



# Salt Spring Island Sailing Club

48° 50.7' N  
123° 29.3' W

## SISC Raises \$750 for Lady Minto Foundation from 2021 Round Salt Spring Race: Pictures, Anecdotes, and Results



Evangeline found herself more or less in the middle of the fleet at Southey Point. We along with Oasis, we where about to round the mark when a small hole in the breeze quickly became a large hole, the rest of the fleet in front who formally appeared to be within reach, evaporated into the



distance. Oasis, Thalia and Evangeline where left to eek out patches of wind as far as the Erskine Point area where for a while it appeared the wind was gone for ever. Then suddenly on the starboard side of pass opposite Maxwell Point a significant wind appeared. We saw the other two boats move into to it while we were stuck nearer the port side unable to move. It took perhaps 15 minutes to cross the 150 yards to the wind line with barely enough way to steer. Once we hit the wind we found 15 to 17 knots apparent tacking hard past Burgoyne Bay into the narrows with a full ebb tide helping us along into Sansun Narrows. Not long after Musgrave Rock we called it day and had a very pleasant stay at Musgrave Landing with Taj, Deryn Mor & Battle Axe. The two dinghies tied up and their captains cleverly went home for the night.

**Ben and Jacqueline Sutton/Evangeline**

Thirty club boats out for the RSSI race, unprecedented and a feather in your cap. Perhaps Covid is teaching us a better way to do this race, it was all smiles on the docks this morning as boat after boat finished and stories flew around. Here is a view from aboard the Kay D with a few highlights.

The start: At the request of the committee boat the line was favoured towards the pin end to keep the race officers safe from the dangerous actions of our sailors. Being a smaller boat with shorter rig I opted to start at the boat end so as to be free to tack off immediately and secure clear wind which I was able to do. In respect for Wayne's concerns I left a gap of over 2' between us. With clear air the Kay D was able to exit the harbour in the top ten of the fleet.

The run down to Southey Point: The asymmetricals were zig zagging and Tony Brogan was going dead downwind. I was sailing about 5 degrees above dead down wind and gybing on the shifts. It was hard to tell which was best but when we looked astern there were two very frightening objects in sight, usually appearing to be closing. They were the perfectly set spinnakers of MINKE and BATTLE AXE.



Rounding Southey Point: After the long spinnaker run down Trincomali the Kay D arrived as eighth boat and was mentally prepared to get shot out the back on the beat up to Sansum Narrows. But as we rounded the point there was Ptubodactyl and Sorcery still under spinnaker. Our group was lead by Invictus, Firefly, Radiant Heat, Sparky with the Kay D hanging on. We eased our poles to the forestay and sheeted in for a reach. Right along the shore was this fantastic band of wind and the Kay D jumped on it, dreaming of jumping to fourth place. Fortunately I saw Grappler Rock through the window in my jib and abandoned the gust and resumed nipping at the heels of my group. What a run down to the narrows we had with the lead changing often and lots of opportunities to admire the skills of my competitors. And always looming just astern, those two spinnakers M and BA. I thought, as we sat in a hole, main slatting and jib and spinnaker down, Minke is going to sail right by us...

The wind shift: Half way through Sansum Narrows the wind shifted to a beat. Ptubodactyl, Sorcery and Poco were through and long gone. Perhaps they had also suffered the many hints and tribulations of the transition area. We toughed it out and then suddenly we were beating in a good strong wind. Douglass Woolcock and John Hillier did a fine job of leading us through and it was a bit of a relief to see the chasing

group take over our angst as they got smaller again. Just off Musgrave Landing Radiant Heat re-passed me, Tony Brogan having called the exit strategy with the tides perfectly.

transits.

Southey Point, too exciting, forgot to take one overhead wires: 15.45.20

Musgrave Rock: 17.32

Finish of racing first day: Satellite Channel off Deep Cove 18.45.00

We had been beating up the channel and I had been thinking, maybe Russel Island, at my current speed I could make it by 8.30 but as the vista opened up as we got to the corner it was flat calm. I made the call for Deep Cove, noted my time and eased the sheets and headed for the point. Just before I turned the corner I saw the waters of Satellite Channel turning dark, real wind coming but it was too late for me, I was sorting out my anchor and getting ready to install my new bunk for the night.



Sunday 5.10.00 dismantle bunk and reinstall all Starboard side control lines (removed to make room for my legs). breakfast including a can of double espresso coffee, up anchor and start paddling to start line. Get to start line by 6.10, beautiful wind, doing 4 knots under main alone as I wait for the 6.30 start.

two seconds to start and the wind shuts off. Rats! Use the tide and hop from zephyr to zephyr. See lots of boats still at anchor along the way and some coming out and retracing their steps to where they finished the night before. Creeping along to Beaver Point. We see Radiant Heat becalmed by Portland Island, then boom, the black jib unrolls and she is off. Minutes later we are moving and then sitting on the weather side, then hiking out hard and doing 8 knots as we round Beaver Point. Nothing of me below my thighs is actually in the boat at this point so no time taken. Shortly there after the Kay bears away and the spinnaker is deployed for a wild romp home. The Ebb is running longer than predicted so no super speeds but we manage to close on Radiant Heat before the entry into the Harbour. Mr B sails a masterful line to the finish leaving no passing lanes and beats us to the finish by about 2 minutes.

**Martin Herbert/Kay D**



Thanks for all the organizing of this weekend's Round The Island race! We had a blast, loved the format, loved that there were so many boats on the line, and loved the breeze when we had it. There were a few doldrum holes we fell into but were in good company. Yesterday, the back third of the fleet (10 boats) came around Southey Point (not that far out of contention) and completely ran out of juice. It took us 4 hours to go from 100 metres before Southey Point to about ½ a KM past Grappler Rock, a total distance of less than a nautical mile! And this morning trying to get through the Samsun Narrows was an exercise in extreme patience. To get from the entrance of the Narrows (which is about where we started after overnighting underneath Mt Maxwell not far from Burgoyne Bay) to the point one would round to go into Genoa Bay took 3 1/2 hours! But thereafter the breeze picked up and the sail home was glorious.

**Cool Runnings/Julian Clark**



*While I did put a sincere effort into racing on Saturday, I "cruised" on Sunday, motoring when there was no wind, but sailing when there was. While I broke the rules and didn't officially record a finish time for the race, I still had an off-the-record great time.*

**Kevin Vine/Deryn Mor**



Hi Greg

Thank you for including us in the round SSI race. What a blast. In the end we did not finish, having run out of wind and time. We made it to the mouth of Fulford Harbour by 16:35 on Sunday and realized we couldn't get back across the finish line in time...so we started our engine and motored home. For the record we made Southey point at 14:42 Saturday, overhead wires off Maxwell point at 9:03 am Sunday, Musgrave Rock at 13:48 Sunday ...and using our motor passed Beaver Point at 17:15 on Sunday...we had a delightful time and next year we hope to complete the course.

**Chris Levan/Nutmeg of Consolation**



Thanks so much for organizing this race, it was great to see so many club boats out there at the start.

We made it to the first time point at Southey Point at 2:46 pm. and then stopped for the night at 6:13 pm, abeam Parminter Point, near Vesuvius.

We realized that with the forecast winds and currents we had no hope of finishing on Sunday, so decided to retire from the race, Saturday night.

We had a great time at the start and tacking with the fleet out of Ganges harbour and then finding the fleet again in Trincomali ...looked so cool to see all the boats spread out over Trincomali .. I only made it to Fernwood dock last year, so this year was a personal best..

Sadly our wind died around 1:00 pm and we drifted up and around Southey point just before the tide change. We then spent the next three hours drifting between 1 knot and .5 knots... drifted a total of about 5 hours....all in the right direction.

We had the company all day of Nutmeg of Consolation as we drifted along, in and out of a tie for last place... hardier souls than us they continued after we stopped for the night.

Thanks again Greg we learned a lot and are really looking forward to next year.

**Doug Manton/Stargazer**

Well, Greg, that was quite an experience for me. Last year I made it as far as Fernwood and this year with Nicky pushing me we made it all the way around. The main take away for me was the closeness between the two boats even though they are a bit different. After going to different sides of the Trincomali we crossed tacks having to call starboard. It was also fun to hang in there with the big boys like Oasis and Evangeline, Thallus and a couple of other big spinnakers that very politely stayed away from covering us.



Unfortunately we could not get any pictures. It was very difficult to operate the boat with one hand and open a dry bag with the other to access phone or lunch or even a can of Bubbly. Try taking off a sweater and life jacket in the heat of the afternoon and then putting it all back on one handed when the wind came up. Taking times at the required waypoints and writing them down was also a no go. Taking a pee was a challenge enough. Nicky will post some of her thoughts on the 12' international group website so the SSI race will get some notice in Europe. Any way cheers, thanks for organizing  
**Robert DeRoos/Bucket**



(After me asking how Bob was feeling the next day) Amazingly, he's not complaining a bit, and is as busy as ever. Out walking the dog right now. Pretty cool for a guy who had a heart attack last July, and tomorrow goes for an echocardiogram!!

He is feeling so grateful he was able to accomplish this circumnavigation. Thank you to everyone involved in organizing the event. It means a lot .  
**Brenda DeRoos/Robert DeRoos**

Hi Greg,

Many of the big name racers who have done the RSS have said it is the most technically challenging race of the year. This one would have been equally so. A good example of tactical decisions was Second Wind and Skeena Cloud going almost to Walker Rock before heading to Fernwood. Thus, when the wind was at its lightest they had a beam reach when the rest of us were going downwind with about 1 knot over the deck.

The smaller boats with large conventional spinnakers dominated. It was quite depressing to have Minke and Battle Axe go by as if Oasis was standing still. Going under the power lines some 20 miles into the race Oasis was still having to do battle with a 12 ft wooden dinghy with a single sail and Evangeline who Oasis had been crossing down wind tacks with for the last three hours was still close by.



A decent wind in Samsam Narrows gave a much needed respite from the constant pulling of sheets to little effect. A further technical innovation was the challenge of finding somewhere to park overnight. The South East shore of Salt Spring was not a good place to be an hour before curfew. One small shallow bay in which Minke was already in the favoured end caught my eye. There was about a thousand vertical feet of rock to windward if the forecast held.

Minke saw wind on the water and with remarkable alacrity up anchored, up sails and was gone.

Oasis enjoyed a peaceful and lonely night while the owner enjoyed a shower, a fine stew dinner, some small group jazz and sufficient red wine to enjoy a good night's sleep.

0632 saw Oasis cross her mark on the chart in about 4 knots of Westerly wind. Rounding Cape Keppel I was astounded to see a few of the fleet in light airs not yet past the Fulford Hole and yes it was a hole and our wind would run out.

It was cat and mouse all the way to Beaver Point where Invictus, Minke,

Soul Time, Sparkly, Oasis and Second Wind were more or less across the course. The increasing wind gave a fabulous spinnaker run to the finish to round out a spectacular and challenging



race, brilliantly and imaginatively organized by a few dedicated Club Members. THANK YOU ONE AND ALL.

### Bob Jones/Oasis

*This Round Salt Spring was the first time I'd raced my Bristol Channel Cutter, "Gertrud" so I began the day with some trepidation. She's designed and rigged for longer passages, not for short tacking up Ganges Harbour. With two headsails to manage, she's a workout on each tack. At the start, my main goal was to stay out of everyone else's way. But as time went on, I happily subsided into the great joy and value of racing sailboats: you take what comes and deal with it - under sail. Heavy air, you*



*luff and feather or reef; light air, you do your best to work the fickle puffs, and practice the sailor's greatest necessary virtue: patience. No punching that engine start button and getting somewhere fast. just take things as they come. In my case, don't worry about the sight of most of the fleet disappearing over the distant horizon ahead of you.*

*And the next day, there's the great satisfaction of actually crossing that finish line - a sense of accomplishment, of course, and also the knowledge that I got to know my boat much better over the course of the race. At times when there was just no wind, or a bit too much, I thought: okay, this is a good experience, but I don't think I'll do it again. Now, I'm not so sure. Maybe see you all again next year?*

*Finally, warmest thanks to all the people who worked so hard to make this event happen in the finest spirit of this remarkable volunteer sailing club.*

**Derek Lundy/Gertrude**



So we had a very pleasant run up Trincomali, exchanging cheery remarks with Greg and Holly as we crossed wakes on opposite jibes, and a delightful turn around Southey Point where the wind miraculously bent with our course. Greg and Holly got away from us by wisely jibing toward Idol island while we continued out toward the smoking stacks of Crofton. Leverage is a bitch, and we were never again within chatting distance, but were close enough to see their spinnaker get blown back into their rigging when the southerly re-appeared out of Burgoyne bay. I smiled to myself and suggested to April that it was time to take down the spinnaker. And smiled again when I looked at my watch and realized the ebb through Sansum was about ready to start. Upwind with positive current in a narrow channel is one of my favourite things to do, and it was. The doctor was in at Cow bay as usual, and as usual the wind bent left around the island so left we go to stay inside of the progressive shift. Ahead Greg and Holly are doing the same and getting tinier by the minute. In these conditions, waterline is king.

Now only one obstacle left, that obstacle is the dreaded Fulford hole, and there it was. Greg and Holly tried to go around, but the hole extended all the way to America, so there they were mast straight up and motionless at Portland island. Further ahead was the boat with too many hulls and not enough lead, slowly going back and forth but getting nowhere. And there we were, creeping toward Portland, when the 6:00 dinner bell apparently rang on the Sorcery and down came their sails. Now really alone, we contemplate our fate and discuss our options. None of which on a 20 foot boat sounded very good. We did bring sleeping bags and camping pads, but the Poco is really too small down below to do anything other than light a joint, so in my mind sleeping on the boat wasn't going to happen. I suggested quitting, for good, several times, but April kept insisting that maybe somehow the wind would come back if we waited just a bit longer. I knew she was wrong of course, the water was flat and greasy in all directions, and I am an experienced sailor, but also know that I need to chose my words carefully because even with the motor on it will take 2 hours to get back to the dock. So I mention that I miss the dog, and that I think we really had a great



day together on the water, and maybe we should call it good. April says she misses the dog too, and it was a good day, and we can head home, but she prefers sailing to motoring and the wind may appear at any moment. I don't know what to do or how to respond, but I know she is wrong, so I sit in silence. If I had only remembered to bring a joint, I could go down below and light it, but I didn't so I had a beer. And when I finished that beer, the wind appeared. Out of nowhere, instantly and everywhere. So back up goes the spinnaker, we have a great run home sailing into the setting sun, and finish 3 minutes before the 9pm time limit. And once again, April was right.

**Paul Faget and April/Poco**

I heard so many good stories on the dock yesterday that I thought it would be nice to put together a collage of them for the race write-up. Here is my submission, should you be interested.



Holly and I on Sorcery had a truly wonderful weekend of racing and sailing. It was just our conditions: sunny with modest winds primarily in the 6 to 10 knot range. Some great memories include crossing gybes with Paul and April on Poco all the way down Trincomali channel. A truly amazing thing happened when we got down to Southey Point, where I was sure we would need to drop the spinnaker and harden up to beat into the current south east breeze. When we got to the point, I was halfway

through a spinnaker drop when Holly told me that we still needed it up, so back up it went. And sure enough, Poco and Sorcery both turned left by more than 270 degrees, and kept our spinnakers flying! We had a wonderful sail the rest of the day, with constant speeds of 3 to 7 knots until we reached Piers Island at Swartz Bay, where the wind suddenly went light and fluky. As the wind got lighter and lighter, we managed to eek our way to Portland Island, where we were becalmed for the first and only time that day. We sat there for several minutes, and impatiently waited for 6 pm to arrive so we could stop the clock on our race time. We promptly retired and spent a peaceful night at Russell Island. The next morning we woke to see several boats, including Shingebiss, Oasis, and Soul Thyme sailing slowly by us, clearly getting an early start. We decided to wait for more wind, and started just before 10 am, and travelled at up to 6 knots towards a small fleet of



racers just ahead of us, including Thalia, Battle Axe, and Evangeline. They patiently waited for us at the Beaver Point Hole, and when we caught up, the wind promptly filled in from behind and we bounded home on a near dead run at speeds between 6 and 8 knots. We were exhausted but elated by the amazing passage, knowing full well that we had just been in a Round Saltspring Race to be remembered for many many years to come.

**Greg and Holly Slakov/Sorcery**

Hi Greg, Sorry you had a furler problem, heard something on the VHF early AM and noticed something wrong as you came in. I noticed you prepare well before the finish line. I attempted to do the same ( wing on wing with spin doing 7 knots, scary). Let the sheet go to let the spin go forward and the center promptly made four wraps tight round the furler headsail. mercifully I was far enough out to wrestle the sail down to pulpit level in time to take time over the line. Oh and I lost a spinnaker bag upside. Just a jolly weekend on the water !! **Bob Jones/Oasis**

I have heard from several on the docks about how they enjoyed themselves. all very positive. That



was even from some who did not complete the race or who were stuck for hours with no wind

From my perspective I have comments on some of the "fast well sailed boats".

First was to see Poco and Sorcery X lead the way into Trincomali and disappear round Southey Point not to be viewed again. (I am not sure but I think Ptubodactyl was there too. ) We were in the front line after that lead by Firefly and Sparky showing great speed and tactics clawing ahead up of us but we were unable to catch Sparky and the even more fleet Firefly ably sailed by Douglas and Kim Woolcock.

Kay D refused to go away and was threatening us the whole race to overtake but never quite did. Martin Hebert sailed a great race, hiding in Deep Cove overnight and being treated by a local to a nice piece of pie!. Then sleeping in an open boat before sailing through and away from a fleet of large boats, Sunday morning, to challenge with a very good elapsed time.

**Tony Brogan and John Gauld/Radiant Heat**



Thanks again to all the volunteer hours that made possible those--in our case--almost 20 hours under sail. There's a great sense of community when we find ourselves drifting in a Stuart Channel parking lot and we are met with thumbs up, (human) waves and calls out to remind us that we're not alone. At the other end of the clinometer, it's ironically comforting to cross paths with someone on the opposite tack working up the same channel, catching glimpses of their sleek bottom coat before they disappear behind our plunging genoa. And then we end up anchored together in the same quiet bay for the night, protected by towering rock walls and

deep, still water. My crew/tillerman, Meror, and I were honoured to spend much of our two days in the company of Derek Lundy on Gertrud, though it seemed we were actually part of a posse of half a dozen boats together in pursuit of the fleet from Ganges all the way to Vesuvius. We missed Impulse's constant presence off our beam once they retired. On Saturday we imagined we were part of a cat and mouse game with Gertrud, but by Sunday at Beaver Point, it was clear who the cat was. Derek took off down past the Channel Islands into the harbour, his cutter rig winking goodbye in the distance. We took a slower wing on wing approach, but ended up sailing that same tack right to the orange flags. Visiting Derek once at the docks, he pleaded ignorance and blamed lucky winds for his jet-propelled finish. But we know, it's all about being a well-mannered cat.

**Martin Thorn/Fool in the Rain**

Hello Greg & Paul,  
First of all thank you for the effort you guys put into organizing the race.  
We had a great time for most of Saturday, however light air presents a challenge on our boat, It sails very well, however when tacking the headsail occasionally will get hung up on the foredeck.  
Around 1300 hours slowly approaching Southey Point ,  
I went forward to free the sheet while Arlene handled the wheel and hauled on the sheet.  
The sheet came free causing Arlene to suddenly fall sideways striking her side and head on the cockpit seat.  
We carried on as best we could and rounded Southey Point at 1409 hours.  
Very light air on the west side of SS ( 1 , 1.5 knots GPS )and all the south past Vesuvius  
luckily slowly pulling away from the group we were with.



In Stuart Channel a head wind picked up and we started to sail.  
5 or 6 tacks and we crossed under the 1st power line @ 1817 & 10 seconds with a speed of 7 knots.  
We retired the race at 1826.hrs in the entrance to Maple Bay with an attempt to place a MOB mark on the chart plotter at 48o 48.93N & 123o as a starting point for Sunday AM. (Unsuccessfully )  
In the morning, we decided to end our race and motor back as Arlene was feeling the effects of the fall.  
Other than that, we had a good race and getting out on the boat is always great.  
**Don & Arlene Dashwood/Snapdragon.**

It was a fantastic adventure.





I guess my first goal was to make it to Fernwood and that turned out to be easy , then Southey Point and maybe make it to Burgouin Bay ..... then the wind came up and Bob de Roos , who sailed the other dinghy, and I made the decision to continue trough the Sansum Narrows, that was a great sail , we reached Musgrave and the boats stayed there for the night. Sunday morning around 9 we continued the adventure, the end of Satellite channel was very challenging, the wind was strong and the sea confused . After Cape Keppel we had a fantastic broad reach all the way past Fulford and a downwind run towards Ganges.

I think this was the highlight of my RSS , I crossed the finish line at 3.35 pm  
When I came to the dock someone said “ nicky you must be crazy to do this in a dinghy “  
This might be true but I would do it again in a heart beat !

Thanks so much for giving me the opportunity to race the RSS ( in a dinghy 😊)





Regards  
**Nicky Arnoldus**

*Hi Greg, we've made it home after an ignominious finish - I owe you a new finish flag and almost a new start finish buoy as well. Anyway after the required re-rounding we finished at 19:52:00. We hit the start finish buoy at 19:39. Bummer.*

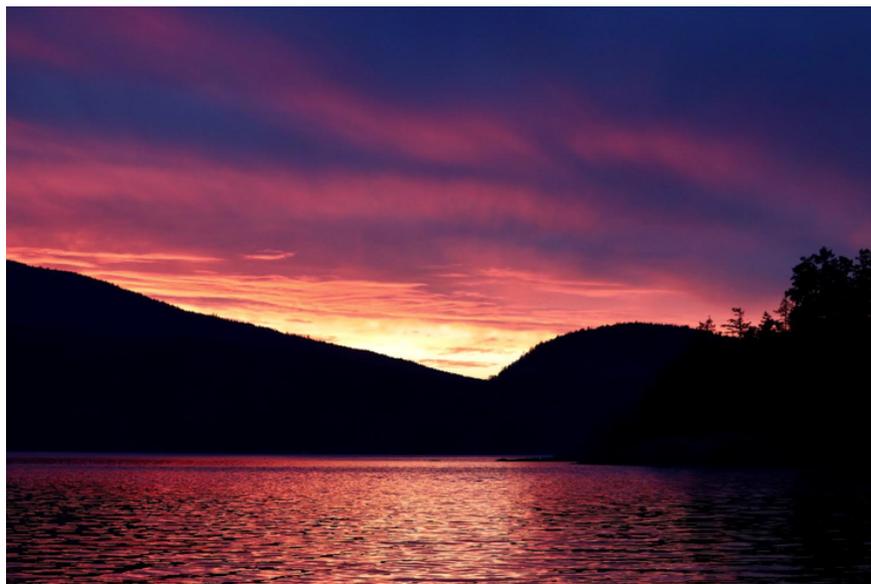
***John Tulip/Pturbodactyl***

But after all that, who won, you ask. GUESS?



Did we ever stand a chance?

So until next year....



| Club   |                  |            | Elapsed  | Corrected |       | Rating for | club   |
|--------|------------------|------------|----------|-----------|-------|------------|--------|
| Rating | Boat             | Skipper    | Time     | Time      | Place | Next Race  | points |
| 315    | BATTLE AXE       | Raddysh    | 13:46:38 | 10:43:29  | 1     | 297        | 100    |
| 104    | SORCERY X        | Slakov     | 10:57:25 | 11:24:49  | 2     | 89         | 97     |
| 123    | POCO             | Faget      | 11:56:32 | 12:04:20  | 3     | 111        | 93     |
| 175    | SPARKY           | Hillier    | 13:21:00 | 12:29:08  | 4     | 166        | 90     |
| 283    | SKEENA CLOUD     | Taylor     | 15:35:20 | 12:37:07  | 5     | 277        | 87     |
| 300    | INT'L 12         | Arnoldus   | 16:12:00 | 12:50:29  | 6     | 297        | 83     |
| 185    | KAY D            | Herbert    | 13:58:50 | 12:53:24  | 7     | 185        | 80     |
| 27     | PTURBODACTYL     | Tulip      | 10:52:00 | 12:54:46  | 8     | 27         | 77     |
| 255    | MINKE            | Meek       | 15:25:00 | 12:55:48  | 9     | 255        | 73     |
| 138    | FIREFLY          | Woolcock   | 13:05:39 | 12:56:06  | 10    | 138        | 70     |
| 300    | INT'L 12         | DeRoos     | 16:26:00 | 13:01:35  | 11    | 300        | 67     |
| 211    | SECOND WIND      | van Soeren | 14:43:00 | 13:05:09  | 12    | 211        | 63     |
| 144    | SOUL THYME       | Simpson    | 14:18:52 | 14:00:45  | 13    | 144        | 60     |
| 158    | SHINGEBISS       | Keating    | 14:39:20 | 14:03:01  | 14    | 158        | 57     |
| 135    | INVICTUS         | Lhotzky    | 14:24:35 | 14:17:59  | 15    | 135        | 53     |
| 162    | THALIA           | Cardew     | 15:02:11 | 14:19:51  | 16    | 165        | 50     |
| 151    | EVANGELINE       | Sutton     | 14:50:08 | 14:22:17  | 17    | 157        | 47     |
| 300    | GERTRUD          | Lundy      | 18:31:00 | 14:40:40  | 18    | 309        | 43     |
| 131    | OASIS            | Jones      | 14:48:59 | 14:47:37  | 19    | 143        | 40     |
| 138    | RADIANT HEAT     | Brogan     | 15:12:21 | 15:01:15  | 20    | 153        | 37     |
| 249    | COOL RUNNINGS    | Clark      | 18:53:00 | 15:57:40  | 21    | 267        | 33     |
| 360    | FOOL IN THE RAIN | Thorn      | RAF      | 14:11:39  | 22    | 360        | 3      |
| 381    | STAR GAZER       | Manton     | DNF      |           | 22    | 381        | 3      |
| 300    | WINDBLAZER       | Bishop     | DNF      |           | 22    | 300        | 3      |
| 250    | DERYN MOR        | Vine       | DNF      |           | 22    | 250        | 3      |
| 240    | IMPULSE          | Baxter     | DNF      |           | 22    | 240        | 3      |
| 240    | NUTMEG           | Vesterdal  | DNF      |           | 22    | 240        | 3      |
| 120    | SNAPDRAGON       | Dashwood   | DNF      |           | 22    | 120        | 3      |
| 105    | MYSTIC           | Questo     | DNF      |           | 22    | 105        | 3      |
| 45     | TAJ              | Hill       | DNF      |           | 22    | 45         | 3      |

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Thank you to all the picture takers. The Communications team will be posting all (200+) of your photos and video on our website over the next weeks (it might take a while). We will send an update when the pictures are available for viewing on Flickr. Thanks to Anthony Wilkinson, Sam Keating, Drew Stotesbury, Peter Toby, Bruce Hamer, Ray Martin, Bruce Hamer, Jacqueline Sutton, Brenda DeRoos, Nicky Arnoldus, and others.

A huge thank you to Tom Navratil for the flying the airplane that Ray took the pictures from. And, of course, thanks to Wayne and crew for the Committee Boat. And, of course, to our Race Director Paul Faget

