

It seems a while since the first of the Wednesday night series as I recover from a bout of fatigue!! Don't ask what caused it as I have no idea!! i just seemed to relax and veg out. There is the reason for this delayed short account. Here are the published results and congratulations to Evangeline for a great sail and first place.

Wed Night #1 June 5 - 6/5/2019 at 10:30

Start: Start 1, Finishes: Place

Rank	Boat	SailNo	NHC3	Start	Finish	Elapsed	Corrected	BCR	Points
1	Evangeline		0.911	17:00	19:14:45	02:14:45	02:02:45	0.911	100
2	IMP	2107	0.922	17:00	19:19:38	02:19:38	02:08:45	0.879	91
3	First Draft	29921	0.876	17:00	19:32:02	02:32:02	02:13:11	0.807	82
4	Effervescence		0.8	17:00	19:51:07	02:51:07	02:16:54	0.717	73
5	Shingebiss	49077	1.021	17:00	19:17:20	02:17:20	02:20:13	0.894	64
6	Radiant Heat	67901	0.958	17:00	19:27:27	02:27:27	02:21:15	0.833	55
7	Battle Axe		0.873	17:00	19:53:20	02:53:20	02:31:19	0.708	45
8	Kay D		0.884	17:00		DNF			9
8	CALIENTE	CAN45	1.053	17:00		DNF			9
8	Minke		0.8	17:00		DNF			9
8	Ogopogo		1.1	17:00		DNF			9

The wind forecast for Wednesday showed a consistent south westerly at 8-12 knots.

There was an enthusiast gathering on the dock for the skippers meeting with dozens of sailors representing 11 boats. Ogopogo was out, Minke too, Caliente and Kay D, with Imp making an appearance, all skippered by excellent sailors. It speaks to a terrific Series B Summer season.

Our Fleet Captain laid out the course as Start, Ganges Shoals to Port,(1.5 miles) back to the start with the outer mark to Port (1.5 miles), back to Ganges shoals again (P) (1.5 miles) and then out to Horda Shoals (S) (1.5 miles) in the Captains Passage, back for the third time to Ganges Shoals (S) and home to the finish (3 miles). Total distance about 9 miles.

As promised the wind as fair at 6-8 knots but tending SSE.

The start was competitive with several boats bunched at the starboard end jostling for position. Most boats were carrying a genoa and main, whereas Radiant Heat with only one crew opted for jib and main. Caliente took the line at the starboard end at good speed and soon overwhelmed Radiant Heat to leeward and swept pass into the lead leaving RH in dirty air and nowhere to tack out due to anchored boats just off the start line. Meanwhile, Kay D immediately tacked to port to capture a lift off the beach.

All boats were making good time and proceeded to tack back from the left side to the longer port tack. The fleet was now shaking out with the larger boats taking advantage of the steady breeze and moving into the lead positions. Radiant Heat on the second tack to the right on port tack was forced to tack early by a starboard hand right of way

boat and was prematurely headed for Ganges Shoal mark. In the end we luffed up coming nearly to a halt as we managed a rounding, just missing the pin by a foot after nearly being in irons. Bad move!!



Next was the run back to the starting gate which I had misheard as the outer mark for the airplane transit. Seeing the 4 boats ahead all in to the club house shore a VHF enquiry was answered and we were made aware of the correct next mark! we had a slightly hotter angle now but we still failed to catch Evangeline with Kay D very close behind us as we made the turn.

Tacking out to Ganges shoal again we noted that Shingebiss was qualifying for the broken tiller award by grounding on the sandbar South of Walters Spit. It was about 10 minutes before a rising tide and lots of wiggling with the tiller allowed Shingebiss to free herself and rejoin the pursuit of the leaders. With her newly clean and sanded keel, she quickly made headway against the lead boats before reaching Horda Shoals.

Making the the tack to the right in order to lay the mark on the starboard tack the wind gods became more devious. Although all the clouds were moving briskly from the West the wind backed to the East and we on the right side found ourselves doing the great circle route with a continuing lift. The boats on the left side at that time were on the inside of the circle and were lifted nicely to the mark. The result was a difference of a quarter mile.

Forced to travel the extra distance the lead boats were well on the way to Horda when the wind gods decided to play with us again. Suddenly, we sailed into a hole, the wind dropping to 2kts. Then there was a puff and then a blast as the wind obeyed the forecast and went SW with 30 degree oscillations.

After a couple of minutes to confirm the wind would remain out of the SW, we ventured to fly the spinnaker. The wind was back up to 10 knots plus and varying from beam to broad reach and back. We made good time to Horda to meet the lead boats on the way back steaming fast, close hauled. With the wind gusting we took down the spin without putting up the jib and made a smart rounding under main alone. Now the jib could be raised and the pole stowed and the spin lines put to bed all a tangle in the cabin.

It was a close haul to Ganges shoal and we approached with a little in the bank and voila! But nothing is ever that easy. The wind veered to come from the Northwest and headed us 50 degrees. We were now making good time to Sisters Island rather than the mark. All the while First Draft was uncomfortably close, every time we thought we stretched our lead over her, there she was, like a bad penny.



So we did the unplanned two extra tacks to round the last mark before heading up the harbour to the finish line. The final run up the harbour turned into a series of tacks to avoid the soft patches. The final approach to the line gifted us yet another header and we had to tack on the transit back to the finish line before finally tacking again to cross the line.

I am sure other boats have tales to tell of aberrant winds, gifting distance sailed or snatching away distance already earned, but that was our sorry tale.

Notwithstanding, it was a great evening on the water. See you all next week, and do not forget the Sunday 16th Captains passage race.

