

## Wednesday Night, July 15, 2020

Report by Tony Brogan

Pictures by Bill Cote, Jan Macpherson, April Faget, and Greg Taylor

I apologize for the delay in delivering this report. Between work deadlines and being embarrassed into taking remedial tide book reading, I fell behind.

Before passing this onto Tony, a report from our long lost, and somewhat beleaguered, circumnavigator, Damian, who had planned to be home this week:

*'Currently at Port Renfrew. Apparently there will be Gale force winds for the next few days. I will try to make it to Sooke and then home to Salt Spring at the first available window. May not be until early next week if the seas are too rough. Can't wait to finally make it back and start helping out at the Club'*

Now to Tony:



Wednesday dawned with a forecast of a steady wind 4-6 knots and at the dock that is what it showed on the anemometer. But on the water, it looked like more .

FCR was enamoured of the conditions and took a flyer by announcing over the radio that the course would be U60 (P) and return to Ganges shoals to (S) and finish. The GS - 2nd Sister light transit would be a short course if time elapsed and the time limit was 2 hours.. Whoa... My guess is that we had 10 mile course and to get it done in 2 hours was FAST. *(It is all Tony's fault. I thought I was making a mistake when it first tumbled out f my mouth, but when Tony didn't call me on it during the Skipper's Meeting, I figured I was okay. And so I was, by 65 seconds. Thanks Paul. Oh yeah, April invited me to join her and Paul on Ogopogo, just to feel what it might be like on a fast boat with competent skipper and crew. Well, at there was one competent crew member aboard – FCR)*

There were 12 boats out this day in a 10-12 knot breeze including the appearance of Azzurro and Heather's new boat Qwench, a Martin 242, on its inaugural race with a full ladies crew of 4.

RH took a turn up the harbour to practice tacks with the new crew John deBruyn and in three quick tacks he was whipped into shape!!

We turned back with 12 minutes to go and joined the fleet scurrying back and forth on the water like so many water beetles in a breeze on a pond.

We angled for the starboard end as the wind was tending south of SE and was a little early at the turn to the line. requiring to flog the main as we approached and then sidled down the line in the final seconds before hardening the main to head to close hauled.

The fleet were promptly over and we found Imp attached to our starboard hip as she sailed slightly deeper and faster. Ogoopogo with its pointing ability was soon ahead pursued by Caliente . Soul Thyme showing good speed again was close to the lead boats. Imp tacked away and then back shortly and after we tacked from the left shore and now on port tack had Imp hailing Starboard as we bore off to take their stern.

It was a tacking duel for all boats to clear Second Sister and we noted Kay D up on the heels of the leaders. Apparent wind was seen as high as 18 knots and I was glad of our sail choice of the jib.

The lead boats to the starboard tack from Sisters and headed for Welbury. The tide was ebbing and they looked for current assistance in Captains Passage. Because of our position we took a longer tack toward The Salt Spring shore before turning on the long tack to Prevost. We could see Ogoopogo up by Welbury spar with a flotilla of boats in line turning to follow. Kay D took a longer tack out to the Salt Spring side, past by Batt Rock before turning for U60.

*(Note, the tide was supposed to be ebbing. When my Skipper asked, that's what I told him. We then noticed Kay D on the Salt Spring shore. Paul said they are very good sailors, 'what are they doing on the Salt Spring shore, are you sure you have the tide right'. Questioning myself, I pulled out my phone, double checked and was horrified to discover it was flooding! Saying as much, my Skipper mumbled some pointed words that need not be repeated and immediately tacked. It turns out, I was right both times, but only one counted. It was indeed ebbing in Ganges. And it was also flooding. In Tofino, where Janice and I spent the previous week. The photo below is where you glumly sit on Ogoopogo – alone – when you screw up – FCR)*



RH now was in the current earlier than boats leeward and we continued to the Prevost side near U62, and saw we were ahead now of Imp, and closer to the lead boats again. Ogopogo, Caliente and Soul Thyme were setting the pace.

Ogopogo tacked out to the channel to gain scope to clear the mark to port, and appeared to us to be overstanding while Caliente on the other tack was approaching, and laying the mark perfectly, was the first around. Ogopogo, now tacked, was soon around. Both boats were setting spinnakers. Soul Thyme stayed with white sails.

We took the current down to the right of U60 before tacking to take the Port rounding and were soon followed by Imp and Oasis. It took us a little while to get the spinnaker ready for hoist but we were Dead Down wind while doing so, crossing back over the channel as most of the other boats were to the left of us,

With the spinnaker up and pulling there was something about the air that was not steady and the sail seemed to fill and collapse some but kept pace with most boats, but the lead boats were well ahead. On the final approach to Ganges Shoals we finally caught Soul Thyme who was showing remarkably good speed with genoa and mainsails.

As we approached Ganges Shoals we couldn't see the mark in the dancing waves lit by the bright light of the westerly sun. We seemed to be on the correct route but moved left to make sure we cleared it. The result was we gave away 100 yards as suddenly there it was 40 degrees to the starboard! The following boats taking a better line were closer. Particularly Imp and Oasis.

We gybed and followed the line home but were suddenly beset by oscillating air. We had not foreseen any problems but the boats just that 50-100 yards further towards the middle of the channel still had good air and swept past us.

We moved out to the channel and picked up the wind again. Oasis to the right had found her own soft spot and slowed. She Gybed across and was on a collision course with the right of way. We luffed up to take her stern and now to the right of her raced her to the finish line. Oasis beat us by half a boat length!



Meanwhile Ogopogo had finished before the 7 pm deadline and enjoyed a very good sail.

Now tell me, who wouldn't want to sail on Heather's new boat? It looks like too much fun!



And the most unique view of all, for me, a view of boats behind me:



Club	Boat	Skipper	Finish Time	Corrected Time	Place	Rating for Next Race	club points
227	KAY D	Herbert	19:23:00	02:04:26	1	212	100
232	SECOND WIND	van Soeren	19:24:28	02:04:52	2	220	92
212	YOLANDA	Grange	19:27:15	02:10:45	3	203	85
164	OASIS	Jones	19:17:53	02:11:02	4	158	77
306	BATTLE AXE	Raddysh	19:48:30	02:12:36	5	303	69
88	CALIENTE	Andersen	19:05:20	02:13:59	6	88	62
141	SOUL THYME	Simpson	19:16:27	02:14:11	7	144	53
135	IMP	Leitch	19:15:21	02:14:19	8	141	46
41	OGOPOGO	Faget	18:58:15	02:17:01	9	50	38
117	RADIANT HEAT	Brogan	19:17:55	02:20:44	10	129	31
168	QUENCH	Sloat	19:33:47	02:25:17	11	183	23
375	STAR GAZER	Manton	dnf		12	201	8
195	AZZURRO	Cote	dnf		12	195	8

