

Wednesday Night #4: June 24th
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Pictures by Lisa Lipsett and Greg Taylor

We were all excited to see our streak of double-digit racers continue for a 10th consecutive race. The higher makes our events that much more fun for everyone.

We were greeted by a gentle northerly breeze of 6 knots or so upon arriving at the dock around 4pm. That it would last was in doubt as it exceeded the forecast.

During boat prep I welcomed Jim Page as additional crew, alongside John Gauld, and together we debated which sails to deploy.

While we set up we then spotted a large log floating in the pool crossways thus impeding our departure. Procuring a boat hook and a spare line we got the boat alongside in reverse, put an able seaman on the fore deck with the line, negotiated the boat alongside the dock to get John back aboard. and backed out of the pool with the log in tow.

In the meantime FCR called the meeting to radio order and enquired if the course should be anything other than a port hand rounding of Gages Shoals, and twice around if 2 boats made the starting line gate before 6 pm. Hearing no dissenters the course was set.

We on Radiant Heat had set the 135 but with 15 minutes to go John wanted the 155 and so it was hauled up and set as we cruised on a close reach toward Grace Point. Now we needed the other tack to get the 135 down and so tacked through the northerly and set for the middle of the line, noting the fleet's preference was for the starboard end. We had sheets though the shrouds, under other sheets, and tangled around most everything. Once straightened out we had barely 3 minutes to go before the start. We slowly closed the line in the expected vanishing winds and, with 50 seconds to go, tacked onto starboard tack.

Now, of course, the wind had gone easterly and we were close hauled to clear the pin end. It looked as if the rest of the fleet were doing no better in even less wind.

Then came Imp pulled ahead of the pack, sailing faster but lower on the starboard tack toward Chain Islands. Imp was first and RH second on to the Port Tack and we crossed ahead of the other boats. Skeena Cloud, seeming to have discovered another gear last week, found it again tonight, and was up with the leaders.

(Actually, it was Ogotogo, followed by Skeena Cloud, who were first on to port tack, and continued to favour the middle to right on the way out of the harbour. Paul and April on Ogotogo spied some ripples in the water behind the boats anchored in front of the club soon after the start and tacked towards it, and Skeena Cloud, having embraced a new mantra after last week - DWPD – followed suit – FCR)

Either Evangeline or Rampart was close astern following Radiant Heat. At a glance it was difficult to say which?

The wind was patchy now with zero at the mark. As Paul Faget remarked later, Imp was seeming to be able to do know wrong at first. But then...

Ogopogo moved from the right side to center and into the lead. Imp was stalled in no air. Radiant Heat moved up behind Ogopogo and not being able to get to windward had to avoid a bow to stern contact by falling off. That was the end of the wind for us for a while.

(Skeena Cloud had one memorable crossing. We were on a starboard tack crossing ThatsLife on port. You all know what a beautiful yacht she is, most times. But looking at her black bow (yes, the bow is black – and this we know this for sure – pointing at your midships, with a bone in her teeth, she looks downright menacing. It took me back to my youth, reading of JFK and PT109, thinking, this what he must felt staring at the bow of the Japanese destroyed looming above him'. And yes, Ian calmly dipped us without incident or fuss. – FCR)

The tide now took us astern at 0.2-.03 knots and no matter how we maneuvered, the result was a windex pointing to wind astern as that was our tidal direction in zero wind.

We tried the whimper but there was not enough wind for it to shape at all. Then the zephyr arrived from the west, then the east and you get the picture. We watched as other boats closed the mark from the west side. Ogopogo was around. Then others including Oasis and Evangeline, Imp, and Skeena Cloud. We raised the 135 again as the wind filled from the South and we were finally headed for the mark, but wide by 30 degrees.

(Evangeline was so far over towards the western shore from the other boats I wasn't sure if we would see him again before his birthday the next day. But a ruffle of wind on the water formed around him and grudgingly moved towards the mark and the rest of the fleet. Evangeline rode the breeze, gracefully rounding the mark ahead of all but Ogopogo. – FCR)

As we had the mark a beam we were lifted and had to eventually overstand by 5 boat lengths before flipping over to starboard tack to round the mark.

The pole was up and the bag loosed by the rounding as we headed to the sisters side of the channel on a good reach with 2.5 to 3 knot boat over ground speed. We were getting the current with us now. The fleet who had rounded had all gone left chasing the breeze, but appeared slower than us. We had a twist in the upper spinnaker but as the skipper 'has been there, done that' he quickly dropped the balanced helm, and grabbed the spinnaker sheet dropped the sail 6-8 feet. This sloped the sail, released tension and the sail neatly unwound.

We noted Imp leaving the pack on the left. and gybing on an angle to move toward us over on the Chain Island side. She passed behind us. Oasis was angling across but the wind moved SW and we were suddenly dead downwind, heading deep into Ganges Harbour. The wind then moved south so we gybed, putting us on a nice fat reach to the outside flag.

Imp had gybed and was tracking us down, as is her wont, steadily gaining distance on us. The rest of the fleet had not appeared to notice the wind shift and were still gybing over to the chain island side.

They were all considerably further back. Imp was still gaining and moving to our windward side to steal air. We moved left on a hotter angle and for the last half mile it was cat and mouse until we were on a wide reach for the inner mark. The extra speed from the harder angle let us gain a little on Imp.

(But there was another battle going on behind RH, Imp, and Evangeline. Oasis and Skeena Cloud duked it out coming down the harbour. I would like to blame it all on Oasis. But being they were on a starboard gybe and we on port, that might take some revisionism. In any event, SC was coming off the Chain Islands and there was Oasis. I thought maybe if we push a little bit, he will change course or gybe, and we could avoid gybing away. Foolish me. Bob is not one to be pushed. And as Oasis got

bigger and bigger, I thought, "Chain Islands it is", and gybed away with only feet to spare. With Peter's cheerful ribbing in my ears, I employed my best Bugs Bunny impersonation, and grumbled under my breath, "of course, you realize, this means war". We gybed back onto our original port gybe, heated up our angle, and slid alongside Oasis, stealing their wind, allowing us to rib them in turn. Not to be outdone, Oasis did the same to us on the next gybe, before we finally went our separate ways. Oasis staying to the SS shore, us more towards the center. There was absolutely no glee aboard Skeena Cloud when we crossed the line over a minute ahead of Oasis. Nope. Not us. Never. Beside, let's face it, when is that going to happen again?"-FCR)

Thus it was as we watched Ogoogo finish 10 minutes ahead and we settled for second place, happy to have held off the surging Imp.

Despite the lack of wind it was an engaging sail with swings of fortune. A very pleasant warm evening and a good turnout including Yolanda. Welcome back Philip.

This Sunday will be fun with a 13 plus mile including loops around Horda Shoals and Channel Islands. It is an ebb tide . Bring a lunch and enjoy.

See you Sunday.



Great to see Yolanda (in front above) out again. Note Rampart's innovative use of his spinnaker pole



Club	Boat	Skipper	Finish Time	Corrected Time	Place	Rating for Next Race	club points
322	SKEENA CLOUD	Taylor	18:57:09	01:30:26	1	307	100
205	EVANGELINE	Sutton	18:51:49	01:40:15	2	193	92
135	RADIANT HEAT	Brogan	18:45:05	01:44:17	3	126	83
129	IMP	Leitch	18:45:35	01:45:45	4	123	75
50	OGOPOGO	Faget	18:34:00	01:47:12	5	47	67
164	OASIS	Jones	18:58:24	01:52:31	6	164	58
360	PHOENIX	Lipsett	19:32:45	01:52:50	7	363	50
288	BATTLE AXE	Raddysh	19:23:05	01:55:06	8	294	42
136	THAT'S LIFE	McAllister	19:00:00	01:58:54	9	145	33
200	YOLANDA	Grange	19:19:35	02:06:01	10	212	25
15	PTURBODACTYL	Tulip	18:51:17	02:15:12	11	30	17
201	RAMPART	DeRoos	dnf		12	201	8