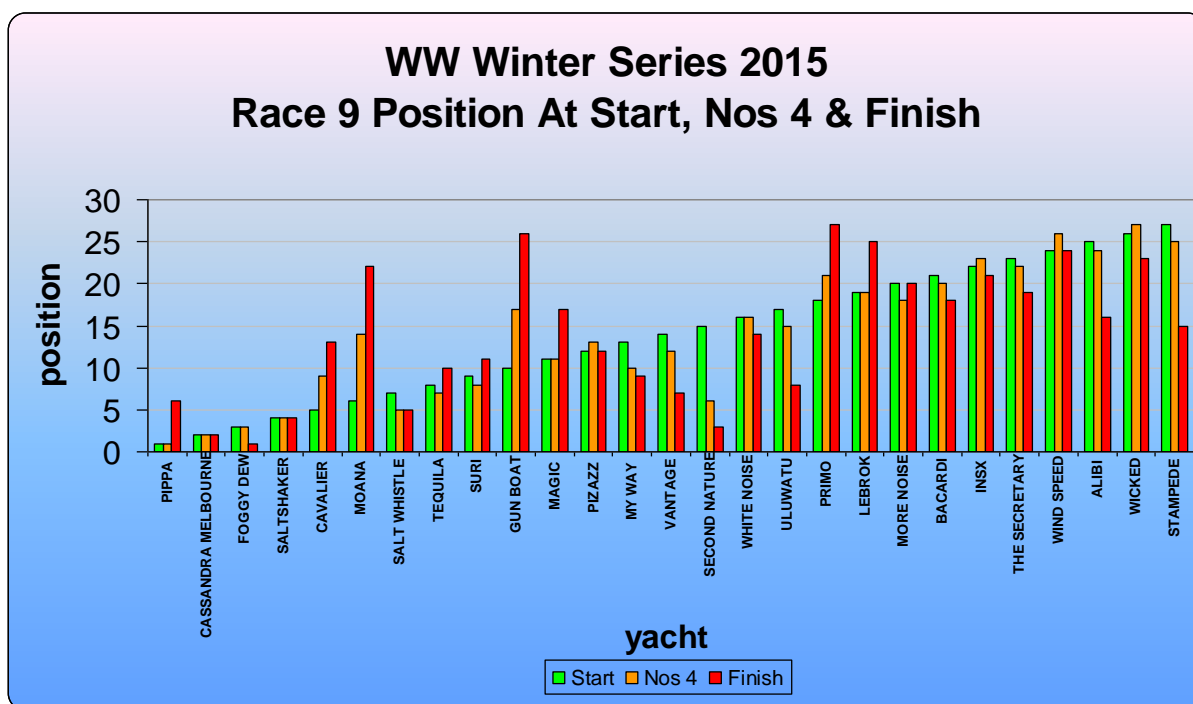
Don't forget Blair's winter discount offer for any work on a WW yacht over the winter months.



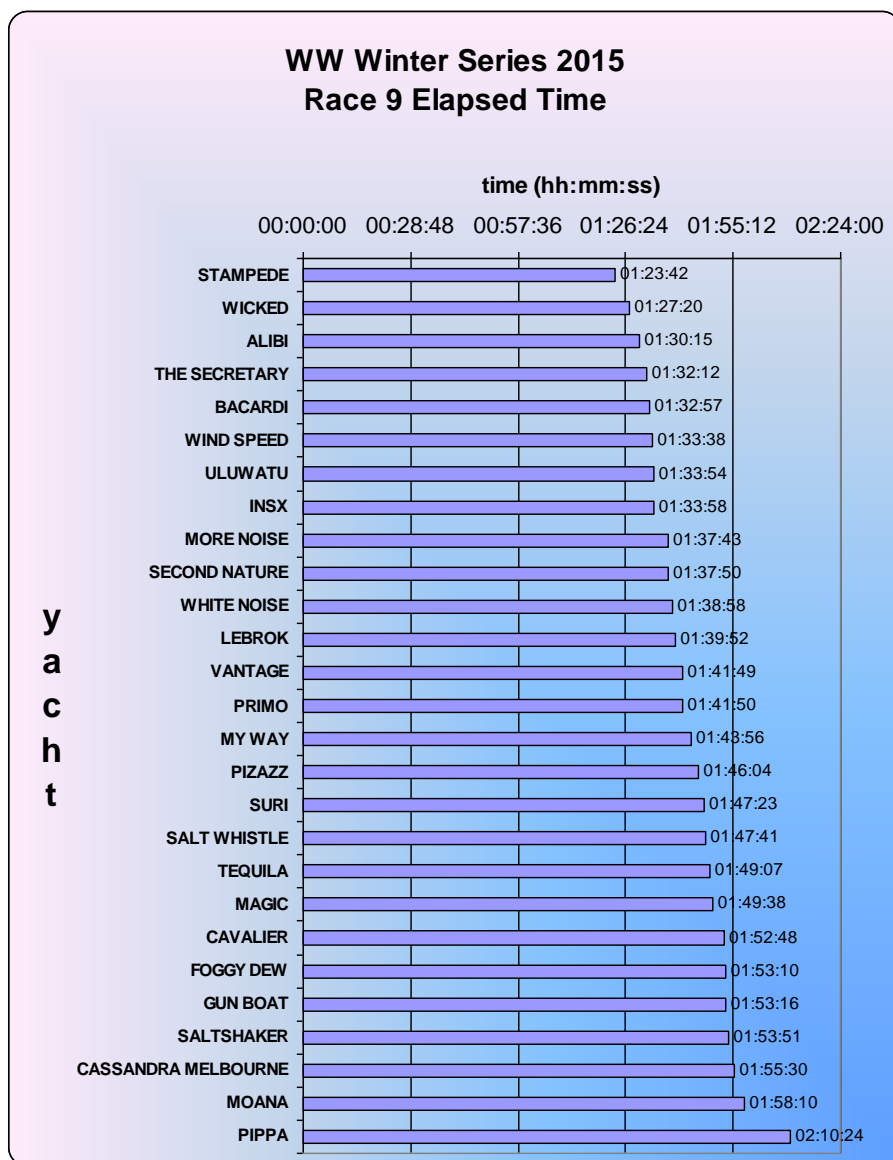
The fleet started 49 minutes 17 seconds apart but the gap closed by the first rounding of number 4 to 20 minutes 55 seconds. By race end the gap had become 12 minutes 40 seconds. Only 41 seconds separated the first 4 yachts to cross the line and there was a close finish for 8th place with ULUWATU (M Billings & P Geary) beating MY WAY (Magdy Iskander) across the line by 2 seconds.



With 5 early starters and 4 mid fleet starters making up the first third of the fleet to finish, it was a disappointing day for the late starters. Only 3 of the late starters were amongst the mid fleet finisher with STAMPEDE (Christopher Gendala) recording the best result in 15th place.



STAMPEDE recorded the fastest elapsed time of 1:23:42 for this race. If there was an aggregate for the fastest time STAMPEDE would be the leader ahead of CARPE DIEM (Paul Commins), ALIBI, BARNSTORMER (Brian Barnes) and WICKED (Mike Welsh). The average elapsed time for this race was 1:43:13 with a range of 46 minutes 42 seconds the closest of any race this series.



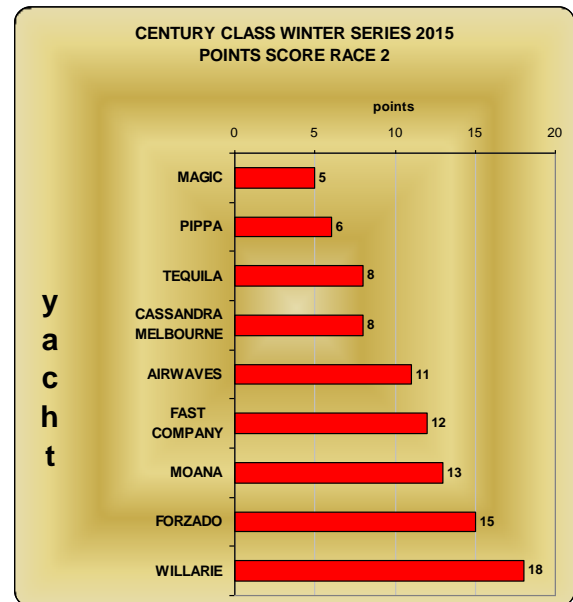
Race 9 was the second race in the Century Class series won by CASSANDRA of MELBOURNE. She finished 3 minutes 54 seconds ahead of PIPPA in 2nd place who in turn finished 43 seconds ahead of TEQUILA (Alan Collins). TEQUILA recorded the fastest elapsed time in this class for this race.

CENTURY CLASS RACE 2 RESULT					
YACHT	SKIPPER	DESIGN	FINISH	ELAPSED	HCAP
CASSANDRA MELBOURNE	Bob Reeves	Mottle 33	15:37:30	01:55:30	00:12:00
PIPPA	Jeffrey Woolhouse	Triton 24	15:41:24	02:10:24	00:01:00
TEQUILA	Alan Collins	Farr1020	15:42:07	01:49:07	00:23:00
MAGIC	Phil Spry-Bailey	S & S 39	15:46:38	01:49:38	00:27:00
MOANA	Stan Rankin	Bluewater 400	15:48:10	01:58:10	00:20:00

MAGIC (Phil Spry Bailey) is the current series leader by 1 point from PIPPA in 2nd place and TEQUILA in 3rd. There are 4 races remaining in the series.



Mark Windward Writings



Don't' can can on your yacht. Rule 55 TRASH DISPOSALS

A competitor shall not intentionally put trash into the water.

This includes throwing cans into the water when sailing. It is a protestable matter. It is not a good look for the club and seems like we don't care about our environment. In this race it was very noticeable from the tower who the offenders were, but the tower has other things to do, like, run a race, and not protest against yachts for throwing rubbish into the bay. I think the handicapper should take on the role of a teacher on yard duty and have a **RUBBISH BIN AWARD**, and give the offending yacht a rubbish bin they could fill...just have to find out who or where the handicapper is! Sitting on the rail is not an excuse for throwing rubbish in the bay.

Did any one notice?

Mid Way Award: It was a tie for midway this race. 13.5 as there were 27 yachts. SM72 Cavalier was 13th starting on a 22 min handicap. She is not sure it was worth winning with a very large increase to her start time of 25%. (Yes, 5mins is a heavy penalty for an earlier starter.) Just 22 seconds late, at the half way mark 9th place at 15:06:36, and 9:08 off first place. She finished at 15:45:48, 7:38 away from first. If White Noise had started a little better than her 29 seconds late, like just 11 seconds, she could have gained an extra place. She started 16th and was in the same position at the halfway mark 15:11:41, and gained 2 places at the end of the race to finish 14th.

A Yacht Out Of Order While the first five starting yachts finished in the top six positions, Sm354 Vantage upset the order of things. (Second Nature has already been mentioned) Vantage started 12th on a 30 min handicap and was 22 seconds late. At the first time past No 4 she was still 12th but moved into 7th place at the finish just 5 seconds ahead of Sm6662 Uluwatu.

At the Presentation Paul was uncertain if the winning yacht would get 5mins extra for winning. Maybe sometime we might get to find out from the real handicapper what is the current criteria for adjustments?

Century Class: Have you noticed that we are all getting older.... The good thing about getting older is that you may qualify for the Century class, unless you buy a brand new yacht. You should advise MARK WINDWARD if your age and your yacht age add up to 100 years or more.

Moana new sail configuration. It was reported to Mark, but it is not clear, if Moana was trying to adjust existing sails to the 18 knts breeze, but it looked a bit like an attempt was made to hoist the sail upside down. Just in case you thought no one noticed Stan. Did it work? It did seem to affect Moana's start time.

A Police Check on the radio

Did you notice the tower doing a police check on Dennis over the VHF. I think they were checking to see if he was really racing, or if he had an ALIBI. I am not sure which?

Web site of the week

This web site is my favorite for the week. It has very little to do with yachting and more with music, but the performance by these clever young women is remarkable and I am sure they would make an excellent crew. [CLICK](#)

Flags Mean?

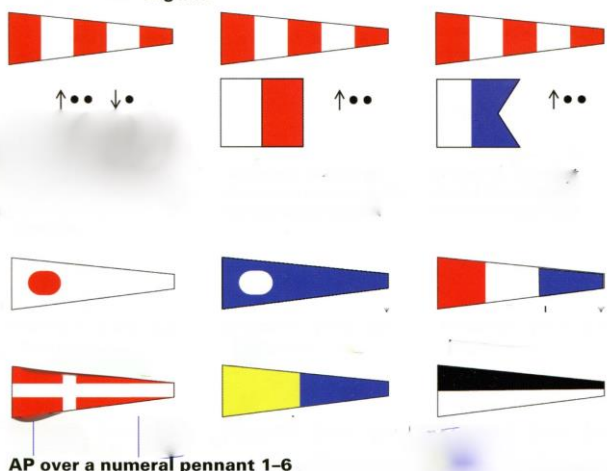
There has been a little confusion about what flags are displayed when races are cancelled. Can you correctly identify the flag signals below and when they should be used? Mark will fill in the details next week or you could just read over your Blue Book for the answers.

RACE SIGNALS

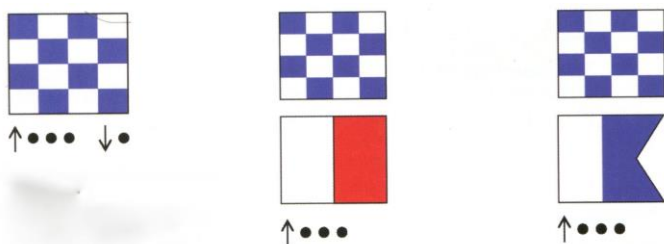
The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

SET OF FLAGS A

Signals

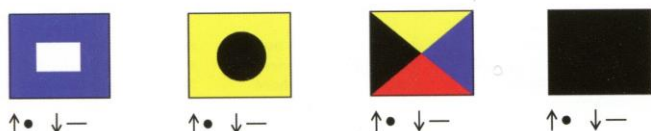


AP over a numeral pennant 1-6



Set B FLAGS

Preparatory Signals



Answer to race question No 6

The Question was: 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 workboat. 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.

A correct response from **Ian Price**

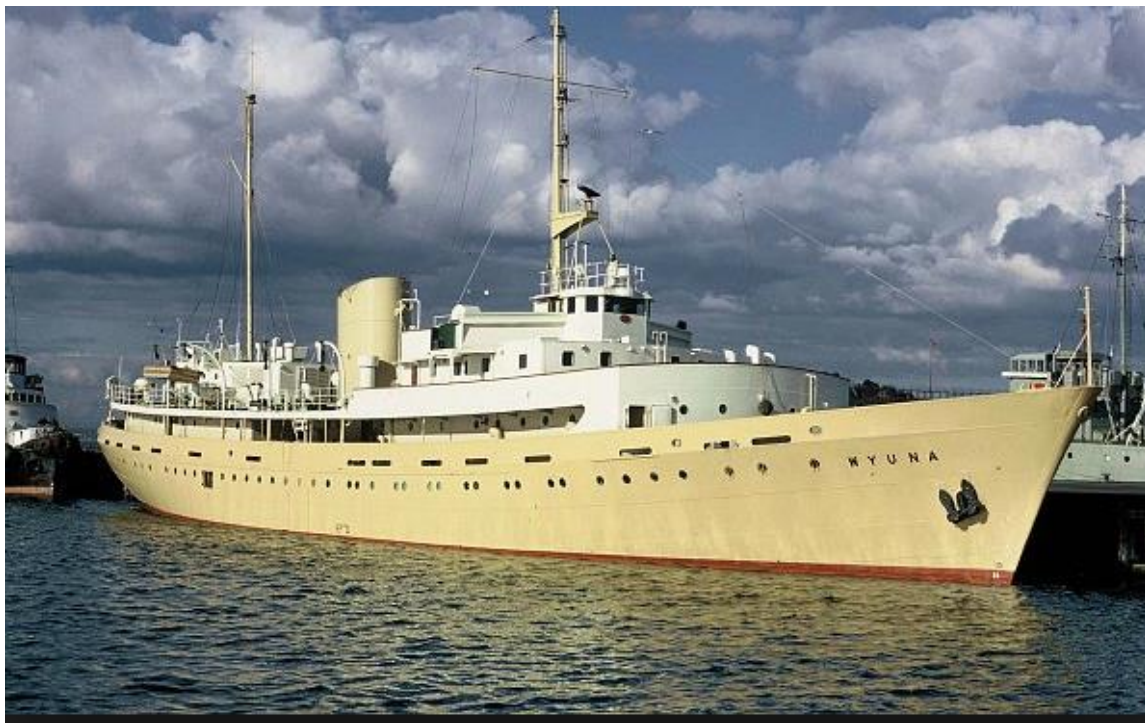
I believe the vessel is 'Wyuna' the former Port Phillip Pilot service cutter.

MV Wyuna was built in the UK in 1953 for the Port Phillip pilot service and is a similar design to the former royal yacht Britannia.

MV Wyuna sits at Launceston's Kings Wharf. After nearly a decade of neglect tied up to Launceston's Kings Wharf, the former Port Phillip Bay pilot vessel MV Wyuna is destined for a more glamorous role at Melbourne's Docklands.

Donated to the Western Port Oberon Association by WA businesswoman Gillian Swaby in July last year, Wyuna will become a floating museum and school camp venue in Victoria.

Work on preparing the Wyuna for sea has been undertaken by local volunteers.



For information Victorian Maritime Centre [CLICK](#)

For an interesting overview of the Port Phillip Sea Pilots [Click](#)

Question for Race 9.



Where is this lighthouse located?

Locals from at least 1841 knew the danger of the water surrounding this lighthouse. A contract to build a lighthouse included a lighthouse, storeroom and residence. Its tower was just 109 feet above sea level and the tower 8ft in diameter at the base and 6'6" at the top. The light was not considered very satisfactory, as it was only visible for 14nm. There was an argument that another site was more suited for a lighthouse that would enable it to lead ships clear of the rocks. The use of sandstone was also thought to be an unsuitable material as it crumbled and left the light structurally unsound. An internal red gum supporting frame had to be built inside the light. A new light was ordered from England to replace the original one. The local newspapers advocated another lighthouse or light was needed. One suggestion was that a lightship be moored as a second light.

Where do you think this lighthouse is located?
Is it still in the same position?

Please send your answers, questions, comments, photos and helpful advice, or possible unhelpful advice for other sailors to [MARK WINDWARD](#)

A few retiring remarks, thanks to Bob from Pippa

Why don't retirees mind being called seniors?

The term comes with a 10% discount

What is the common term for someone who enjoys work and refuses to retire?

A Land Lubber.

.....and one especially for the SYC Monday Lunch Sailors

What do retirees call a long lunch?

Normal.

