

Wednesday Night, August 21st
Written by Tony Brogan and Greg Taylor

Wednesday night, the wind blew until it didn't.

On the dock at 4 pm there was a steady 10-12 knots from the SE, confirming the forecast, but the forecast also indicated a change to the NW at some point between 6-7 pm accompanied by a short lull..

At 4.30, the FCR proposed a longer course of about 6.2nm with a short course at the Sisters Island transit with a 2.5 hour time limit or 7.30pm in case the wind were to fail us.

It was a roisterous start with all seven boats bearing down on the line at the starboard end except RH who could be seen, by the observant, heading for the starboard end but from the left side on port tack!!

We were glad to be on the water a little early as we had 5 minutes of trials getting the sails up. Radiant Heat, with a novice crew aboard resorted to "Take the helm. Keep the boat head to wind" and went forward to be good crew and solve the problem.

After three aborted attempts to raise the main the problem was located. Having left the reef in from the last sail we found that a tack horn had grappled with a strap on the sail and wrapped the sail firmly in position.

Until then I had been set on showing my green crew how efficient the skipper was, and so used to single handing too! Thank goodness, he was green. He probably thinks this was all normal and hopefully Colin will continue to join those requiring crew in future races.

With 10 minutes to the start, and finally sailing at 6 knots, we ran out across the harbour and with 2.5 minutes left, turned back to the start, on a port tack.

From our vantage point we could see the 6 boats heading past the end of the dock into Squalor Bay as far as could be dared, before turning for the line on a starboard tack.

Sixty seconds to go, and we were not yet abeam of the outer pin end, but were moving fast. Thirty seconds, we were abeam the mark, and crossing the sterns of the lead boats on their starboard tack. Ah, there go all the boats. Fifteen seconds, and we were passing the stern the last of the six, and headed for the inner pin.

A quick tack onto starboard, and we were to windward of the fleet, in clear air, and only 10 seconds late over the line.

(Alas, Skeena Cloud beat Radiant Heat, and the rest of the fleet over the line. But we felt so bad about it, we turned around, when around the pin, and started again. That's what the Admiral told me happened at least. – SC)

The fleet scurried over to the Chain Island side with a boat here and there taking the early tack but RH going near to the full distance across. Ogoopogo was leading, exuberantly chased by Shingebiss. "She likes a good wind," said skipper Gyle, later. Imp was doing her sprightly dance on the waters, RH was streaming along. Oasis was astern and to Leeward. KayD piloted by Tony Meek was a little back and Skeena Cloud aft of all dipping her rail a little in moderate gusts helmed by Heather with FCR demoted to crew! *(Nonsense! I was never demoted. I was, and am, Captain of my ship! Admiral Heather Sloat made it very clear who is what, and what is who - SC).*

The course was Ganges Shoals (S), U62(P), Welbury spar(P), Ganges Shoals (S) and home.

Rounding the mark in the same order with some over setting toward the Saltspring shore and others tacking for Captains passage, it was a beat in steady 10 knots of true wind = 15-16 knot apparent.

(Maybe it was 10kts for RH, but the admiral and I only got SC sailing well with both the main and genoa reefed. It takes more than 10kts to convince SC to tuck her skirts -SC)

There were calculations on all boats concerning the advertised flood current, to be considered, but in fact there appeared to be little current to any affect. Wind, or lack of, was to be the concern.

The lead boats were around in good but lessened breeze. Ogpogo was off to the Welbury mark. Shingebiss was around and slower with the spinnaker raise. Imp was making the mark ahead of Radiant Heat, who with the jib, now slowed to three knots in light air, and did not make the mark without first making a couple of two boat length tacks.

(We were well behind the other boats after our second start. We tacked over to the Scott Point shore just underneath the rock below Welbury Spar, then tacked back, rounding Batt Rock, before tacking back to U62. We too overestimated the current and overstood the mark by a 100 meters. On the way to U62 we shook out first one reef, then the other. We could see, even with reefed genoa and main, that we were slowly gaining on Oasis and Radiant Heat. At times Kay D seemed almost within reach, before tacking, and getting away from us again. She ended up rounding U62 well ahead of us. We thought we were much smarter than Tony Meek, leaving our tack to U62 later than he, both because he can point higher, and because we thought the tide was running harder near the mark in what appeared to be lighter wind. When will I ever learn!) We rounded the mark doing 3.5 kts, well behind Kay D, well on his way to welbury Spar, before hoisting our spinnaker and resuming 5+Kts. - SC)

Meanwhile Oasis came ever closer with her #2 Genoa pulling well. Skeena Cloud with the last gasp of the breeze was now well in sight. (Maybe being that little bit behind we held the wind longer as we were doing 5+ kts under spinnaker to, and around, Welbury Spar. In fact, our average speed until we entered the harbour again, including tacks, gybes, and miscalculations was 4.7 kts. I review the race on RaceQs to get this data. – SC)

Having not set for a larger head sail or a spinnaker RH went dead downwind wing on wing with the jib. Appreciating the lack of sailing pressure the skipper engaged in an enjoyable chat with Colin who talked of an entrepreneurial business and a past of world travels.

We watched the lead boats reaching to Sisters and Oasis trying to generate enough steam to overtake us. So relaxed were we, that we forgot the last mark at Ganges Shoals until a kindly hale on the radio from Oasis brought us back to reality. So hardening up we made the mark as required and now were behind Oasis. Skeena Cloud was still closer.

Now, the wind died and we slowly drifted our way up the harbour. The lead boats were finished and having apres race chats on the dock. Goaded by the zero wind I decided I would demonstrate how to set a spinnaker to my novice crew. The sad result was a goose egg. We never filled it more than twice for the wind to move forward as we drifted past the anchored boats. Eventually we downed the spinnaker and with a loose set main teased 0.2 knots to get over the line. Oasis in similar fashion had made the line minutes ahead. Skeena Cloud was in close pursuit. (Pursuit, in this case, is likely the wrong word. Maybe, 'doddle, stagger, or wander – SC)

(Following my previous line of successful reasoning, I decided Tony Meek on Kay D had it all wrong again. So instead of following him and sailing close to the dock towards the finish line, where he appeared to have stopped dead; we gybed out, thinking we would gybe back into the finish line in the fitful, almost nonexistent breeze. And indeed, we were progressing better than Tony, until we too stopped. Only now Tony was stopped close to the line, whereas we were stopped half way across the harbour. Then slowly, almost imperceptibly, Kay D began to move, and continue to not only move, but gain a bit of speed, until she crossed the line. The same NW breeze eventually found Skeena Cloud, leading us to douse the spinnaker and raise the genoa to beat across the harbour to across the finish line with our hearts in our throats that we didn't drift below the mark, knowing we would never get back above it. Boy, that Tony is lucky, right? No, as he told us later, 'in the evening, the cooling evening air will often spill down the hill behind the club'. And so, he was in the right place at the right time. There was no luck involved. Again, will I ever learn? - SC)

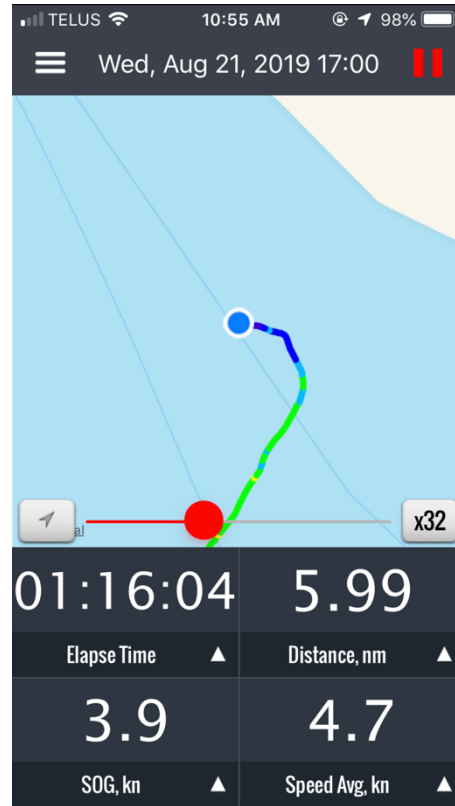
Such was an exciting start, morphing into a slow return and enjoying a pleasant drift home in the late evening sun. Finally the wind went to the NW in tiny vesper cats paws.

Abandoning the boat at the dock (to be put to bed on Thursday) we sat till dusk enjoying the company and a bag of chips with a cider.

Wed Night #2 Aug - 8/21/2019

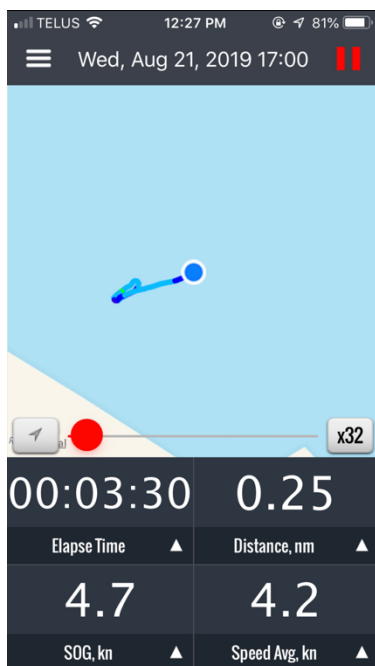
Start: Start 1, Finishes: Place

Rank	Boat	SailNo	NHC3	Start	Finish	Elapsed	Corrected	BCR	Points
1	Ogopogo	2	1.06	17:00	18:26:13	01:26:13	01:31:23	1.06	100
2	IMP	2107	0.96	17:00	18:39:30	01:39:30	01:35:31	0.918	86
3	Shingebiss	49077	0.994	17:00	18:36:12	01:36:12	01:35:37	0.95	72
4	Oasis	421	0.959	17:00	19:22:25	02:22:25	02:16:35	0.642	57
5	Kay D		0.886	17:00	19:37:40	02:37:40	02:19:42	0.58	43
6	Skeena Cloud	121	0.84	17:00	19:53:35	02:53:35	02:25:49	0.526	28
7	Radiant Heat	67901	0.951	17:00	19:33:49	02:33:49	02:26:17	0.594	14



Our U62 'rounding', and I mean 'rounding'. I can assure you Kay D's was crisper.

Speed at the start of the race.



Speed at the end

