

July 25/26th Race/Cruise Event Report by Tony Brogan

Before we move on to Tony's Report, please join me in wishing our ex-FCR, Kevin Vine, a quick recovery from his recent bike accident. Kevin became separated from Wendy's e-bike coming down what can only be described as (if you are a cyclist) the treacherous Ganges Hill. In that Wendy's e-bike only suffered minimal damage, Kevin's injuries were limited to what he suffered in the actual crash - FCR

The weekend was a little short of an agenda except for the fact that we would go to Bedwell Harbour and do a "circle mooring". (My apologies, the week prior was a tad busy for me so dropped the sheet – FCR)

The forecast for the weekend was consistent and indicated a NW wind all weekend. There would be 8-10 knots with puffs to 15. It would lull in the late afternoon until the small hours and pick up again after 0200 Sunday in the night darkness!!

How many boats would turn out was unknown as no roster was kept but in the event there were 7 boats on or around the start line just before 10.00 Sat morn. All were racing fleet boats and it was a disappointment to me that we saw no Cruising Fleet boats joining us. They would be welcome.

It was a standard start with Pturbodactyl moving into the lead followed hot foot by SorceryX.

Then it was Radiant Heat flying just a jib in cruising mode. Most others towed a dingy so were marginally reduced in speed. They included, Shingebiss, Muse, Stargazer and Phoenix.

Our course to Bedwell was mandated as including a circuitous trip around Moresby Island.

The wind forecast for Saturday never materialized being initially more North Easterly than North Westerly. Looking for a chance to fly the spinnaker we were encouraged to see SorceryX try theirs but waited as the wind was too forward on the beam for comfort.

Finally, with the wind a little deeper, we hoisted. We should have known better as SorceryX had already furled and gone to headsails, and sure enough, the wind went dead ahead. Now on auto helm as we tried to douse the spinnaker, the boat came to a halt.

Then, the boat bow blew down wind causing the wind to be behind. nicely filled the spinnaker before we could remove it. The boat now had way-on and the auto helm was frantically asking the boat, with many funny noises, to resume course. So we did a 360 under "Otto " and meanwhile the Spinnaker was stuffed down below and the head sail

up and pulling. A minor adjustment was made and we sailed in a new south east light breeze. *(It is somewhat comforting for us newer racers to know that these things happen even to Tony -FCR)*

Pturbodactyl and Sorcery were further ahead. The other boats all had their own adjustments and on we went.

A good thing this day was the tide ebbing to about 15.30.

We took the long tack out to the left and ended near U 62. There was some assisting current there and we made up some time over ground when we turned to port tack. Muse was in touch. Shingebiss too. We headed toward Channel Islands and tacking left again into better air passed U60 And tacked our way out of Captains Passage North side of the islands and into the ebb of Swanson Channel. Other boats staying to the south side of the channel islands lost distance.

We headed for Moresby passage in light air and tacked twice to avoid the rocks and shoals of the north side of Portland Island, eventually passing Canoe rock and with a lift on the starboard tack, slid along the south side of Moresby Island. We were on our own as the lead boats, although in view, were having their private duel, and boats behind were well back.

The wind was lighter ahead around Fairfax Point and SorceryX and Ptubodactyl were slowed. We gained. But looking back we could see the wind behind us had strengthened and the boats behind were gaining on us. Shingebiss and Muse were almost within hailing distance, for those in good voice!

The lead boats clawed their way forward. The boats aft came to rest in the light air. Tides were against us after the point. But we kept moving. The wind filled in ahead and we resumed. The lead boats disappeared and the aft boats receded. The South side of Moresby looked like the wind had gone AWOL

Thus it was, we made our way to Bedwell and recorded a time of 14.30.47.

All aft boats motored in as time expired as they were stuck in the adverse tide with little breeze. The two lead boats were already in the harbour looking for anchorage.

We motor sailed in and found Sorcery Xready to set anchor. We agreed to go downwind and paying out 150 feet of rode set the hook and backed up to the stern of sorceryX where we remained 8 feet apart but with sterns tied to each other.

One by one other boats arrived and setting anchors backed up to stern tie to us and then each other. Eventually we had all 7 boats circle tied with hooks in all directions.

Chit chat was multi directional and then all prepared supper drinks and snacks enjoying the still warm evening sun and the windless reflective water.

There were no plans for the morrow and some concerns about a coming 15 knot Northwester at 3 am. Before dusk the circle was broken and we went to individual anchorages.

We slept a peaceful night and still the wind had not arrived. My attempt to call any of the other six boats was futile. None responded even at 1030 in the morning and so we decided that we may as well take a leisurely trip back to Ganges. There was now a decent NW wind. The spinnaker was stowed. The head sail tied down and we set sail under main alone.

Although the current was against us we made steady progress at 2-3 knots and with the current pushing us left 30 degrees we passed by Morseby and Canoe Rock and then had to wind go more easterly giving a lift past Portland Island to the Salt Spring shore.

We then tacked along the shore past the campground finding a nice back eddy assist. On rounding Beaver Point we were lifted by the wind and set by the current finally reaching the Prevost shore inside Liddell Point. Two to three tacks later we cleared U 60 and set to cross the Passage to the SaltSpring side in lightening air. At this point I succumbed to the urge for more speed and raised the jib. We dallied awhile near Beddis Beach and found changing tides, a back eddy here and not there, until we eventually made our way down the harbour. We noticed Shingebiss further to the Prevost side heading home.

At that point we fired up the engine and idled at 3 knots until we decided to lower all sail and motor the last 3/4 mile.

Of Course we had plenty of time to take in the changing scene. 5 sailboats over there , 3 more over here. Curses were bestowed on the power boats who spend so much money on fuel to provide the waves that destroy our tranquility. Beautiful homes dotting the shorelines. Seals coming up eye to eye then gracefully sinking away again. A pair of Bald Eagles soaring swiftly above, spiralling and cycling around while their brilliant white pieces at head and tail sparkled in the sunlight. Ferries deciding whether to go behind us or in front. Freighters passing up and down Boundary Passage and Haro Straits. We wondered from where and to where?

But here we were, tired, well fed with two days of cheerful company and deeply suntanned, back at the dock.

In summary, a great time was had by all. Now I have to practice getting in and out of the dingy so we can tool around and go for walks on distant beaches.

Wednesday night racing continues on the 29th. See you there.

As this the July 25/26th Race/Cruise event was not a 'points' race for out total points trophy, no points were awarded. The finishers finished in the following order and corrected times. The race does not affect their current ratings (in brackets).

Radiant Heat: 4:09:01 (132)

Sorcery X: 4:23:04 (77)

Pturbodactyl: 4:23:56 (15)

Our last Race/Cruise event is a 'trophy' race. It is our annual 'Jack and Jill' race. It will be held the 22-24th of August. You read correctly. It will be three days and it will be a total points event. That is, there will be a race going, a race the day of, and a race coming back. None of the races will be overly long so there will be lots of time for socializing (within the context of our COVID protocols) and fun. Details to follow. – FCR