

## Wednesday Night Race Report and Results: August 7<sup>th</sup>

Written by Tony Brogan

I had just returned from a week road trip and was still suffering travel fatigue. But it was time to be afloat again. (What else to do on a Wed night). So in a somewhat befuddled state I was commanded to set the course for the day.

Fleet Captain being called for domestic duties I was stand in FCR for the day .

Reviewing the weather forecast it seemed that there would be light breezes but on arrival at the dock around 1530 there was a good breeze for the SE at 6-8 knots.

This caused me to set the jib only on the deck of Radiant Heat and not to have the genoa ready for hoisting, which I should have done.

There was a good turn out of 10 boats for the skippers meeting. Greetings were exchanged with several who had noted my absence the last two weeks. Everyone's disposition was as sunny as the sky.

The first course offered for consideration was a longer one involving Batt Rock and U62 and the skippers asked for comment. There being significant dissent, a new course was proposed, being, Ganges shoals to port, back thru the starting line gate and around for a second loop GS to (P) again and home. Short course was one lap if the lead boat was later than 1800 and times to be taken at the turn. Time limit for the line honours boat was 1900 for the long course.

This was generally agreed, and there being no further questions or debate, all disbursed to get the 10 boats registered afloat.

The breeze remained good once we were out on the water and after the boats were prepped; they were soon scurrying around the starting area figuring out the best start location.

The start was active and competitive. RH found that from the starboard side there was 40-50 seconds required to make the line after turn clear of the moored boats to the North. (Maybe it is time to move the start line to the other end of the dock and out a bit to give us more room).

Effervescence 1 was observed 7 minutes before the start making a totally luffed approach to the line! Imp was broad reaching up and down the line, And others a mixture of all the above.

With three minutes to go RH rounded the stern of Effervescence and slowed to run down the clock. But then came Caliente, Evangeline and other boats up on the leeward side with the danger of running RH up and outside the line. Having to accelerate down

the line to stay clear, we were suddenly faced with Sparky, ahead on port, swiftly tacking to Starboard and trapping RH again.

A violent haul on the tiller allowed RH to duck the stern of Sparky, barely, and come up to her lee. Caliente was now close on our lee and we called Sparky up, up, which she was forced to do with only seconds on the clock, and over early. Caliente was over right on the clock as was RH to her windward just a second later.

What everyone else was doing I have no idea, being overly occupied as recounted. With so much excitement already the race account is a little devoid of detail. On the first tack to Ganges Shoal it was clear Caliente was in full fast cruising mode and moving steadily ahead. Sparky made a quick recovery after completing the mandatory round the end restart and was up with the leaders.

Imp, as usual, liked the breeze and was moving well. Radiant Heat, in 5th place, had to make a change of sail as the wind eased. That involved getting the sail on deck, removing the bag, fixing the tack, attaching the prefeeder, inserting it into the forestay slide, and deploying the sheets. That was three shorter tacks to get the work done. Then to port tack to raise the sail, back to Starboard to lower the jib and were ready to sail in lighter air, but of course, the wind came up again, and so now we were overpowered, but still managed to round the mark. The three lead boats all gybed off and raised spinnakers.

Caliente was well on the way to completing the first lap. Evangeline, near the Sisters, was having a trial with their spinnaker. Imp and Sparky, with spins up, were also on the right side.

Initially, RH found good speed down wind winging out the genoa and was able to close the gap a little. Then the wind died some more. We therefore hoisted our spinnaker on the broad reach. Karisma, on a downwind course, was quickly closing the gap.

Caliente made the turn well before 1800 and we were in for the second lap. On the second beat it appears that there was better wind on the right side and both Imp and Sparky found it, extending their lead by a large amount. But Caliente was still well ahead. RH was now 4th place.

The second spin run home was uneventful and the fleet finished in orderly procession.

There was a grand gathering at the tables on the dock, apres racing. All agreed it was a wonderful day to be out on the water. Good breeze, nice temperature and lots of camaraderie. If only I had prepared the genoa in advance!!!

### Wed Night #1 Aug - 5/12/2019

Start: Start 1, Finishes: Place

Rank	Boat	SailNo	NHC3	Start	Finish	Elapsed	Corrected	BCR	Points
1	IMP	2107	0.921	17:00	18:19:04	01:19:04	01:12:49	0.921	100
2	Sparky	67901	0.898	17:00	18:55:30	01:55:30	01:43:43	0.63	0
3	CALIENTE	CAN45	1.066	17:00	18:41:49	01:41:49	01:48:32	0.715	86
4	Karisma	29921	0.903	17:00	19:03:10	02:03:10	01:51:13	0.591	0
5	Evangeline		0.913	17:00	19:02:22	02:02:22	01:51:43	0.595	72
6	Radiant Heat	67901	0.973	17:00	18:54:50	01:54:50	01:51:44	0.634	57
7	Battle Axe		0.849	17:00	19:42:12	02:42:12	02:17:42	0.449	43
8	Deryn Mor		0.88	17:00	18:14:55	DNF			14
8	Effervescence		0.796			DNF			14