

June #2 Wednesday Night Race, June 12, 2019

Wed Night #2 June 12 - 6/12/2019									
Start: Start 1, Finishes: Place									
Rank	Boat	SailNo	NHC3	Start	Finish	Elapsed	Corrected	BCR	Points
1	IMP	2107	0.922	0.70833333	0.75168981	0.043356481	0.0399768519	0.922	100
2	CALIENTE	CAN45	1.054	0.70833333	0.74704861	0.038715278	0.0408101852	1.033	83
3	Radiant Heat	67901	0.958	0.70833333	0.75138889	0.043055556	0.04125	0.928	67
4	Kay D		0.889	0.70833333	0.75480324	0.046469907	0.0413078704	0.86	50
5	Shingebiss	49077	1.021	0.70833333	0.75164352	0.043310185	0.044224537	0.923	33
6	Oasis	421	0.925	0.70833333	0.75920139	0.050868056	0.0470486111	0.769	17

Commentary by Tony Brogan:

Another hot and sunny day with a high haze with 29C temperatures was felt by all as we gathered on the dock for the skippers meeting. The promised breeze from the NW had turned to the SE with a bias to the south. We could see a steady 4-6 knots up the harbour until the Sisters Islands, then only flat water.

For once it looked a good day to try the 155 genoa, and the regular downwind spinnaker for any running legs.

On the dock Craig Leitch was the designated Fleet Captain of the day as Greg Taylor was away on business affairs.

The announced course proclaimed with brisk efficiency was Ganges Shoals to port and finish. A 3.5 mile windward leeward course. There was some low key discussion as to whether there could be a leeward mark inserted in to the race but the announced course was it, and we, the dauntless 6 boat crews, took off to sail the high seas of Ganges harbour, while also leaving time to combat the heat with an after sail beer and chips on the docks. That is, another of our beloved Wed night sails followed by a get together.

Once on the water we hoisted the main which seemed to get stuck 2 inches from the top. We decided to add a little cunningham to shape the sail and figure out the problem later. We then hoisted the Genoa. This genoa is pre shaped and so needs to just hang. The Sailmaker instructions were that it is better to not be tacked at all than having the halyard too tight as that would ruin the sail shape permanently!! So zealous crew have to be instructed on how to set this halyard,. It is always something, isn't it?

10 minutes to go and we headed back to the starting side of the line for a couple of trial runs to meet Oasis idling away under main alone. We took a run and timed it to be lighter air and 1 min 20 secs. Coming back we still had 5 mins and so attempted to sail away 2.5 mins but we ran into moored boats and had to turn early with 3.5 mins to go.

Caliente was maneuvering at the starboard side as were Imp and Kay D. Oasis was still idling. Shingebiss was looking interested but remained further away.

We took a wide sweep around and behind the docks and eased around and headed up outside the starboard end. Caliente was ahead and a little to leeward. We must not come down to them. Other boats were on our tail and others to leeward.

Eventually we slid toward the line following Caliente with 10 secs to go, picked up some speed and hardened to close hauled and crossed the line just 2 secs after the start. I was happy we had clear air.

Sometime in here it was noted that the spinnaker pole hanging under the boom had tangled around the tack end reefing line causing an obstruction. loosen the halyard 2", untangle the reefing line, ease the sheets, take up the halyard with the winch, reset the cunningham, and all was well. Nothing to it with good crew aboard.

The stronger air now appeared to be on the right side of the course. Imp and Kay D had both started to leeward and soon took the tack to the right as did Shingebiss and then Caliente. We chatted on RH about the tactics and looking ahead decided the wind was not as soft as it appeared and did the long starboard tack out to chain islands and the long port tack across to meet the fleet who by this time had done several tacks up the right side. On our crossings it did not seem much gained or lost and now other boats ventured out to the left side of the harbour.

Kay D and Imp were close, Caliente was gaining steadily, Shingebiss was back, as was Oasis. From near Sisters we took the port tack to follow Caliente and try to reach the mark on the next starboard tack. We appear to be second in line now. The Genoa gave us good speed and headed up well. The wind had filled in all over but there was still little breeze 200 yards beyond Ganges Shoals.

We had a little in the bank approaching Ganges Shoals when it was noted Shingebiss was steaming up on Port tack to directly round the mark with a tack squeezing ahead of Radiant heat. We hailed "Starboard. They hailed "Room at the mark" We hailed "you don't have rights".

But Shingebiss was committed. Radiant Heat had to hold away from a close rounding of the mark and to avoid any possibility of contact. Shingebiss made a smart tack to round the mark, Radiant Heat followed just feet behind, before moving to the outside Shingebiss. A little behind was IMP and further back was Kay D.

It was now a downwind run with a bias to the wind on the starboard quarter. It was still 4-6 knots of true wind. We were moving at 2.5-3 knots over ground. Caliente was reaching up into the wind at a more abrupt angle. We followed the sailing metric that tells that a J-30 sails deep with the wind just 12-15 degrees away from dead down wind for the best velocity made good to the mark. Tempting as it is , it does not pay us to harden up for extra speed.

For a while Shingebiss and Radiant Heat kept pace, in light air, with each other. Imp had gybed at a wider angle and was a little further back by the islands. Kay D a little further back again.

Now Shingebiss gybed over to the left side while we continued on our deep course. Imp also gybed away from the Islands and passed behind us. Ahead Caliente now gybed left heading toward the docks.

We continued our deep course and now gybed to Port tack to reflect a change in the wind and we could edge closer to the left side and what promised to be a stronger wind by a knot!

Both Shingebiss and Imp now gybed to the right side passing behind again out to the center of the channel and a bit more and the wind was lighter. Radiant Heat accelerated to 3.5 knots over ground and closer to the left side of the finish line. Shingebiss and Imp both Gybed for the line but we held our speed to be over a half minute or so ahead.

After putting the boat to bed John and I made it to the dock to see the table full of animated sailors chatting about the days events and any other things that came to mind. It was still 26 C and very comfortable.

I looked up the rules on a windward rounding and this is what they say. This is just for future knowledge as no protest was initiated.

The keep clear boat is the one on port tack. Quote from Bryan Willis, on rounding the Windward mark. " You have no right to mark room while you on are opposite tacks. you must keep clear. (Rules 10 & 18.1(a)

Rule 10; ON OPPOSITE TACKS When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

MARK-ROOM 18.1 When Rule 18 Applies Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. However, it does not apply (a) between boats on opposite tacks on a beat to windward, (b) between boats on opposite tacks when the proper course at the mark for one but not both of them is to tack...

Have a great day, enjoy the weather, and see you Sunday.