

## **Report by Tony Brogan Wednesday Night, August 26, 2020**

Pictures by Drew Stotesbury, Heather Sloat, and Jaqueline Roussin,

*(Before moving on to Tony's Report, there were almost some exciting events for your FCR to adjudicate in Wednesday's race. We had a protest! Unfortunately, it was settled in appropriate SISC fashion, with both parties acting like the gentlemen they are and almost following the rules set out in the RI. I say unfortunate, because your FCR was again relegated to being a Maytag repairman. Which is as it should be.*

*Here is Martin's record of the events, "Heading to Goat Island on starboard with Oasis crossing on Port but not able to make it. Ray threw in a fast tack and it looked like he would succeed on staying clear. However Oasis kept turning and her stern swung at our bow threatening to slap us out of the water. I had to go head to wind to avoid them and rolled that into a tack, called "Protest" and they promptly did a turn. I think Ray thinks we are smaller than we are and thus further away as we always seem to surprise him. The Kay D is almost 20' long, the Flying Fifteen refers to the waterline length.*

*But as a reminder of our rules, the penalty in the RI is actually a 720, not a 360. But as Paul pointed out, since the failure to do a 720 wasn't reported to the FCR within a hour of the completion of the race, the failure to do a 720 can not be protested after the fact.*

*When discussed with the two participants, Martin generously said, "One turn on a 40' is worth at least two for fouling a 20' so I am happy with this decision. Actually a "Whoops" would have sufficed but as the entire Oasis crew was looking forward and busy tacking I doubt they even saw the Bat like side of the aft end of Oasis attempting to score a home run with the lee bow of the Kay D. My protest was basically just to call attention to the dangers of wiggling your back end. Alls well that ends well."*

*My only intention in bringing in the incident to light is as a good learning opportunity for us all, both in terms of a reminder of the rules, and how the rules can benefit our sport. Hats off to both Martin and Bob for being great sports. – FCR)*

*On to Tony:*

We had hoped the wind would hold up for our last Wed night race of the year, and it did for most of the fleet, but not for some.

The wind forecast was a north wind until 3 pm with a turn to the south thereafter but at 4 pm there was a 4 knot wind still from the north and FCR decided a double loop around Ganges Shoals was the prudent call with the first lap to be completed by the lead boat by 6 pm or the race would be the single lap.

There were 13 boats out to celebrate our good fortune of being on the water on such a balmy evening. (*Skeena Cloud was joined by Michael Pierce and Drew Stotesbury again. Drew bring music. Michael bringing a determination to wrestle the spinnaker and its associated paraphernalia into submission. And both bringing more laughs that's have enjoyed for some time. I could get used to this – FCR*)

As we set the 155 genoa, the fleet was hither and yon on the water in different states of preparedness. We tried a few tacks to see the wind angle and found a steady SE breeze varying from 5 knots apparent to 8-9 knots in a puff and so we returned toward the startline to see boats testing sails, doing practice starts, some at the starboard end and Ogoogo sitting near the port end with just the main, in quiet contemplation of the scene.

We took a long loop with 4 minutes to go deep away from the Starboard end and tacked around an anchored boat to head for the line with a little over 2.5 minutes to go.

But then the wind puff went East and we were forced from starboard to a port tack closer to the shore when suddenly the wind reverted to SE and we were again back on starboard tack heading for the line a minute and 40 seconds to go.

This end was getting crowded with other larger boats and Imp stayed clear further down as did Kay D. As we collectively headed for the line, RH found herself slowed by bad air. Then cheeky Ogoogo hightailed it on port tack from the Pin end to the Committee end in front of the advancing starboard sailing boats and secured a clear start at the starboard committee end, with a quick flip to Starboard tack.

Meanwhile, we slid slowly over the line surrounded by other vessels, some a little faster and others a little slower. To windward was Oasis. Starboard John stood on deck admiring the new headsail flown on Oasis as she sailed alongside and bantered with their crew.

The boat ahead pulled ahead and Oasis slid back astern and soon we opted for a tack to the right to get clear air. We were successful as we headed for Walter spit and then tacked back to Starboard to cover the fleet.

On our first tack across we had gained on a lot of the fleet who were still giving each other bad air as they approached the chain islands. Pturbodactyl was there earlier and lower and tacking back on port to the right, was weaving and ducking between the approaching starboard tack boats then she went back to Starboard tack a few boat lengths ahead of us and quickly moved out and beyond our vision. Ogoogo was already well ahead with good speed and closer to the wind than most others.

Imp tacked later than others and also pointing well was ahead of the pack and also crossing our bow. We would over the course of the evening overtake Imp three times and she would overtake us four to beat us over the line!!.

The wind oscillated a little and tacking on the changes afforded us some benefit and we squeezed across Imp before tacking for the mark which Imp rounded before us.

Starboard John had efficiently set the pole before rounding and our spinnaker was up in good time and we were faster downwind than on the beat. Ahead well down the harbour was Ogoopogo and Pturbodactyl. Behind now a little was Imp, Caliente was approaching the mark. The fleet was a further gap back. We were straight down the harbour at 5.5 knots.

*(It was at that point, my crew quietly asked, "are you sure we are not going the wrong way, on a one way road? -FCR"*



Halfway down we gybed to port tack and were headed for the committee end pin. We thought it a good tactic to turn there and be further to weather on the first beat back for leg two.

We did our most efficient take down and turn . Two hundred yards to go the genoa was raised and preset to close hauled. One hundred yards and the spinnaker was dropped and stuffed into the companionway. 20 yards and the main was trimmed. 5 yards and now a beam reach and a quick harden to close hauled. John remarked "We will tack soon." "Yup, get the pole down before we do though". Rush , scramble , pole stowed, three boat lengths to the anchored boat and "Ready about, helms alee", and we smoothly went from Port hand to Starboard tack for the next leg. We too were well inside the 7pm minute limit.

Making our first tack to port we found our way impeded by a flotilla of boats all on starboard, flying spinnakers. Bad juju!

We tacked back to starboard and went for clear air again . Imp was again challenging and the wind was lighter in patches. Again on Port tack we found ourselves in slightly deeper water than the first legs 18-23 feet, with 25-30 feet, near Boulder Bay and were able to angle along the shore before tacking to the Ganges Shoals mark. Half way there Imp passed 3-4 boat lengths astern but continued and overstood the mark. We tacked to the mark on port and had time to quick tack around back to a starboard with Imp now 10 boat lengths back. Caliente still trailed. The fleet were a further gap back.

Our downwind leg was plagued by soft patches of no wind. Imp who had gone to the right side was finding better wind and catching us. We reset the sail and angled over to the right. No result. We went back downwind . Still no result. Imp was past us and we angled over again. There was a puff. The sail filled and then collapsed then filled and we moved. We were 10 boat lengths behind Imp, never to recover.

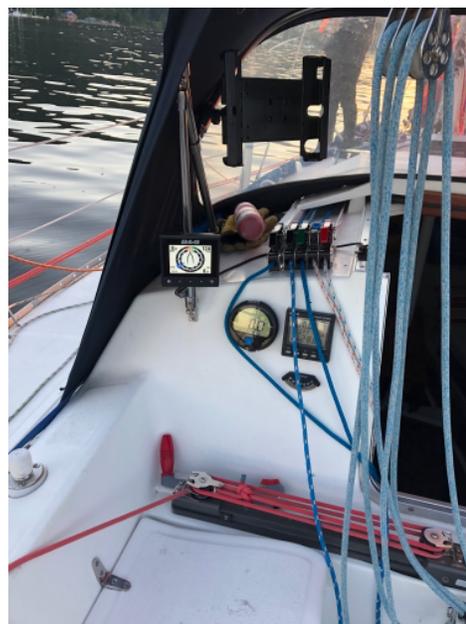
Imp gybed. We followed. Caliente was finding wind on the left side and drawing closer.

Finally Imp was over. Excruciatingly later we were over . Caliente came at speed and was close behind and over too.

After putting the boat to bed we ventured to the dockside tables and shared smiles and a chat with the crew of Oasis and Pturbodactyl.

We all watched as a determined Skeena Cloud drifted and puffed down the harbour with the intention of making the finishing line in near zero wind. Finally to a rousing cheer and a horn from those watching from the docks it

was announced she was over! (Your FCR was saved from a DNF by a crew who refused to quit, at least for as long as the beer held out. Luckily, the fridge was well stocked, and, with the help of Poseidon, we drifted across the line, just behind the bubbles generated by Michael making room for another beer: both our SOG and STW registering zero – FCR)



That ladies and gentlemen was the finale of the Wednesday night summer series. Super winds for the most part. Good turnout and fun times were had by all. And congratulations to Paul and April aboard Ogoogo for another well deserved win.

*(Indeed, the sun did come out for us aboard Skeena Cloud – FCR)*





Club Rating	Boat	Skipper	Finish Time	Corrected Time	Place	Rating for Next Race	club points
56	OGOPOGO	Faget	18:26:13	01:37:18	1	41	100
144	IMP	Leitch	18:52:40	01:50:17	2	132	93
6	PTURBODACTYL	Tulip	18:32:15	01:54:00	3	-3	86
132	RADIANT HEAT	Brogan	18:54:42	01:54:21	4	126	79
215	KAY D	Herbert	19:14:15	01:58:43	5	212	71
88	CALIENTE	Andersen	18:55:30	02:03:29	6	88	64
203	YOLANDA	Grange	19:18:04	02:04:08	7	206	57
170	OASIS	Jones	19:15:38	02:07:46	8	176	50
166	EVANGELINE	Sutton	19:22:46	02:15:16	9	175	43
183	RAMPART	DeRoos	19:26:22	02:15:20	10	195	36
310	SKEENA CLOUD	Taylor	20:01:10	02:21:53	11	325	29
384	PHOENIX	Lipsett	dnf		12	384	7
303	BATTLE AXE	Raddysh	dnf		12	303	7
	SABLE	Sladen-Dew	dnf		12		7

The accumulated results for Series B will be sent out separately.