

Course No 38 First Time Ever on Wednesday?

Wednesday Wonders Winter Series 2016 Race 5

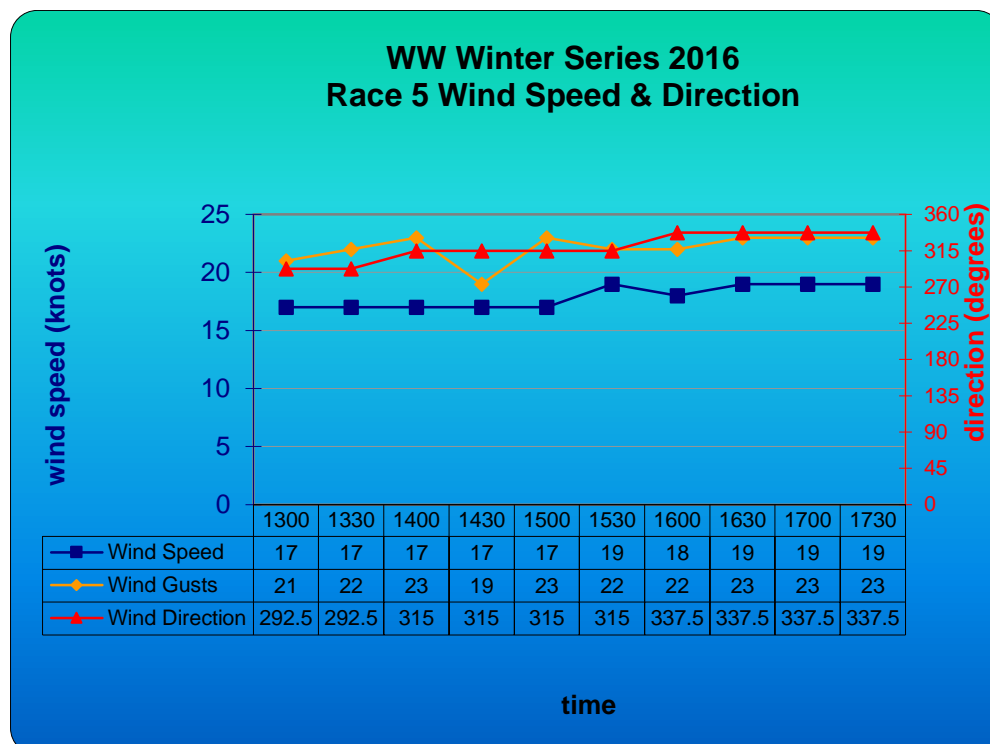
(4 May 2016)



Before this race, it is doubtful if Course 38 has ever been sailed on Wednesday. As listed in the Sailing Instructions it is a 10 leg 14.8 nautical mile course. However, there are two opportunities to shorten the course. This is what happened with the last 3 legs being omitted.

All 34 starters had finished the race by 15:54:54 - with 18 minutes and 1 seconds separating first from last. With PIPPA (Jeffrey Woolhouse), SALTSHAKER (Ken Gayler) and CAVALIER (David Lynch) the podium finishers, it was a good day for the early starters. It was a particularly good day for each of them with PIPPA winning the Century Class Race; SALTSHAKER, winning Start of the Day with a perfect start; and, CAVALIER who now leads the aggregate.

STAMPEDE (Christopher Gendala) recorded the best elapsed time of 1:20:34 – 1 minute 12 seconds faster than her closest rival CONQUEST (Paul Jacka) and a further 12 seconds faster than ESPRIT (Garry Anderson).



It was a steady breeze that increased slightly and moved more to the north as the afternoon progressed with an average of about 18 knots.



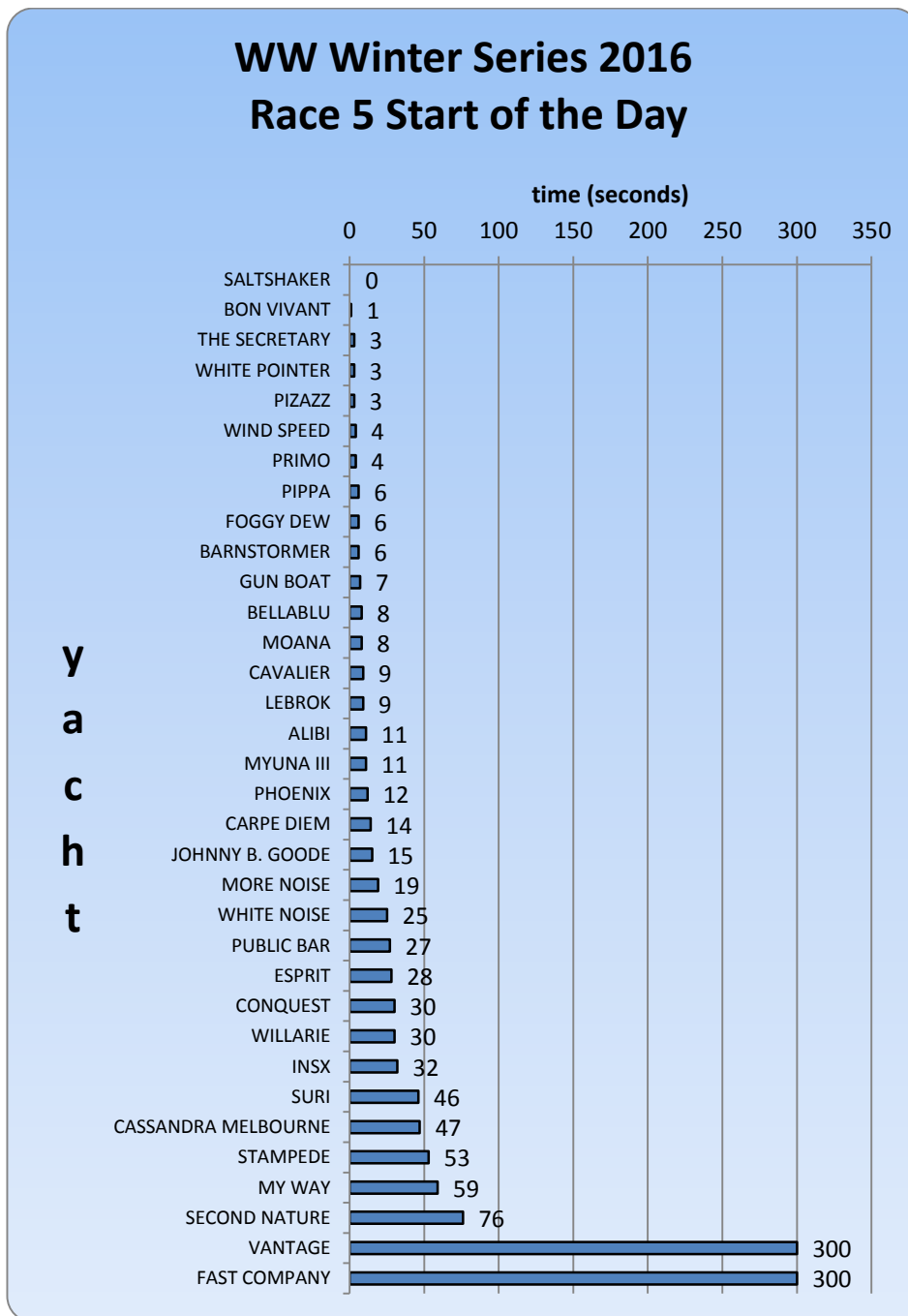
She was the first yacht to start the race, first around number 4 and first across the finish line, making this her best result for the series. PIPPA was only 6 seconds late for her 4 minute handicap and rounded number 4 for the first time after sailing the first 4 legs in 1:11:35. She completed the last three legs of the course in 51 minutes 12 seconds to cross the line at 15:36:53 – 1 minute 50 seconds ahead of her closest rival. PIPPA has completed 3 of the 4 races in the series and is 2nd in the aggregate with a total of 9 points.

SALTSHAKER started from 4th place right on time for her 20 minute handicap, which gave her a 9 second lead over CAVALIER also with a 20 minute handicap. By the first rounding of number 4, SALTSHAKER was in 3rd place 5 minutes 58 seconds behind the leader. She sailed the final 3 legs of the course in 47 minutes and 4 seconds closing the gap between herself and PIPPA. SALTSHAKER sailed the entire course in 1:48:43 and crossed the finish line at 15:38:43. She has sailed 3 of the 4 races this series and is 14th in the aggregate.



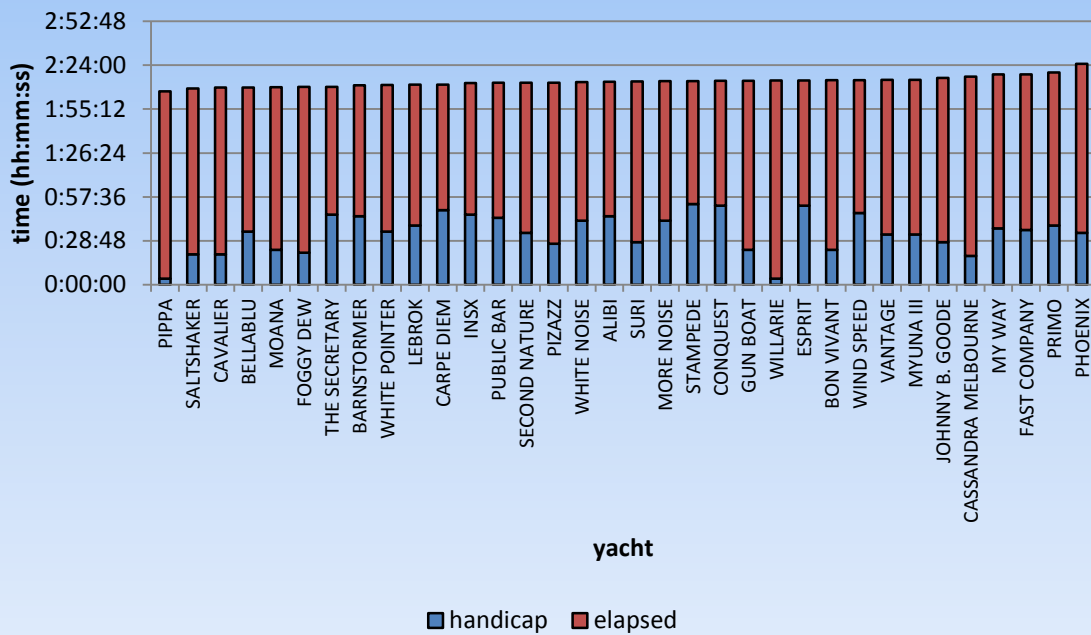
When she crossed the finish line in 3rd place CAVALIER became the first yacht this series to record 2-podium finishes- she won the first race. She started from 5th place 9 seconds behind SALTSHAKER, but by the first rounding of number 4 in 4th place this difference had increased to 38 seconds. CAVALIER sailed the final 3 legs of the race in 47 minutes 4 seconds, still 38 seconds behind SALTSHAKER. CAVALIER sailed the entire course in 1:49:21 and crossed the finish line at 15:39:21. She is one of 20 yachts to have completed all 4 races this series and the 3rd place in this race was enough to put her on top of the aggregate.

In 4 races there have been 2 when yachts have started exactly on their handicap and 2 when yachts have started only 1 second late. On this occasion it was SALTSHAKER that won Start of the Day when she started on her 20 minute handicap. At the opposite end of the table 2 yachts started too soon and on this occasion the penalty proved very costly. VANTAGE (Darren Hunter) finished the race in 27th place when she could have finished 5th. Similarly FAST COMPANY (Albert Doggett) finished 31st when she could have finished 16th if she had started on time. The median start time for this race was 11 seconds.

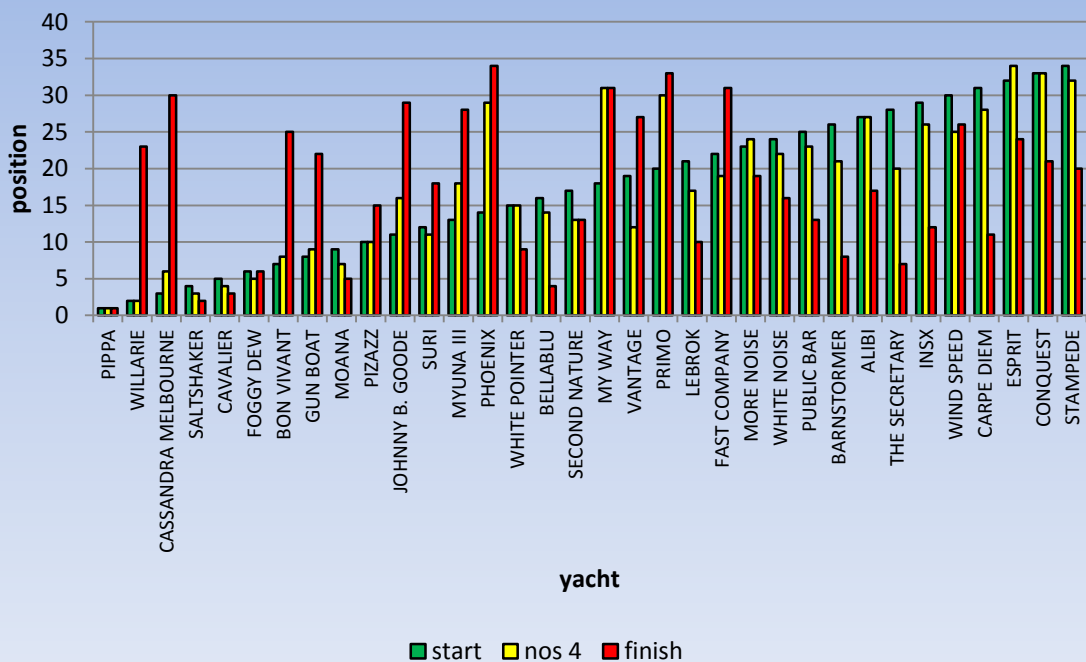


The fleet finished 18 minutes 1 second apart after being 25 minutes and 8 seconds apart at the first rounding of number 4 and 49 minutes 47 seconds apart at the start of the race. Not only was there a tie for 13th place between PUBLIC BAR (Clive Sondheim) and SECOND NATURE (Paul Mentiplay) who both crossed the line at 15:42:32 but also for 31st place with both MY WAY (Magdy Iskander) and FAST COMPANY recording a finish time of 15:48:02. Of the 34 yacht fleet 30 finished within 10 minutes of the winner with a yacht crossing the finish line, on average, every 32 seconds.

WW Winter Series 2016 Race 5 Result

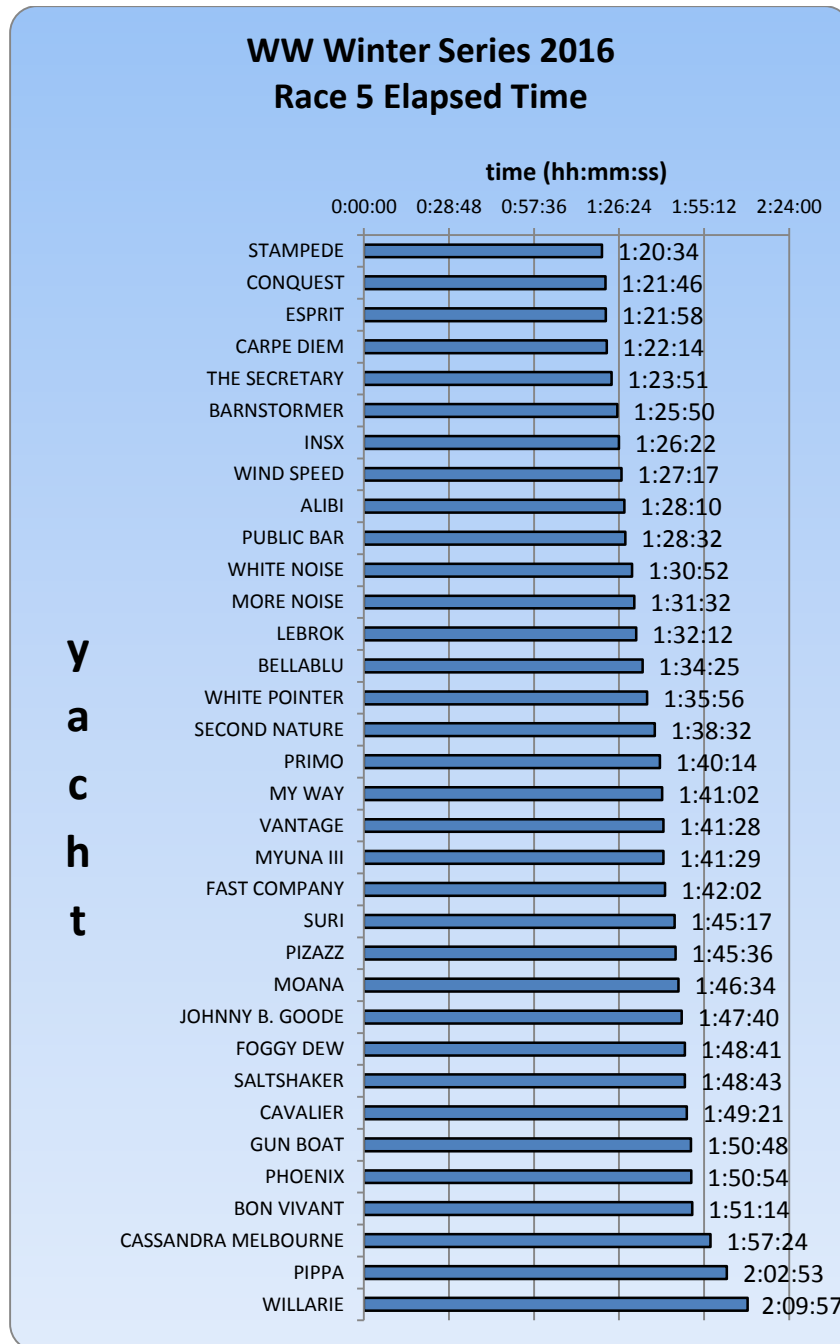


WW Winter Series 2016 Race 5 Position at Start, Nos 4 & Finish



The late starters had difficulty chasing the early starters, with only 3 of the last 11 yachts to start finishing among the first 11 to finish. The mid fleet starters faced a similar challenge with only 3 among the early finishers.

The average elapsed time for this race was 1:39:09 - the 2nd shortest of the series. As already mentioned the fastest elapsed time, for the 3rd time in 4 races, was recorded by STAMPEDE. Only two yachts sailed for more than 2 hours.



With the abandonment of race 4, race 5 was the first race in the Century Class Series. PIPPA won the race with MOANA (Stan Rankin) 2nd and WILLARIE (Graeme Kaufman) 3rd.

CENTURY CLASS RESULT RACE 1						
PLACE	YACHT	DESIGN	SKIPPER	ELAPSED	FINISH	HCAP
1	PIPPA	Triton 24	Jeffrey Woolhouse	2:02:53	15:36:53	0:04:00
2	MOANA	Bluewater 400	Stan Rankin	1:46:34	15:39:34	0:23:00
3	WILLARIE	Triton 24	Graeme Kaufman	2:09:57	15:43:57	0:04:00
4	BON VIVANT	S80	Russell Keays	1:51:14	15:44:14	0:23:00
5	CASSANDRA MELBOURNE	Mottle 33	Bob Reeves	1:57:24	15:46:24	0:19:00
6	FAST COMPANY	Farr 1020	Albert Doggett	1:42:02	15:48:02	0:36:00
7	MAGIC	S&S 39	Phil Spry Bailey			0:30:00

The table below shows the handicap adjustment between each race. Were a there has been an increase to the handicap since the previous race this is highlighted in red. A decrease is highlighted in green.

WW Winter Series 2016 Handicap Adjustment				
YACHT NAME	Race Number			
	1	2	3	5
ALIBI	45	45	45	45
BABYDOLL			39	39
BARNSTORMER	45	45	45	45
BELLABLU	35	35	35	35
BON VIVANT		23	23	23
CARPE DIEM	49	49	49	49
CARRERA			20	
CASSANDRA MELBOURNE	19	19	19	19
CAVALIER	18	20	20	20
CONQUEST			50	52
ESPRIT	52	52	52	52
FAST COMPANY	36	36	36	36
FIREFOX			24	24
FOGGY DEW	23	23	23	21
FUN AND GAMES		42	42	42
GUN BOAT	23	23	23	23
INSX	46	46	46	46
JOHNNY B. GOODE	27	28	28	28
LEBROK	37	37	39	39
MAGIC	30	30	30	30
MIDNIGHT MAGIC	1	1	1	1
MOANA	23	23	23	23
MORE NOISE	41	41	42	42
MY WAY	34	34	37	37
MYUNA III	33	33	33	33
PHOENIX	37	37	37	34
PIPPA	4	4	4	4
PIAZZ	26	27	27	27
PRIMO	39	39	39	39
PUBLIC BAR	44	44	44	44
SALTSHAKER	20	20	20	20
SECOND NATURE	34	34	34	34
SHIMMER		42	42	
STAMPEDE	50	50	50	53
SURI	28	28	28	28
THE SECRETARY	46	46	46	46
TRUE COLOURS		30	30	30
UPBEAT		38	38	37
VANTAGE	33	33	33	33
WHITE NOISE		41	41	42
WHITE POINTER	33	35	35	35
WICKED	50	50	50	50
WILLARIE	4	4	4	4
WIND SPEED	45	45	47	47



Mark Windward's Wise Words

Where would the winning three yachts have finished if they had been over the line early and had 5mins onto their time? Sm303 Pippa 12th, Sm1298 Salt Shaker 21st, Sm 72 Cavalier 27th

What did it cost the yachts that were over early in Race 5?

Sm 354 Vantage went from equal 3rd to 27th; Sm1022 Fast Company went from 16th to 31st

Did you know that: There have been 13 shortened courses in the last 90 races?

Mark Windward's Tactics in Racing a Yacht: Lesson 3



Get the assistance of another big yacht to block the wind from reaching a small yacht.

This tactic assisted Moana to finish 5th, and 7 seconds behind Foggy Dew was 6th. Willarie just needed to gain 8:48mins to come in first (not 29th). Graeme had a new crew on board to replace Ian who has migrated North for the winter.



Reduce your weight by carrying less fuel

The Secretary finished 7th 1:04 in front of White Pointer in 9th place. The only problem with this tactic is that you need to ensure you have enough CLEAN fuel left to enable you to motor into the pen at a slow speed.



Follow a divine light that shows you the way.

Result 15th place for Pizazz - just 5:34mins away from first



If you are going to surf you need to hang 5 from the bow.

A few ex surfers in the Primo crew may have helped her improve her 33rd place.

Would you believe?

Mark Windward was going to complain about the extra long course halfway through the race when the Skipper of Pippa told him to hold his copy until the finish of the race as things might change.

That a new course is being designed for No5 to R2 and back to No 6 then No 4. A marine cushion company is sponsoring it.

That in Race 5 only 3 yachts did not finish the race within 10 mins of the winning yacht. One of these yachts was last Winter's winning yacht.

The GPS on the second slowest yacht recorded 10:2 knts with the reaches averaging 6 knts

The cost of occupying a pen in A wing is going to increase, due to the excellent results by yachts moored in that wing i.e. a 1st, a 2nd and 3rd all within two pens of each other.

The slowest yacht took 50 mins to sail the second triangle from 4-6 -3- 4

If the race had not been shortened that would have meant this race would have lasted three hours and finished about 4:26.

The wind swung about 30° and had lifts of 18°

That you need to be very careful over the next 12 days or so as unusual events are predicted to occur.

There will a [Blue Moon](#) on Sunday 22 May 2016 at 7:14 AM. (I.e. a third Full Moon in a season with four Full Moons). It should be taken as an omen for unusual events.

Click for more information [BLUE MOON](#)

An update on SM 191 SHANTI written by Jacquie Hope

Last Tracked at Southport Queensland

The son of the man whose boat I was rafted up to in Tuncurry convinced him to join me on the overnight sail to Coffs Harbour. He thought it would be good experience for his father and help him to overcome his nervousness about getting started in his own boat. It turned out to be just the opposite.

There was little wind for most of the trip and it seemed like it was going to be an easy night of motor sailing. Bruce was down below resting as we approached Smoky Cape when the engine that had been reliably chugging away for hours coughed and spluttered and died. "No!" I said to it. "Not here; not now." It was dark and raining and we were closing in on the cape.

I unfurled the headsail and turned around, heading out to sea. Bruce came up looking alarmed as well as seasick. It had been a very rolly trip thus far with a nasty broadside swell. This had obviously shaken up whatever muck was in the bottom of the fuel tank. We were both feeling seasick and the thought of dealing with it in the swell was totally unappealing. I tried to heave to but there wasn't enough wind for that so we decided to go round in circles until daylight at least. Dawn was only about three hours away.

At first light I mustered the courage to put in a new fuel filter and bleed the system. For a person renowned as being prone to seasickness, this was nothing short of miraculous. It's amazing what the spirit can rise to when necessity demands. Luckily I had just bought three new fuel filters from the chandlery in Port Stephens.

It was a glorious moment to hear the engine fire up again, but a terrible deflation when it died out again shortly after. I realized I had done things in the wrong order and wasted one of my new filters. The gunk in the fuel tank was obviously churned up and needed cleaning first. This was a job for my trusty fuel-polishing system. I was very pleased that I had spent the hours I put in searching for the parts to make this before leaving Melbourne.

I set up the lines to suck fuel from the bottom of the tank, pass it through the filter and back into the tank. A lot of reddish brown gunk collected in the glass bowl of the fuel polisher's filter, looking suspiciously like the dreaded diesel bug,



Meanwhile, the wind had dropped right out and we were drifting closer to shore. I phoned Andrew Garrett (President of the CYAV, who has given enormous support thus far). He thought there was a Marine Rescue base not far away in Trial Bay so I tried calling them on Ch 16. At first there was no reply but then they answered. They were very helpful and said they would see if they could get a boat and skipper to come out. Luckily it was near high tide and they were able to get out over the bar, which has been so badly silted up lately that the leads have been removed, and large fishing trawlers can only get in and out at high tide. Twenty minutes later they were approaching at 36 knots and my AIS alarm was warning me loudly of the imminent collision course they were on. Reassuring to know it's working well.



They threw a heavy line with a yellow buoy attached. I was glad I had reinforced my bow cleats with 20mm ply backing plates as being towed at 6 knots puts quite a strain on them. It was a great relief to be rapidly leaving the rocks behind us.

They towed us round to Trial Bay, during which time the fuel polishing line became dislodged and I lost about 60 litres of diesel overboard. I hated to think of the pollution in the sea.

They didn't take us to the sheltered end of the bay tucked in behind the headland but to a large metal mooring in the middle of the open roadstead; not quite as roly as out at sea but not much better. Our seasickness continued and the barnacle-encrusted buoy banged loudly against the hull all night as if wanting to come in. At daybreak we got up to find Shanti surrounded by a myriad of small fishing boats, some dropping their grappling hooks close enough to join us for breakfast. Apparently it is the best spot for bait. I counted about 20 of them in all, quite an unnerving invasion.



The man from Marine Rescue called to say he was going to do some soundings over the bar to try to get us up the river to the township for repairs. The trouble was the high tides were lower than usual so he doubted we could get in and if we could, it might be a while before we could get out again. I had visions of spending a long time in Trial bay if they did manage to capture us. This renewed my efforts to get us going asap.

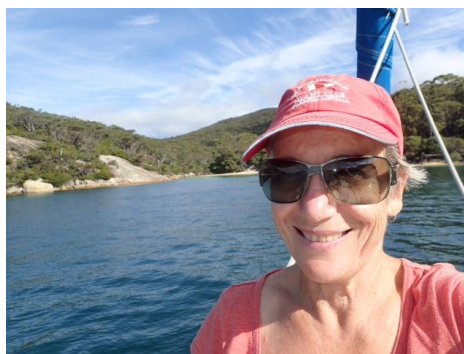
We refilled the tank with fuel from jerry cans and polished it all again for another two hours. Then put in my second filter. (These things cost around \$40 a pop). The glass in the bottom of the Racor filter looked mucky so we tried to open the drain cock at the base of this but unfortunately it snapped off. Luckily all the fuel didn't drain out into the bilge but this possibility hung over us and I knew it would have to be replaced, but not here in Trial Bay.

After bleeding the system again (I'm getting quite good at doing this now) the engine fired up convincingly. We ran it for half an hour and it seemed set to continue so we dropped the mooring and headed for Coffs – about 40 miles further up the coast.

Two hours later the engine stopped. Hoping and praying that it was the last of the gunk in the lines that had clogged it, I put in my third and last filter. I rang ahead to Coffs to let them know our situation and to book an after hours berth. Thankfully we made it all the way. It's a very nerve-wracking thing surfing in through the breakwater, then into the marina, past all the most inconvenient places for an engine to quit. However, the blessed little Yanmar kept purring along.

In the safety and flat calmness of the marina, it was all much easier to deal with and hopefully that uncertainty is now behind me. Bruce took the first train home with thoughts of selling his yacht.

Happy days from Jacquie



Please sends any comments, photos any questions or advice to [MARK WINDWARD](#)

[With a new Federal budget you should pay close attention to
Sea Duction in your super and Ta Şeavation on boating expenses](#)