

You can tell it was five guys, sitting around, drinking a beer or two, who set out the annual racing schedule. How else would the Spring Regatta end up conflicting with Mother's Day! Many of our potential sailors appeared to have bowed to Mom's wishes. There were three races Saturday. Five boats attended the first race, four the second, and three the third. A longer race was held Sunday. All I can say is those who stayed home missed two good days out on the water. Warm sunshine and light but steady breezes blessed us Saturday. And a solid SE breeze set in for Sunday.

The in harbour courses were planned for 90 minute races, with a half hour between #1 and #2, and an extra hour between #2 and #3 for lunch. Douglas installed the new Ganges Shoal mark he built just in time for the fleet to round it in the first race. All three races were some combination of Ganges Shoal as the windward mark, a temporary downwind mark deep in the harbour by the Breeze, and for the final race a temporary mark near Chocolate Beach to form a triangle. In all, we used the new Ganges Mark seven times over the four races!



We welcomed the owner and crew of the Azzurro. Azzurro is a Lightning with a competitive 190 PHRF handicap. Who needs to give such a lively boat a minute a mile, never mind the astute skipper and experienced crew that arrived with it. Us regulars were pouring over the Club Yearbook seeing if there was any way, besides not being allowed to tie up at our docks overnight, we could penalize this Associate Member. As it turns out, we should have dug deeper, for they were unstoppable on Saturday. Take a look at the picture of them arriving at the Mark: tactically perfect.



The first race gradually spread out with Radiant Heat, sporting only a jib in the light air, slowly extended their lead, with lengthy tacks up the harbour, with the others in hot pursuit.

Turning at the Ganges shoal spinnakers were raised and with the wind dead aft it was the regular spinnakers who were advantaged over the asymmetric boats as the boats with asymmetrical were forced to gybe several times thus losing velocity made good to the mark. (Maybe on this race, but read on – Ed)

Although taking line honours Radiant Heat was beaten by Azzurro who finished only 2 minutes behind.

The second race was much the same with the times between the boats a little greater. But the corrected results were the same Azzurro, Radiant Heat, and First Draft. First Draft may have done a bit better in this race had her crew not decided to play a game of, ' button, button, who's got the button' with the spinnaker halyard. The picture below captures the results.



The third race in the afternoon was sailed in a faltering breeze and a massive wind shift on the beat out the harbour. The third race had followed the same pattern as the first two races when on arrival at the Chocolate Beach mark, the wind died. Radiant heat tacked out across the harbour seeing that a long Starboard tack would fetch better the upwind mark.

It was not to be. With the 90 degree backing of the wind to the East, Radiant Heat now had a huge knock and required 3 additional tacks to fetch the mark. Meanwhile, Azzurro patiently stayed close to the Chain Islands and had the preferred course to the mark after the wind shift. The result was a 400 yard advantage for Azzurro. First Draft, in the meantime followed a mid course, and was close to Radiant Heat at the turn.

All boats were now on a run back to the 5 knot buoy. Azzurro being first around the mark was long gone. In the patchy wind, First Draft showed their building skills by starting their downwind spinnaker run on the opposite shore, running parallel to the mark. Deep into the harbour they turned on the mark like a guided missile, bringing the apparent wind forward, enjoying a fast starboard reach across the harbour in the light winds. It was a lesson in the advantage of reaching and the resulting boat speed as First Draft made the boats sailing deep look like they were standing. Covering a 1/3

more in distance, they were suddenly calling for room at the 5 knot mark. All three boats then struggled with a patchy breeze until the finish. The corrected times on the third race had Azzurro in first, First Draft in second, and Radiant Heat in third.

The wind and racers cooperated all day and all three races were completed within the scheduled 90 minutes.



Day 2 on Sunday arrived with an 8-12 knot SE breeze. Seven boats with their crews gathered at the 10.00 skippers meeting. The course had been announced with an incredible 8 marks and about a 12.5 mile trip.. It was a Captains Passage dippy doodle course as follows: Ganges Shoal (P), Welbury spar (S), U62 (S), Batt Rk(P), U60(P), Ganges Sh(S), Welbury(S), Ganges Sh(S), finish. The course was designed to be challenging, different from our regular trophy races, while still allowing good distances between the marks to accommodate the larger boats. It was also designed to hopefully keep the race down to one spinnaker hoist. One spinnaker too many for some, it turns out.

At the starting Radiant Heat came in from behind in good time to clear the line, but Caliente was to Leeward, luffing to the line, forcing Radiant Heat to do the same. Most boats were over promptly with Azzurro and Kay D doing an early tack (see Martin's report below) to the right and crossing ahead . Radiant Heat ducked below the stern of Caliente in a search for clearer air and the beat was on. Now it was the long tack from side to side. Caliente had the legs and the heading ability to steadily leave the fleet behind.





Radiant Heat was on a reverse tack from most of the fleet and so could see who was gaining or losing. The wind was steady and there was no advantage to one side over the other. Radiant Heat eased into 2nd place. Oasis always in touch and the duo of Kay D and Azzurro, both well sailed, were always too close for comfort.



From Ganges shoals Radiant Heat was able to clear Second Sister and make their way into Welbury bay. Caliente had tacked later and was further out on a direct line to the Spar. Behind the three larger boats, the smaller boats had to tack out from Sisters into the channel. Radiant Heat writes, 'We received a shift that lifted us up past Welbury and lifted us more as we passed Scott Point and once again across Captains Passage towards U62. To our surprise, there was little to no current (The Tide Book told us to expect a nasty ebb). As we turned and tacked around U62, we could see that Caliente had already made the turn at Batt Rock and was headed for U60. Those pesky little sporty boats and Oasis were still close behind closing on the mark U62. But we were off on a beam to close reach to Batt Rock at good speed, registering 7+ knots over ground. The fleet behind well spread out.'

'Turning at Batt we headed up across the Passage. Was there an ebb against us? it was hard to tell. The crab pot buoys showed little action. Gradually we were lifted to the Prevost shore and getting closer to U60. Caliente had done a couple of tacks and was around coming back along the Prevost shore without a spinnaker. Boats behind us had fallen back and were at a wider sailing angle to the wind. We were steadily gaining on Caliente'

Tacking around the U60 we decided to take the direct course back to Ganges Shoal. There was, we thought, not enough current to worry about. The spinnaker was raised and set to a broad reach to Ganges Shoals. Looking back, several other boats were setting their chutes'

Meanwhile, Oasis come to a near halt. In the excitement of a gybe in a building breeze, the tack line was not set tight. Freed from its constraints the spinnaker took flight before being run over. The halyard holding the head up on one side of the boat with much of the Spinnaker showing on the opposite side. Only two seasoned – well and truly seasoned with about 169 years of life between the two of them - could extricate themselves from such a predicament with such calm and grace. At least that's the story they tell.

And then there was Radiant Heat, with a win in corrected time easily in her sights, she ran into a slight hole in the wind going 7 kts. The spinnaker collapsed upon itself and suddenly the center of the sail triple wrapped itself around the head stay. From the Skipper of Radiant Heat, 'Bill couldn't move it. Lowering the halyard did nothing. Changing positions, your aging skipper went forward and Bill took the helm. We still had 5-6 knots of speed. Keep her downwind Bill, I shouted back. Bracing myself at the bow I disconnected the Spinnaker sheet and guy, loosened, the halyard, and still nothing happened. Pulling, pushing, unwinding, rewinding managed to loosen the grip on the stay and the bundle of sail was lowered to the deck, tied down, and secured, still wrapped around the head stay and jib.'

Never a boat to give up easily, Radiant Heat sailed on under mainsail alone, still making 3.5-4 knots. But the boats behind were edging closer.

Finally rounding Welbury, Radiant Heat picked up speed again to over 5 knots still under mainsail alone.. "Hey, Bill, we have a second spinnaker and the lines are free lets get it up." And so they did. Making tracks again, they snatched victory from the jaws of defeat. Then immediately fed it back again.

So engrossed with the spinnaker, they forgot the last mark rounding at Ganges shoals and were well past 2nd Sister before looking back upon Ganges Shoals and ooooppppsss. And so the DNF recorded under Radiant Heat.

From Radiant Heat, 'Many thanks to our Fleet Captain and all the work put in to the weekend, even if there were a couple of times I thought we would run into the RIB as we rounded the marks. Thanks to Douglas for the NEW Ganges shoal marker. Thanks to all those who came out to make an enjoyable weekend of sailing. See you all at RSS.'





### **And from the helm of Kay D**

The Kay D was going to do the Spring Regatta but I was feeling unwell on Saturday and bowed out. Sunday morning Rosemary said "The Lightning is sailing and would probably appreciate some company" so I beetled down to the club totally unprepared for the gorgeous wind. Fortunately I had my "foulies" in the truck so I would at least be warm and mostly dry.

The start was port favoured and was won handily by Shelley and Bob Jones with the Lightning in close contention. Having no watch I was counting to 60 from the last horn and was only at 40 when the gun went. The Lightning had my wind and I was forced to tack to clear it. Shortly thereafter the Lightning tacked as well and we were easily able to Port cross the other big boats staggering in from the wrong end of the line. Kay D held in on Port right to the shore and picked a shift to cross ahead of Azzurro in what would be the first of eight lead changes for these two boats. Both boats were designed by first class yachtsmen, the Lightning by Olin Stephens in 1938 and the Flying Fifteen by Uffa Fox in 1947 and they rate about the same. Azzurro has a centreboard and high aspect rig and goes to weather like a dream. Kay D has a swept back keel and low aspect rig and flies downwind. The last leg was downwind and thus to my advantage but I only held a 35 second lead at the finish. It was a great race against a skillful competitor, what could be better.



The highlights for me were the two spinnaker reaches, one from U60 to Batt Rock and the second from Wellbury Spar to Ganges Shoal. They were just at the top of the range for me single handing but I did not have to dump the main, in short a perfect three sail reach



It was great to see Shelley and the Woman's Racing Team in action and they were charging up on us on the Runs with spinnaker flying. We took a head count on Oasis when we ran past them to make sure everyone was still aboard and also took note of various antics on Radiant Heat. Every time we crossed Battle Axe they seemed imperturbable and to be enjoying themselves immensely and how could you not on such a beautiful day. Caliente stormed around the course in fine fashion winning line honours handily while the two small boats from the first half of the last century came home second and third.



Sundays race after crunching numbers goes to First Draft, a well deserved win, with Azzurro winning the weekend. See lot's more pictures on our website.



Place	Boat	SailNo	Race #1	Race #2	Race #3	Race #4	Total Points
4	AZZURRO	13860	100	100	100	57	357
1	First Draft	29921	60	60	80	100	300
	Radiant Heat	67901	80	80	60	14	234
5	Oasis	421	40	40	20	43	143
	Battle Axe		20	20	20	28	88
2	Kay D					86	86
3	CALIENTE	CAN45				72	72

