

Sailors - 12 v Weather - 7

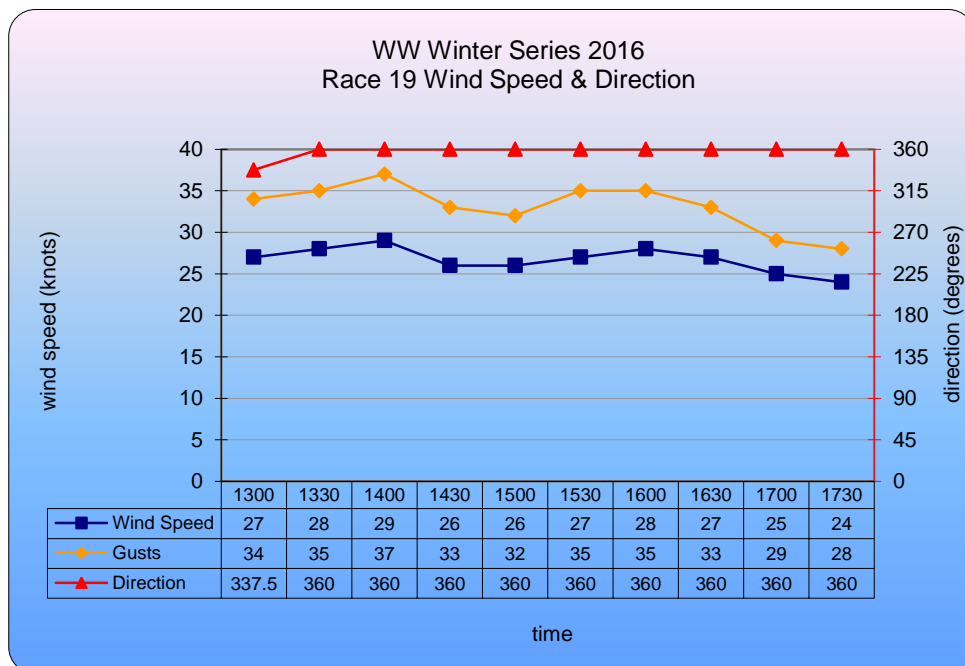
Wednesday Wonders Winter Series 2016 Race 19

10 August 2016



The windy weather continues to plague this series as it has done since race 4. Despite the relatively mild and sunny conditions this was the 7th of the 19 scheduled races to be abandoned (37%).

What was essentially a northerly breeze averaged almost 27 knots at Fawkner Beacon for the afternoon with gusts averaging over 33 knots – both the highest this series. To put this in some sort of perspective, the 2014 winter series had 2 from 25 races abandoned (8%) whilst the 2015 winter series had 3 from 26 races abandoned (11%).



With the race being abandoned this becomes the 4th successive week that the same aggregate top 3 have been supported by the rest of the fleet.

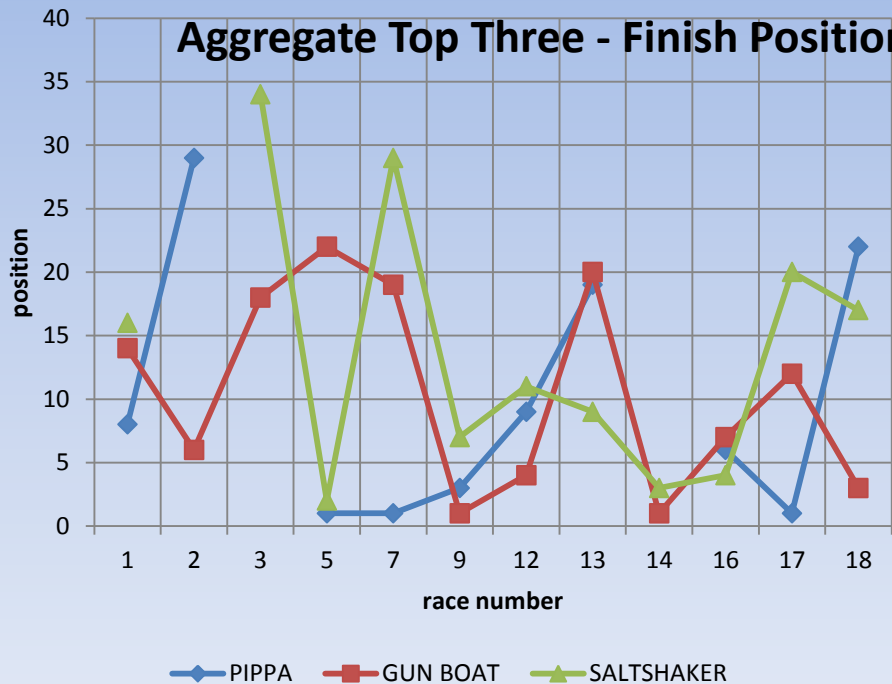
Aggregate leader PIPPA (Jeffrey Woolhouse) has been on top for 13 weeks,

GUN BOAT (Bruce Alexander) in 2nd place for 6 weeks whilst

SALTSHAKER (Ken Gayler) has been in 3rd place for 4 weeks. How did they get there and will the situation change within the remaining 7 scheduled races?

WW Winter Series 2016

Aggregate Top Three - Finish Position



The three yachts are on top of the aggregate as a result of recording podium finishes. PIPPA tops the list with 4 podium finishes including 3 first places.

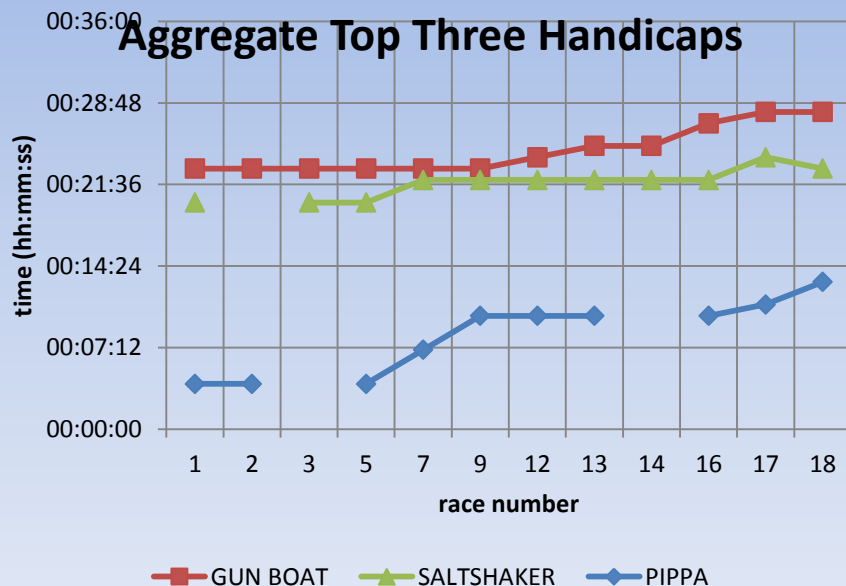
GUN BOAT has 3 podium finishes with 2 firsts and a third.

SALTSHAKER is one of three yachts with 2 podium finishes comprising a 2nd and a 3rd place.

GUN BOAT has recorded the most consistent results followed by PIPPA narrowly better than SALTSHAKER.

WW Winter Series 2016

Aggregate Top Three Handicaps



All three yachts have received handicap adjustments as the series progressed with PIPPA increasing from a low of 4 minutes to a maximum of 13 minutes.

GUN BOAT from 23 to 28 minutes and

SALTSHAKER from 20 to 24 minutes.

The following tables provide further details of each yacht's performance. The shaded rows indicate the races that contribute to the aggregate points scores.

WW Winter Series 2016 – Pippa Race Record										
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	Start (seconds)	COURSE	DISTANCE	WIND SPEED	
1	06-Apr-15	8	1:57:11	15:31:11	0:04:00	8	63	9.1	15	
2	13-Apr-16	29	2:41:29	16:15:29	0:04:00	16	61	9.8	10	
5	04-May-16	1	2:02:53	15:36:53	0:04:00	6	38	10.2	18	
7	18-May-16	1	2:10:02	15:47:02	0:07:00	11	64	10.1	16	
9	01-Jun-16	3	2:02:20	15:42:20	0:10:00	5	61	6.4	6	
12	22-Jun-16	9	2:03:15	15:43:15	0:10:00	7	64	10.1	15	
13	29-Jun-16	19	2:11:22	15:51:22	0:10:00	31	61	9.8	18	
16	20-Jul-16	6	2:02:08	16:22:08	0:10:00	23	13	5.3	6	
17	27-Jul-16	1	1:49:09	15:30:09	0:11:00	3	16	9.8	17	
18	03-Aug-16	22	2:12:45	15:55:45	0:13:00	42	14	7.4	10	
AVE		9.9	2:07:15		0:08:18	15.2				13.1
TOTAL								88		

WW Winter Series 2016 – Gun Boat Race Record										
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	Start (seconds)	COURSE	DISTANCE	WIND SPEED	
1	06-Apr-15	14	1:41:57	15:34:57	0:23:00	3	63	9.1	15	
2	13-Apr-16	6	2:13:37	16:06:37	0:23:00	100	61	9.8	10	
3	20-Apr-16	18	2:12:44	16:05:44	0:23:00	15	61	9.8	14	
5	04-May-16	22	1:50:48	15:43:48	0:23:00	7	38	10.2	18	
7	18-May-16	19	2:02:24	15:55:24	0:23:00	6	64	10.1	16	
9	01-Jun-16	1	1:46:19	15:39:19	0:23:00	2	61	6.4	6	
12	22-Jun-16	4	1:48:02	15:42:02	0:24:00	3	64	10.1	15	
13	29-Jun-16	20	1:56:51	15:51:51	0:25:00	8	61	9.8	18	
14	06-Jul-16	1	1:49:03	15:44:03	0:25:00	7	16	9.8	16	
16	20-Jul-16	7	1:45:15	16:22:15	0:27:00	15	13	5.3	6	
17	27-Jul-16	12	1:38:07	15:36:07	0:28:00	17	16	9.8	17	
18	03-Aug-16	3	1:44:30	15:42:30	0:28:00	14	14	7.4	10	
AVE		10.58	1:52:28		0:24:35	16.42				13.41
TOTAL	12							107.6		

WW Winter Series 2016 – Saltshaker Race Record										
RACE	DATE	POSN	ELAPSED	FINISH	HCAP	Start (seconds)	COURSE	DISTANCE	WIND SPEED	
1	06-Apr-15	16	1:46:09	15:36:09	0:20:00	5	63	9.1	15	
3	20-Apr-16	34	2:21:21	16:11:21	0:20:00	18	61	9.8	14	
5	04-May-16	2	1:48:43	15:38:43	0:20:00	0	38	10.2	18	
7	18-May-16	29	2:08:56	16:00:56	0:22:00	26	64	10.1	16	
9	01-Jun-16	7	1:54:16	15:46:16	0:22:00	13	61	6.4	6	
12	22-Jun-16	11	1:51:50	15:43:50	0:22:00	4	64	10.1	15	
13	29-Jun-16	9	1:57:05	15:49:05	0:22:00	13	61	9.8	18	
14	06-Jul-16	3	1:56:01	15:48:01	0:22:00	36	16	9.8	16	
16	20-Jul-16	4	1:48:58	16:20:58	0:22:00	8	13	5.3	6	
17	27-Jul-16	20	1:45:44	15:39:44	0:24:00	37	16	9.8	17	
18	03-Aug-16	17	1:58:49	15:51:49	0:23:00	23	14	7.4	10	
AVE		13.82	1:56:10		0:21:44	16.64				
TOTAL	11							97.8		

There are some yachts in WW more fortunate than others when it comes to winning. There are 21 yachts without a podium finish so far. Some yachts have only completed 1 race but others are well into double figures. The list is as follows:

WW Winter Series 2016 Yachts Without a Podium Finish	
YACHT	NOS of RACES
BELLABLU	4
CARRERA	1
CASSANDRA MELBOURNE	10
DAYDREAMER	1
ESPRIT	3
FAST COMPANY	8
FIREFOX	3
FUN AND GAMES	3
INSX	5
JOHNNY B. GOODE	7
MARIBEL	1
MIDNIGHT MAGIC	4
MORE NOISE	4
MYUNA III	8
PRIMO	8
SECOND NATURE	7
THE SECRETARY	12
TRUE COLOURS	3
UPBEAT	5
WHITE NOISE	7
WICKED	2

COURSE LENGTHS As you are aware WW is a race that has to be completed within a set time therefore there is a limit to the length of each race. If a course is too long then the risk of yachts not finishing or of the course being shortened increase. However, it is possible to estimate the course length that will be successfully completed by all yachts within a typical WW fleet without the need to shorten the course. These estimated course lengths are shown in the table below.

WIND SPEED	ESTIMATED COURSE LENGTH
5 knots or less	4.5 miles (shortened course)
5 -10 knots	8 – 8.5 miles
10 – 15 knots	8.5 – 9 miles
Greater 15 knots	9 – 9.8 miles

This table has been constructed using observed wind speed data from the BOM and aligning it with the elapsed times of WW fleets recorded for an entire race series.

P.S. The photo at the beginning was from race 12.

It is included in the hope the weather Gods can provide more of the same.



Windward Buoy

Mark Windward Wintery Windy Words 7-races left

The Windward Farcenet Series

A special series just so the boats that start after their three-course luncheon don't feel neglected.

A mini series will be conducted by [MARK WINDWARD](#) to give the yachts who start at the end of the fleet an incentive to sail at their best in the last races of the Wednesday Wonders 2016 Winter Series.

The selection of the 8 fastest yachts eligible to participate has been calculated on the average speed of yachts that have sailed a minimum number of 6 races in the current winter season. Thanks to Windward Buoy for the figures.

These are the top 8 yachts.

YACHT	AVERAGE	NOS OF RACES
CONQUEST	1:28:10	6
STAMPEDE	1:29:52	7
CARPE DIEM	1:30:48	11
WIND SPEED	1:32:28	10
BARNSTORMER	1:33:02	8
THE SECRETARY	1:33:25	12
ALIBI	1:33:47	10
PUBLIC BAR	1:36:38	12

The Farcenet series will be based on the finishing places of all the 7 races left in the season.

There are no dropped races or resails.

Eligible skippers must confirm and register with [MARK WINDWARD](#) if they are interested in being a part of this series, before the next race, Number 20. *(No cost is involved - Skippers have been sent an email).*

A prize for this **Farcenet Series** will be presented to the yacht with the lowest score.

Note: this competition does not in any way interfere with the WW Winter series, and handicaps and results in the WW series will nor be affected by this mini series.

LOCAL WIND INFLUENCES AT SYC Part two continued from Race 18 Report

In summer, the situation is different. Whilst passing weather systems remain the biggest influence on wind direction and strength, local conditions can have more influence than in winter. The typical sea breeze builds early in the afternoon as the land warms, peaks late in the day and dies off in the evening. The hotter the day the more impact it may have. Strong northerlies can occur when high pressure systems develop over inland Australia and there are lows passing to the south. Interestingly, northerlies often peter out off Black Rock. Generally in summer the wind pulls to left as the systems move to the east.

Late in the summer season we experience more south easterlies. Local topography has a big influence in these conditions. The land from Rickett's Point to Sandringham blocks the true wind and it tends to bend along the shoreline. Decisions have to be made when sailing from number 4 to the number 5 mark whether to go offshore to avoid the wind shadow or opt to go left to take advantage of the lift on port. Generally I would go left.

Early in spring, I think the winds are more moderate. The temperature is less severe and the prevailing systems pass further to the south. As a result, there is less need to abandon races because of extreme conditions.

So what are the local conditions we need to consider when racing off Sandringham? The "Esprit" tactic comes to mind. In a northerly, "Esprit always heads to the beach when sailing from number 5 to number 4. Inevitably, inside the Anonyma Reef there is a lift on starboard as the wind exits the land more at right angles and there is much ground to be made.

Conversely, sailing south from number 5 to number 4 the opposite applies. The wind tends to bend towards the land close to the shore and generally you can point higher on starboard tack. The further offshore the less effect.

The breakwater and marina is another wind bender. Sailing north on starboard tack, the wind tends to lift you along the breakwater as it does going south. The further offshore the less the impact.

Movement in the wind provides opportunities for sailors to make gains on their opposition. Whilst most yachts have wind instruments. my recommendation is to use them only as an aid and not religiously sail by them. My best advice is to look out of the boat, watch other competitors, observe what the clouds are doing and the sea conditions. These days forecasting is getting better so I look at "Meteye" in particular and compare it with other wind models such as "Predict Wind" in order to plan your race. Having prepared your strategy, compare your observations during the race to reinforce your plan and look to take advantage of the local influences.

As the handicapper, what frustrates me is seeing competitors race with the wrong sails. By planning your race you should use the sail suitable for the conditions. All too often I see competitors underpowered and not sailing to their potential. If you have done your homework, you should have some idea what the weather is going to do, so use the sails suitable for the conditions. If variable, use the sail, which best suits, the average conditions.

I hope these observations assist your appreciation of the conditions and what to look for when participating in the Wednesday Wonders racing at Sandringham. *"Wind Sniffer"*

A Viewing must Following last week's joke about a May Day call, this clip is of a true story about marine radio contact. It is on U Tube and is worth watching again even if you have seen it before. Published September 5 2014 [CLICK](#)

STOP PRESS from the Handicapper For those who did not go to the bar last Wednesday, I explained the reason for abandoning the race. The BOM basically said we could expect around 25 knots with higher gusts from the NW.

Secondly, I warned the sailors that the time will come when we will fly code flag Y to indicate that PFD's shall be worn during the race. Ignorance of not knowing what the flag Y means will be no excuse and you will risk disqualification for non observance.

In addition, I explained that the tower lights have had a few problems and whilst we have people working on them they are being replaced so I made a request for sailors to listen to their radios if there is a major malfunction. We don't want to lose another race so co-operation would be appreciated.

Finally, the Sailing Committee has rejected MARK's suggestion to bring back the orange flashing light believing the current Sailing Instructions are adequate. It got a fair hearing!

Rowan

(Mark had requested the reinstalling of the amber "tow truck" light as he considered it difficult to see and read the flags or lights displayed from the tower.)

A BLAST FROM THE PAST

Handicapping Report – Summer Season 2009-2010 by Brian Barnes & Mike Smith

WEDNESDAY WONDERS. So named, I am told, from the saying "I wonder how these sailors get Wednesday afternoon off work?"

We have sailed 22 of 24 scheduled races, with 2 cancellations.

47 different boats have entered. Of 38 Series entrants, 32 sailed more than 50% of the races.

There have been 9 different casual entrants

Of the first half of the fleet (smaller handicaps) 28 boats gained at least 1 place. Only 1 boat did not.

Of the second half of the fleet (larger handicaps) 34 gained places. Only 1 boat did not.

That's 94% of the regulars that received a place prize during the Summer season – I think this says we again achieved our aim as handicappers.

Note also that the first half of the fleet had 43 boats in the last 3 places, whereas the second half only had 16 boats in the last 3 places.

There has been a trend later in the season favouring the larger faster boats, which was not apparent in the last Winter Series when we first started Top Yacht computer handicapping, but we are working to overcome this. This situation is partly a result of the larger boats being on the water for a much shorter time from a percentage view, which shows up as a lesser penalty. This favouring towards one section of boats takes a while to show up, and there are a number of ways we can address such a trend:

a) Shorter courses will favour boats starting earlier, by having a shorter race time.

However, as some faster boats are only on the course for 75 mins, this would reduce their sailing time even further.

We aim for a race time of 130 to 140 minutes, and when this is achieved, the handicaps are OK with 1st to last about 11 to 19 mins.

b) Use a base of 140-minute race in place of 130 minutes. This will increase the handicaps on the back markers.

c) Cap the amount of penalty minutes.

d) The obvious one is to have 2 fleets:

Same start, with one division sailing a shorter course, with the handicaps enabling all to finish around the same time.

We would appreciate feedback on this although to date, the majority view seems to be to continue with the current system – warts and all!

We all look forward to continuing our Wednesdays on the water, and enjoying our wonderful club.

Winter Series 2009:

1st Lionheart Geoff Middleton 2nd Dionysos Paul Commin 3rd Wavelength Brendan Kruger.

Summer Series 2009-10:

1st Musketeer (countback) Paul Jacka 2nd Alibi Dennis Hambleton 3rd Barnstormer Brian Barnes

Shebessa Shield Alibi Dennis Hambleton

Noelle Corum Trophy: –Tresor Andrew Stopp.

Misty Blue Tiller Trophy: – Starters worthy of note are: Tequila – Alan Collins, Flight – Paul Mentiplay, Pippa – Jeffrey Woolhouse, Dionysos – Paul Commins,

But the winner was: Lebrok – Theo Korbel

Tower Ladies Choice: – Forzado – Bruce Dobbie.

The Big Ships sail into Port Phillip. Tenacious

At midday on Sunday 14th August 2016, Tenacious, with a crew including many with disabilities, will arrive at Fawkner Beacon. A SYC welcome flotilla is planned to join with other yachts including the Enterprise and Alexander Stewart. Some festivities to welcome Tenacious will be held at Seaworks, Williamstown from 2pm~ 4pm. She will remain at Seaworks for quite awhile with trips heading out and around Port Phillip.

See web site CLICK <http://jst.org.uk/our-tall-ships/jst-australia/>

Question from Race 18 ~ what book is this? ...and the answer

Two Years Before the Mast by the American author [Richard Henry Dana, Jr.](#),

A great record of life aboard a sailing ship in 1840. One of the best accounts. It is a memoir by the American author in 1840, having been written after a sea voyage from Boston to California on a merchant ship starting in 1834. There was a film of the story released in 1946.

The writer, while an undergraduate at [Harvard College](#) had an attack of the [measles](#), which affected his vision. Thinking it might help his sight, he left Harvard to enlist as a common sailor on a voyage around [Cape Horn](#) on a [brig](#). He returned to [Massachusetts](#) later aboard the Alert. The book sold 200,000 copies in its first decade.

Two Years Before the Mast was "conceived as a protest and written to improve the lot of the common sailor". The literary style provides a concrete description of a seaman's life to serve as a practical guide, and not as an adventure novel. His unpolished, laconic style achieved a literary quality, however, that influenced novelist [Herman Melville](#), (novel *Moby-Dick* 1851) The following excerpt from Dana's diary expresses not only chronological information, but how a seaman "apprehends time".

"Monday, Nov. 10th. During a part of this day we were hove to, but the rest of the time were driving on, under close-reefed sails, with a heavy sea, a strong gale, and frequent squalls of hail and snow.
Tuesday, Nov. 11th. The same. *Wednesday:* The same. *Thursday:* The same."

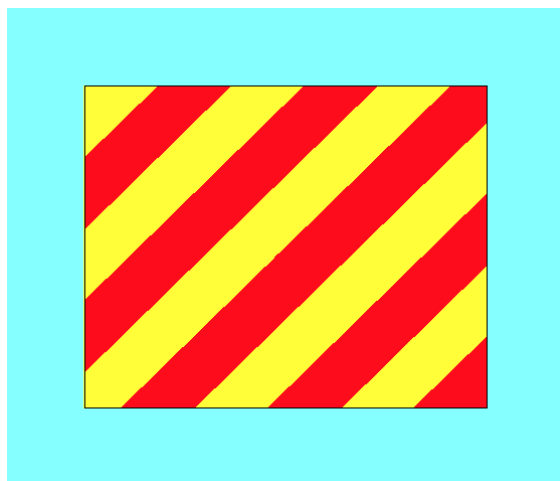
Question for Race 18

Hélène de Pourtalès is famous for what sailing achievement?

SEND YOUR answer to [MARK WINDWARD](#)

Question from the handicapper

What flag is this? What does it mean? What can happen if you ignore it when racing?
Record the answer and keep a copy on board your vessel, if you are sure your answer is correct.
Read Rowans Stop Press and maybe let him know you know what the flag means!



Wednesday Cruising update

Blue Flyer arrived at Cairns 15:45 Thursday 11th August BLOG [CLICK](#) update 11/8/16

Shanti 27th July Townsville Blog <http://shantiatsea.blogspot.com.au> last up date 14/8/16

A note from Jacquie: (Skip this blog if technical details don't float your boat). "Maria Semple from Melbourne arrives here in Townsville tomorrow evening, so one last day to get ship-shape. It's been an amazing effort over the past couple of weeks and will be good to get out sailing again."

STAR GAZING - Venus – Jupiter Conjunction by Russell Ward - August 27 ~ 28

During the evenings of 27th and 28th August, the two brightest planets, Venus and Jupiter, will be visually close together in the western sky. The two will be only $\frac{1}{2}^\circ$ apart (the moon's diameter is $\frac{1}{2}^\circ$). Venus is the brighter of the two. When Venus is at its brightest, it can be seen with the naked eye during daylight hours. Jupiter has many moons, four of which can be seen with 7 x 50 binoculars. If you watch these two planets before and after the Venus – Jupiter conjunction, you will be able to observe how the planets move relative to one another. Close to the conjunction of Venus and Jupiter, the planet Mercury will be 5° above and to the left. Two other planets visible in the west during August are Mars and Saturn.

Thanks to Windward Buoy for spending his day off from sailing writing up a report, to the 'Wind Sniffer' for his Windy notes, and also to Russell Ward for imparting some of his celestial wisdom on to us. Russell, in his time was a guide at the Melbourne Observatory.

CU next week - might even go for a sail!

[MARK WINDWARD](#)

*A couple was on a sailing cruise.
They had gone night sailing and were on the deck looking up at the sky.
One said to the other, "Look up. What do you see?"
"Well, I see thousands of stars."
"And what does that mean to you?"
"Well, I guess it means we will have another pleasant day tomorrow.
What does it mean to you?
"Well, to me, it means someone has stolen our bimini!"*