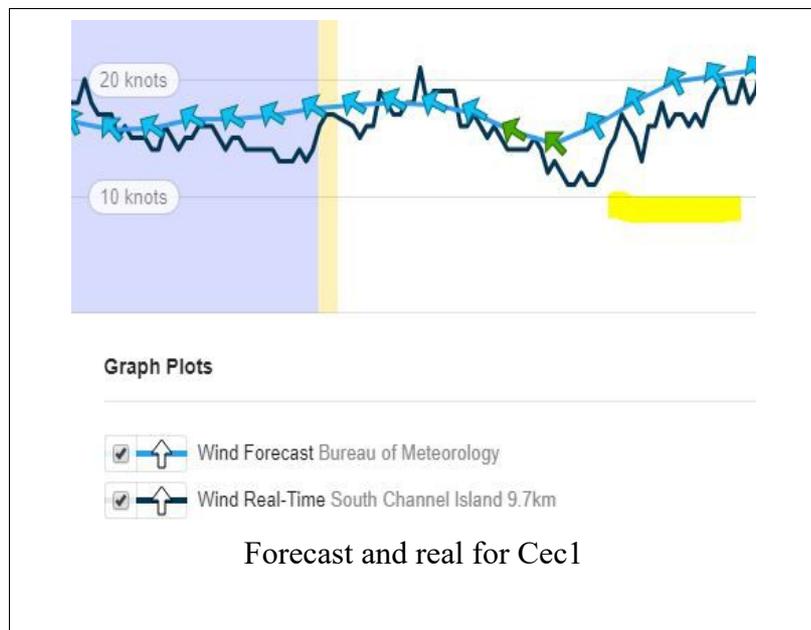


## Cec Anderson 1 (3 February 2018 and Lady Nelson 10 February 2018)

Two races for the die-hards. With forecasts of increasing winds during the afternoons, both these races needed careful consideration with possibility of “shorten course” being necessary. Both were



fitted in (just) but were hard work for the smaller vessels, with strong winds and/or strong tides involved. Cec 1 started in SE winds of about 10 knots with promise of more to come and a moderate flood tide. The forecast was not far off the mark, with winds peaking about 20 knots by the end of the race. Course 7 was displayed and Imagine laid a buoy near the Wedge.

The starts provided some drama. In Div 1 Drizabone had a gear failure (ring securing jib tack) before the start and was 11 minutes late. Tiercel, being over careful to stay clear of Valentine, tacked onto

starboard too soon, failed to get sails adjusted, missed the pin with the tide and had to have a second try. Imagine and Sundance, both on the more favourable port tack, had some debate over right of way.

Tiercel soon overtook Valentine and all went in search of the buoy (in vain!). Interpretations of its absence varied, depending on what had been heard at briefing or over the radio. Warrior figured it had not been laid and went round the Wedge. Imagine, having laid it in the first place realised it was missing in action and followed Warrior round the Wedge. Sundance having the greatest concern about depth estimated where it should have been and went round that spot, the rest of the fleet went round the Wedge. The race proceeded without further incident, in increasing winds with Warrior going really well and Valentine having a bad day. Having had a delayed start, Drizabone as well as Rosie had the worst of the strong wind on the last couple of legs while the rest of the fleet finished, dropped sails and went home. Protests arose from Sundance against Imagine for barging, Imagine against Sundance for not rounding the Wedge and the Race Committee against everyone for not rounding the buoy that was missing. Over the line the order was Imagine, Sundance, Tiercel, Valentine, Warrior, Drizabone and Rosie.

Final results hung on the deliberations of a protest committee chaired by Geoff Searle on Thursday. These included the disqualification of Imagine, a time penalty for Sundance, “disqualification” of the entire fleet for not rounding the absent buoy, but “redress” in scoring the fleet as per elapsed time except for Sundance carrying a 50 second penalty. This resulted in the handicap results being Warrior, Sundance, Tiercel, Rosie Drizabone and Valentine. Corrected times were within the range 79 to 84 minutes. Late starts for Drizabone (11 minutes) and Tiercel (1 minute) cost them a bit in handicapping terms.

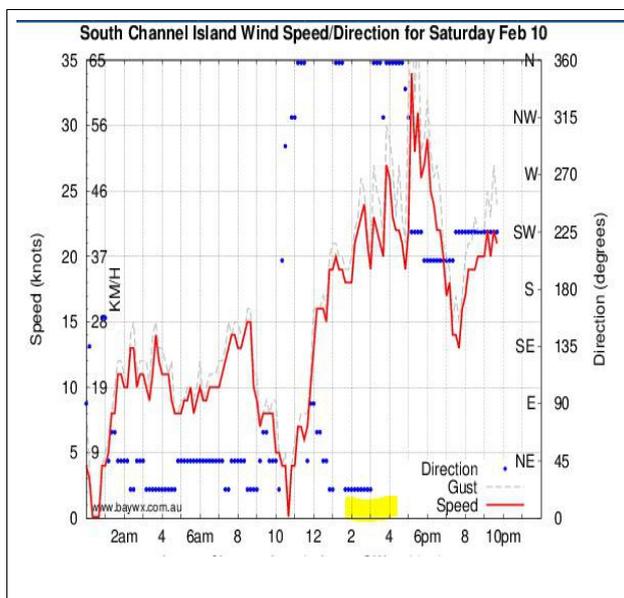
**The Lady Nelson Trophy race** held on 10 February was even more subject to concerns over weather. Weather forecasts were conflicting, particularly the “Marine Wind” forecast map from the BoM which had flat calm for the start of the race. The best estimates were for light northerly winds increasing, followed by a SW change to over 30 knots, after we should have finished. Briefing was

held in the harbour 'tea room' owing to rain. On the water there was some wind but all vessels set full sail. In the event, the wind (at South Channel Fort) increased to about 27 knots by the end of the race and by 5.10 was a 34 knot gale. Wind direction was North at S Channel Fort, but for us the last couple of legs had the wind changing to the west, on the way to the full South Westerly with the 34 knot peak just after we all got in. However the rain ceased early in the race and did not return (despite storm clouds all around).



Racing were Tiercel Imagine, Sundance, Valentine, Wavedancer (single handed), Warrior and Drizabone. Course was number 1, from GB to West#3 to SS, GB, West#3, GB, West#3, SS, GB finish. With the northerly wind, the course and strong ebb tide it was clearly a port-tack start and the nice long start line avoided any stress. Drizabone and Warrior got away without strife, as did Valentine, Wavedancer and Tiercel followed by Imagine and Sundance. Tiercel started close behind Valentine, but caught up and passed her in the first leg. The strong tide was a challenge for the Couta boats who were also passed by Div 2 vessels on the close hauled approach to no 3. A clear advantage for the vessels that were able to make it on a single tack without having to beat against a foul tide. Div 2 boats were in turn being caught up fairly rapidly by Imagine and Sundance. A tack around no 3 was led by Tiercel just ahead of Valentine (close enough to have to leave

plenty of mark room owing to tide) and Tiercel then misjudged the angle to Swan Spit for a short time and lost some ground, but remained ahead of the fleet until overtaken by Imagine and Sundance. Round SS and Tiercel experimented with goosewing but could not hold it for long. Even the fanatics left their spinnakers packed, given the forecast and the short time involved running downwind and downtide. Back towards #3 and Imagine and Sundance had passed Div 2 and 3 boats. As Sundance headed back from #3 to GB in increasing breeze her course on starboard tack was pretty well head on with Tiercel approaching close hauled on port but propriety and caution on both sides ensured a good separation.



Approaching the start



Imagine and Valentine pre-start



Tiercel pursues Valentine in the first leg



Number 3 with tide

Back to Grass Beds buoy with no incidents and yet again close hauled for #3 West. Nearly there (for Div 2 boats) and the wind started to play up. Calm patches and gusts of warm air began to occur, and Imagine and Sundance, on their leg to Swan Spit soon went on the opposite tack from the previous circuit. Tiercel found a hole in the

wind and stalled just short of #3 with speed dropping from 6 kn to 1.5. Valentine continued to power along with some private wind and overtook. Out of the hole in the wind again Tiercel could not get past Valentine.

Wavedancer, being single-handed, in vigorous conditions could not keep up (but the great thing is she was back in the races again). The Couta boats also had a hard time as the increasing wind swung around towards the west and gave them a bit of a battering, particularly Warrior with only two on board.

While the Coutas were having a

hard time getting home in increasing wind (27 kn at 3.50) and slowing tide, Imagine and Sundance had long-since made the finish line with following wind and helpful ebb tide. Over the line it was Imagine, Sundance, Valentine, Tiercel, Wavedancer, Drizabone and Warrior. Handicaps only changed the order of Valentine and Tiercel.

All in all, over both races it was a case of swings and roundabouts with everyone having to 'suck it up' when things did not go their way. And again, for the latter race, determination squeezed a race into a day with a narrow window of opportunity between calm and the gale of 34 knots that came in at 5.10. Post race drinks at the Club-house plus chips brought by Colin Bishop completed the day.

Thanks to OODs and everyone involved in both races.

In case that was not enough excitement for the week, Vice Commodore Geoffrey organised a dinghy cruise starting 9 a.m. Sunday. Feedback eagerly awaited. And remember, photographs welcomed from whoever can take them during events.