

Wednesday Night: August 19th
Report by Tony Brogan with help from John Tulip
Pictures by April Faget, Anthony Wilkinson, and Peter Toby

Before going to Tony's Report, a few have asked of Doug Manton's whereabouts. Doug is away on a three week motorcycle trip, and by the way he writes of it, making a glorious journey of it. - FCR

The second last of the Wednesday night series gave us yet another good sailing breeze. FCR took the opportunity and declared a full two hour course which was a bold call as it required the wind to remain consistent. *(I may have got a bit too greedy. The breeze was patchy on the way out which had me nervous, but then held well until about 19:45, forcing a DNF on the last boat. I hate for that to happen, having been there too often myself - FCR)*

The Channel 72 radio call gave us Start, U62(P), Martin's Mark (P) Horda Shoals (S) and home with a short course of 45 Deg True to 2nd Sisters lighthouse. Time limit 19.30.

We debated aboard RH as to whether the weather would hold. The 6-8 knot breeze was enough for our jib but if it lessened we could use the genoa. The jib was rigged and we decided to see what the wind was out in the harbour.

RH's skipper reduced himself to just shutting up and steering the boat while Starboard John and Porthand John went about efficiently raising the sails.

It was then a couple of quick tacks to see all settings and it was decided to rig the 155 genoa. As we turned downwind back to the start line, the Genoa was unbagged and I looked at the countdown clock and saw we had 18 minutes to go. Then I looked again and it was still at 18 minutes. A check of the realtime clock told us we had only 6 minutes left to the start!

There was a moment of panic as we also saw what looked like the had already race started, but no, it was just Evangeline, Oasis , Skeena Cloud, Phoenix and Ptubodactyl doing a trial start. all at the same time. This is getting competitive! *(I also noted – as did Ben – that Oasis was tuning in what appeared to be a brand new foresail of good racing cloth and design. See the photo below. In my household, that's called, 'dipping into the safety budget'. – FCR*



Meanwhile, the stopped countdown on the plotter was re-calibrated to 4 minutes and counting down and the genoa raised and the jib stowed on deck. We made our way to the starboard end with less than 3 minutes to go and then turned toward the moored boats before turning back to the starboard end mark.

Ogopogo was coming across on Port tack, Most boats were at the starboard end in various positions and we had 1 minute 20 to go as we turned. Ogopogo tacked in front a ways from us, SorceryX was turning to our lee and heading for the line. We had clear air and were moving too fast . Ditto Ogopogo who had to run the line leaving enough space for us to do so too. Sorcery was moving fast, close hauled but still astern as we and Ogopogo hardened for the line and over on the second.

(Skeena Cloud learned a lesson. We were moving down the line on a port beam reach intending to come around onto starboard on a course we determined would give us the best start just inside the pin. But we left too much room between the line and ourselves and Radiant Heat came down inside of us, forcing us to wait for him to tack to the line before we could do the same. Last time for that – FCR)

We had 10-12 knots apparent and we slipped below the wake of Ogopogo as SorceryX was close on our lee. Sorcery slipped back and tacked away. The beat up the harbour had slightly varying winds and mixing in short and longer tacks helped now and then.

Ptubodactyl sorted out their angles and surged into the lead. Ogopogo slowly eased to the front of the fleet, with SorceryX moving to the front too. Radiant Heat Was moving well but not as high with the genoa. Evangeline and Oasis were continuously close on the cross tacks and Skeena Cloud was consistently tacking well and showing good speed.

(At one point we looked back from our second starboard tack a third of the way up the harbour and saw Oasis floundering a bit back near the start line on a port tack. We wondered what had happened to her. You can see from one of Peter's pictures that Oasis had, what for her, was a unique perspective of the fleet, our sterns. But three tacks later, approaching the bottom of Second Sister, there was Oasis in front of us. It hardly seemed credible. We couldn't believe our eyes. But then put it down to why a safety budget is so necessary in racing. It saves you from floundering – FCR)



As we approached Sisters the waters were showing increased wind and on our final tack out from Second Sisters we hoisted the jib on the inside track but left the genoa pulling for a short while longer. Being clear of the Islands we tacked back left on Starboard and dropped the genoa and stowed it on the deck.

SorceryX was well ahead enroute toward Welbury and then a little further back was Ogopogo. We followed, maintaining good speed and heading higher now the wind had increased to 18 knots apparent.

For reasons unknown the boats aft all headed toward the SS shore and seemed to be headed to Batt rock before making the tack to U62. Ahead of us, Ptubodactyl was doing her thing blasting so far in the lead as to make us forget now and then that she was part of the racing fleet.

So what's it like being on Pturbodactyl? Here is John's take on the race: ' Getting the tri over the start line is always a bit exciting and tonight was no exception. We'd wanted to try out the screecher upwind but ran out of time to drop it and go for the jib at the start, so screecher it was. It needed to be rolled up and pulled out on every tack, but Rob and Terry were keen.

We loitered a bit at the start, considered sliding in between Ogopogo, and I think, Radiant Heat, but thought the better of that and then did a massive duck to go beneath Sorcery X.

The screecher powered the boat up and being firm believers in trading point for speed and VMG we kept at it. After a few tacks, ducks and close crosses, we eventually saw a line of breeze over on the Saltspring side and the boat moved nicely through the lull to reach it. We tacked on the face and lifted with breeze around the island. When we started seeing 8 knots we changed down to the jib and kept the power on. Terry and Rob were also a bit gassed with all the rolling up and pulling out and so were glad to see the last of the screecher.

Rob called a good layline into U62 and we were away. Couple of gybes, one a bit rough, and then into the almost sunk Martin's Mark. Luckily I have a waypoint set otherwise I doubt I'd have found it.



Another nice beat out to Horda Shoals, avoiding the Catalina 27 with a dinghy that showed up a couple of times tonight, then up with the chute in dying breeze for the run home.



Sorcery X now tacked to the right and headed cross into Captains passage. Shortly followed by Ogopogo. We stayed on the starboard tack until we passed their distant sterns and then tacked out to follow them.

Meanwhile the three boats down on the shore had tacked toward U62 a mile away and as we crossed their bows saw we had gained.

Ogopogo was chasing SorceryX and both tacked again for the mark. We followed.

Oasis came up quickly but with more leeway. Evangeline came up just as quickly but at a higher angle until she was a few boat lengths astern . We rounded and headed across to Martins Mark. Both the boats behind were close and set white sails for the downwind crossing.

Ogopogo's red spinnaker could be seen down toward Sisters and Sorcery X was gybing under white sails but closer to Welbury reef.

We set a course to leave the Welbury Spar to starboard and then ran parallel to the reef on a deep reach to dead down wind course. Initially, the two boats behind were keeping up or even closing the gap but they both opted to leave the reef to their Port . We lengthened our lead at that point . The hunt was on to locate the mark. it WAS a white spar three feet high out of the water but when finally located had shrunk to less than a foot sticking out. *(We have decided to live with both it and GS for awhile, then pull out for a thorough cleaning over the winter – FCR)*

Your skipper being a nervous nelly suggested we drop the spinnaker early and raise the jib. This turned out to be prudent as we still had the spinnaker pole aloft when the spar was spotted and we required a broad reach to round it,

Having done so we hardened up to close haul back to Horda Shoals, hotly pursued by the avengers who as starboard John said are "hunting us down"

We followed our port hand tack to the centre channel and watched the two behind gain a little but lose more as they were not headed up so well. Oasis and Evangeline were more concerned about beating each other but we were the rabbit on the track for them. *(HMMMM – there may lie the motivation for dipping into the safety budget. Ben has made his own investment, importing a ‘ringer’, otherwise known as Anthony, for crew. How do I know he is a ‘ringer’. He was down on the boat readying it before the skipper even arrived and, looking over at the 6 knots in the harbour, which – let’s face it, is not a bad breeze around these parts, calls over to me, ‘no wind again. I am looking forward to this winter and some real wind!’*



I was not much in touch with Skeena Cloud and Phoenix. SC was making time out to U62 and Phoenix was substantially arrear that I have no comment other than to say I hope they enjoyed a robust sail.

(Tony, after checking the finish times, might want to keep a weather eye out for Skeena Cloud in the future. At least when she is powered up with her two excellent crew members: Michael (the new bowman), and Drew, (the new helmsman). I say ‘new’ in that after the race I may not be allowed to touch either the spinnaker or helm again. They did seem to be impressed with my beer serving skills. I was convinced Paul told me during his spinnaker lesson on my boat that you hoist it to weather and drop it to leeward. I suspect Paul may be holding his head in his hands right now - FCR)

We tacked out to Horda shoals and both boats behind followed suit. Evangeline in our wake ten lengths back. Oasis tacked earlier and was wider from the mark. We realized we had a good line to Horda shoals and at close hauled would be within 3 boat lengths of the mark. Evangeline could not gain the windward side of RH and being in our wind shadow was forced to fall off to leeward. She was faster than us but abeam as we tacked to round Horda. She could not tack until we did and so she was a close 5 boat lengths away and soon round behind us.

Two longer tacks later came Oasis.

The downwind course was a good angle for the spinnaker. We could see SorceryX had been passed by OgoPogo near the 2nd sisters. It was 1850 and still time for a full race finish if the wind held.

Initially, the two boats aft held their ground with their head sails and we with a spinnaker. Then the wind lightened a little and the other two boats slowed and we gained some separation on them.

They now flew asymmetrical down the harbour but we still lengthened our lead into several minutes by the time we finished. But I suspect they will do well under the adjusted time for handicap.

It was another grand sailing day and no complaints. We did as well as we could. The crew worked seamlessly together and we made no real mistakes. I expect the tales told by returned to home skippers will be those of another good evening on the water.



Club	Rating	Boat	Skipper	Finish Time	Corrected Time	Place	Rating for Next Race	club points
	15	PTURBODACTYL	Tulip	18:47:35	02:10:43	1	6	100
	172	EVANGELINE	Sutton	19:28:43	02:19:41	2	166	88
	313	SKEENA CLOUD	Taylor	19:59:39	02:20:11	3	310	75
	132	RADIANT HEAT	Brogan	19:22:59	02:22:33	4	132	63
	167	OASIS	Jones	19:32:00	02:23:49	5	170	50
	86	SORCERY X	Slakov	19:14:29	02:24:15	6	92	38
	47	OGOPOGO	Faget	19:05:51	02:24:16	7	56	25
	384	PHOENIX	Lipsett	dnf		8	384	13