

June #3 Wednesday Night Race, June 19, 2019

Wed Night #3 June 19 - 6/19/2019

Start: Start 1, Finishes: Place

Rank	Boat	SailNo	NHC3	Start	Finish	Elapsed	Corrected	Back Calculated Rating	Points
1	Oasis	421	0.92	17:00	17:58:44	00:58:44	00:54:02	0.92	100
2	Radiant Heat	67901	0.919	17:00	18:01:55	01:01:55	00:56:54	0.873	88
3	Battle Axe		0.865	17:00	18:06:00	01:06:00	00:57:05	0.819	75
4	CALIENTE	CAN45	1.059	17:00	17:55:08	00:55:08	00:58:23	0.98	63
5	IMP	2107	0.926	17:00	18:03:06	01:03:06	00:58:26	0.856	50
6	Shingebiss	49077	1.045	17:00	17:58:10	00:58:10	01:00:47	0.929	38
7	Kitsita		1.015	17:00	18:00:35	01:00:35	01:01:30	0.892	25
8	Skeena Cloud	121	0.832	17:00		DNF			13

Commentary by Tony Brogan:

For days I looked at Wednesday nights wind forecast, the last report indicated a light breeze from the east, turning west and blowing near zero at 18-1900 and 15 knots by 2200. I never know when I might be single handed so always plan for the worst!!!!!!!!!!!!!!!

Arriving at the dock the wind was light and direction variable. So two head sails were prepared; the 110 jib and the 155 genoa or in the vernacular a #1 and a #3.

FCR Greg called the skippers meeting to order and made an announcement that it was hoped that a large number of us senior sailors would be available to help coach the batch of juniors taking the next course of lessons sponsored by the Club. Contact Greg Taylor or April Faget.

Then it turned to the course to be set. Start, Ganges shoal (P) then Welbury Spar (P) GS again, this time to (S) and home. There was a deafening silence punctuated by a few mutters. OK then Ganges shoal and back. If the first boat does it in an hour then we do it again! Such was the wind that many skippers doubted there would be a second trip around the marks.

I muttered to myself that the wind had turned west, the clouds were darker and something was coming over the hills. but when?

On the water John and I decided on the Genoa for the lighter air while I secretly worried we would have too much sail up at some point, but with the jib we may have too little!

Taking a trial run from the start line gave us a beam reach on starboard. 6 knots of wind and 4 knots boat speed. going back again we were nearly close hauled and 8 knots apparent. It looked like a good sail was promised.

Going back to the prestart side we cruised down with 4 minutes to go and 100 yards out passed Skeena Cloud and Battle Axe Heading for the line. Turning with 2 mins to go we promptly came to a halt with no wind. But there were SC and BA happily continuing to and over the start. Finally catching some breeze, we started to move but crossed the line 90 seconds late, the last over. It looked like it was going to be one of those days!!!

Shortly thereafter we joined the end of the fleet. Caliente, Oasis and others were close to shore. Kisita a little further back and further to the left. Shingebiss challenging the other boats. Battle Axe charging along in good form. Skeena Club ud, a little more tentative, but making good time. Imp right in the mix challenging the leaders.

Now the wind came in gusts, but not overly heavy, likely in the 7-10 knot range, but it was a dense, cool wind, with power unlike most early summer zephyrs. Rolling over the hills and swirling through the valleys, the wind pounced on the water in intermittent blasts. One minute a beam reach, the next a broad reach then a close reach. But then it settled to a broad reach. Caliente with the chute up was roaring along. Most boats stuck to head sails.

Radiant Heat decided to try the spinnaker and it was easily up with the wind aft. Then we were off like a greyhound until the wind went forward of the beam. Pole forward, quick! . No sooner set than the wind was aft again and so we zigged and zagged for a short while. " I think we'll do better with the genoa, John, can we get it up and drop the shute?"

Fortunately the wind went aft a little and with the skipper tailing the halyard and crew pumping at the mast the sail was up. Crew grabbing the sheet, skipper releasing the guy and in came the shute behind the shelter of the main. The tiller tamer was fixed already and the skipper leaned forward with the helm self steering, he released the halyard slowly enough for the sail to be steadily stuffed down below out of the way. The genoa was raised with the sheets already set and the sail was full drawing well. We lost little ground to the fleet.

Now it settled out to a drag race with the order of the boats over the finish line set other than one or two changes. The longer bigger boats go faster at hull speed so steadily drew ahead. Imp was the notable exception. She is a 24' boat that can be sailed as fast as most 30 footers. There was Imp leading us around the first mark. Then there was Battle Axe barely behind us. So in a good breeze your cruising boat suddenly shows her full colours sailing well up to her handicap. Yeah, Jim.

The return trip was close hauled and we slowly caught and overtook Imp but it took the full mile to do it. Through the gate and back to ganges shoals. Kitsita was close abeam to starboard and slowly she pulled ahead and rounded the outer flag mark.

There were wind holes here and there and wind speeds up to 18 apparent and down to 5-6 knots, but for all that fairly consistent, and no boat was left behind.

All boats passed over the finish line close to hull speed with the first boats covering the approximately 6-6.5 mile course in less than 1 hour. It was an exhilarating sail and what has not been mentioned is that it started to rain before the start and finished after we did. Everyone was wet and everyone was thrilled.

Tall tales we told in Shingebiss as we took shelter and finally we went home satisfied with an thrilling memory of a great sailing day.

Congrats to Oasis for honours and to a great placing by Battle Axe. See you next Wednesday

Skeena Cloud, as Tony says, was a little tentative and quit after the first loop, not wanting to risk another 8 weeks in a finger splint. It was, as he says, a little more exhilarating than I had planned for my first sail back.

Kitsita, as seen below, might have done a bit better, but as the picture below shows, her handicap did not accommodate her mid-race adjustments. Re-establishing her pre-race handicap took some time.

