

Wednesday Night: August 4th

Reports by Tony Brogan and Douglas Woolcott with help from Greg Slakov and Philip Grange. Pictures by Nicky Arnoldus

Before moving on to Tony's excellent report, let's hear from our representative with BC Sailing: Douglas Woolcott, who was my teammate in the recent regatta. Accepting me as his teammate speaks volumes about his....(you fill in the adjective)

Theo and I had a fantastic evening Greg. The forecast I saw was really low and I wasn't expecting more than Ganges Shoals. But forecast and reality were at odds, and there was a lovely breeze up. That made the start very fun. We noticed a strong Port tack favour, but didn't want to mingle with the boats at the STB end. And opted for a less crowded port side start. It went off well, with Theo counting us down as I focussed on trim. And what a great start the whole fleet had! From my vantage point, there was a perfect line of boats stretched across the harbour. At the Sister's, I'm just behind Sorcery, and ahead is Poco. I see Paul stand up just as they enter the quite textured water 100 meters beyond us and yell "BYE" as they disappear from sight into the whitecaps. We had a great tack out to U62, finally keeping pace with the leaders. Shingebiss blasting up to us with the most gorgeous bow wave and we tacked on a perfect layline for the mark. Rounded, got Theo on the helm as we (tentatively) hoisted the kite. 8 knots got a grin on the boy's face. We blasted back to the Sisters, where the wind faltered again. The symmetrical on Lil Foot (John Hillier may have finally settled on a name - FCR) paying dividends now as they sneak past us. I was certainly sweaty by the end with the many gybes that it took to stay in the slight wind line licking back to the finish. It was a great night out!



Wed night was showing a nice 6 knot wind from the SE and a course of U62 (P) - Return was announced at the Skipper's Meeting with a concurrent course of Welbury (P) - Return set for Thing One. "You'll all be back in time for a beer, " said a confident Fleet Captain.

And so we opted to go with the 155 genoa, leave the jib on the dock, and keep the decks clear. Out on the Water we tried a couple of tacks and noted an 80% compass change. we could see no clear advantage to either side but a tendency to favour the port tack.

Thus we cruised the start line with the other 8 boats. It was interesting to see 2 hotfoot 20's out on the race course for a mini match race. The wind was now closer to 8 knots with little water shadows showing soft spots. Our boat speed was 6-7 knots now and then. Hopefully our genoa would not be maxed out if there were to be much more wind.

With 5 minutes to go we turned back toward the starboard end. 2 minutes later, with still 3 minutes to go, we bore off towards the leeward boater, Having no more room, at 1 min 45 seconds, we gybed to the close hauled course to the start line and found a wind shift would not allow us to make the starboard pin. The fleet which had been at the port end was making fast tracks back and crossing us to get to the starboard end.

With 30 seconds to go we were headed to cross closer to the port, pin end, surrounded by boats, in front, astern, abeam, and to windward: crossing the line 8 seconds late, in the middle of the fleet.

At the first opportunity we tacked into clear air and headed to Walters Spit and had a better angle up the harbour. We turned back to starboard tack and seemed in good position. One by one other boats tacked toward us, only to pass astern after falling off a little. Sorcery X was still down by the Chain islands but when she tacked out, she too was astern.

Boats were tight together and we were glad to not be mixed with them. As it was, when we tacked on to port, after nearing the Chain Islands, we had to duck two boats and were promptly challenged by two more approaching fast, so we hurriedly tacked back onto starboard. Poco was close by doing similar maneuvers. Forced back to the Chain island side we were lifted and carried on. Boats ahead fell to Leeward and boats behind tacked away.

I think it was Sorcery X, mixing it up with 6 other boats, who was heard to exclaim something to the effect of "What's going on, it is never like this". It was indeed a close tacking melee.

A very unusual race, in that almost all of the fleet sailed out of the harbour in a clump, tacking on each other, and sailing within a few boat lengths of each other for large chunks of time. The wind was shifty, localized, and generally light. This changed when we got past the Second sister by 100 m, where the SE breeze puffed up, and we flew towards U62 at hull speed. We rounded and ran home under a dying breeze, which I presume will ruin the times of the the slower boats. But it was a great sunny, warm sail, while it lasted. – Sorcery X

The wind grew lighter and we went as far as we could before tacking back on to port . Somehow, we were still out in front. All were slowed in the lighter breeze. We dropped 2-3 knots of boat speed out to the centre of the harbour before tacking back to Second Sisters. We

now had several boat lengths on the fleet. (I have to say here that it was difficult to see which boat was individually doing what as we concentrated on what lie ahead).

Reaching Second Sisters we did a short tack to the right and headed out to centre channel again, but as port tack was favoured, as soon as we could clear the island, we tacked back to the left on port. Finding the wind had increased nicely to 10 knots, we set a course to Horda Shoals.

Suddenly, we were hundreds of yards ahead, with the fleet still in the lighter air (*good for you Tony, now they all know what it feels like to be Skeena Cloud and Thing One - FCR*). But soon, we saw Poco and Sorcery X break away in pursuit of us. The boats were faster in the freshening breeze and gaining, but were at a wider angle to the wind (*a common theme when racing Radiant Heat, who, many of us our convinced, has made a Faustian Bargain in order to out-point most everyone, but the devil himself - FCR*) Approaching Welbury Reef, they both tacked out into Captains Passage.

Radiant Heat was getting in an ebb current, moving us to the right, and closer to the course needed to reach U62. Instead, we tacked over to cover the other boats and saw that we were still in the current . Sorcery X had now moved past Poco, but by the colour of the water they were not yet in the ebb current.

Several times the apparent wind was over 17 knots and each time it went over 15, we had slower boat speed. We were happy to see wind speed drop.

We short tacked toward U2 and were still shy of reaching it as the current flipped from ebb to flood. Sorcery X was much closer to us, with Poco further back.

Two tacks later we struggled to round as the heavier air locked the main sheet and it was a struggle to release. That caused a wide rounding, allowing Sorcery X room to clear on the inside, and slip ahead of us at the turn. Poco was close behind.

The route back to Second Sisters gave a broad reach, which on raising our spinnaker, was an advantage. Poco forced to gybe a wide angle was held down to the left. Sorcery with guests aboard, stayed with white sails and was able to reach deeper, but she was to the right. The balance of the fleet was now quite a bit further back.

Three quarters of the way back to Sisters there was a sudden switch in the wind direction to the SW which put the wind on the Port beam.

Poco on the left side said thank you very much and hot footed into the harbour overtaking Sorcery X who said to the wind "Thanks for that!! (Sarcasm noted)

Now halfway down the harbour Poco was beam reach gybing and twice passed close astern. The wind now reverted to where we were back on a broad reach, but was lighter, and RH made steady progress.

With just over 400 yards to the finish, Poco passed ahead. Sorcery X over to the right lagged in lighter air. Looking back we saw Shingebiss under the spinnaker getting closer in good air, but denied further gain once she reached the lighter airs.

Poco reached over the line 45 seconds ahead of us. Sorcery X was close behind a minute or three and then Shingebiss. The balance of the fleet was soon over.

It was a grand sail. There was lots of close racing and it was well worth coming out for a Wednesday night jaunt. It will be interesting to see the results after the handicap adjustment.

And another reason to come Wednesday Nights:

We ran out of wind 200 m from the line, so took down spinnaker, swam, put pizza in oven, drank a beer—still no wind so gave it up.

PS: 2 battens on main separated from mast track, so inhibited progress.

At U62 tide was ebbing briskly by then, we narrowly passed in front of tug and gravel barge, rounded mark and passed behind barge on homeward leg. Philip Grange

Pictures from Thing On



Results (thanks again to Paul Faget)

Club	Finish	Corrected	Rating for			
Rating	Boat	Skipper	Time	Time	Place	Next Race
162	RADIANT HEAT	Brogan	18:48:40	01:43:34	1	150
114	POCO	Faget	18:47:55	01:50:38	2	105
180	LIL FOOT	Hillier	19:02:49	01:54:03	3	174
122	SHINGEBISS	Keating	18:53:17	01:54:42	4	119
160	EVANGELINE	Sutton	19:01:26	01:56:05	5	163
156	FIREFLY	Woolcock	19:01:13	01:56:33	6	162
68	SORCERY X	Slakov	18:52:03	02:03:52	7	77
141	IMP	Leitch	19:08:40	02:06:32	8	153
315	THING ONE	Arnoldus	DNF		9	315
206	YOLANDA	Grange	DNF		9	206

July Totals:

July Wednesday evening series

Yacht	race 1	race 2	race 3	race 4	total	place	points
Shingebiss	4	5	1	3	13	1	100
Pturbodactyl	1	2	7	4	14	2	93
Rampart	3	3	6	9	21	3	86
Radiant Heat	5	6	3	7	21	4	79
Evangeline	8	1	8	6	23	5	71
Kay D	2	10	2	9	23	6	64
Poco	6	7	5	5	23	7	57
Sorcery X	8	12	8	1	29	8	50
Firefly	7	9	4	9	29	9	43
Lil Foot	8	4	8	9	29	10	
Papillon	8	12	8	2	30	11	29
Oasis	8	8	8	9	33	12	21
Skeena Cloud	8	11	8	8	35	13	14
Thing One	8	12	8	9	37	14	7

DNF = DNC = finishers + 1

No discards