

Sunday June 13th, 2021, 'K' Race

Report by Tony Brogan

The Portland Moresby Race weather forecast indicated we would be struggling for hours in light airs for 13 hours with the very real possibility of not finishing in the time limit. Not to mention the rain as well.

Thus a day before the K Race substitute was set. "Race in the Sisterhood".

Start, Martin's Mark(S), U62(S), MM(S), Horda shoals(S), MM (S), Welbury spar(S) and finish. Short course time to be taken at 2nd sisters light.

As the conditions did not deviate from the forecast, we sailed and drifted in spasmodic rain, and devious currents in danger of not finishing in the time limit of 1500 hrs.

Out on the water was a 2-3 knot breeze from the general direction of the SE but with oscillations to the East and back.

The seven starters cruised in disparate directions wondering where to place themselves for the start.

Radiant Heat managed a decent start in the conditions and proceed over the line at the time signal of 0940 and with a boat speed of 2 knots eased into the lead just behind Poco. Ptubodactyl was close too, whereas Shingebiss and Oasis were well back in fitful air.

(Poor Skeena Cloud felt like the kid that didn't make the team as everyone sailed away from her with a scarce look back. Skeena Cloud wallowed in irons, finally drifting around in a long, tortuous circle to finally begin the race. It was time lost that would come back to haunt her – FCR)

The way out to the Sisters was a series of tacks with the port tack favoured . Poco covered RH as we went out to the Saltspring side near Boulder Bay. Poco was first around the 2nd Sisters and headed for Martin's Mark. Radiant Heat followed 150 yards back. Then came Pterodactyl who opened up to a close reach and rapidly closed the gap by MM (Martin's Mark). Oasis and Shingebiss were on the move and Skeena Cloud and Nicky on Thing One were further back. *(But with Thing One very much ahead of Skeena Cloud as Nicky nimbly tacked her dinghy 'Thing One' (Nicky approved name) out of the harbour. When Nicky's rating finally settles to account for not having a spinnaker, people will soon be paying attention to a newcomer on the podium. – FCR)*

It was now a beat to U62 and mindful of the ebb current it seemed best to make as much to the East as possible before venturing out into Captains passage.

Poco had short tacked between Welbury Reef and Scott Point shore and we and Ptubodactyl did likewise. Ptubodactyl showed remarkable pointing ability in the light air as she passed Radiant Heat to the lee. Then during a couple of close tacks she stole the air of Radiant Heat and shortly was headed up to Nose Point . RH was now 200 yards back but we followed in the back eddy across the Long Harbour entrance..

Then mother nature took a hand and left RH in no wind as she turned out to Captains Passage where in the meantime both Shingebiss and Oasis had better air taking a more direct lead and they passed RH before we made it to rounding U62. Ptubodactyl was well out chasing down Poco who was well on the way to MM for the second time.

(Thing One followed by Skeena Cloud both ate up some of the distance between Oasis and themselves as they approached the Welbury Shore to follow the others short tacking up the shore. But here they lost time at the start bit, and bit hard. Both Thing One and Skeena Cloud were swallowed up a huge, unrelenting hole. Thing One gradually escaped the pit once she finally cleared Welbury Point, but Skeena Cloud spent a total of 80 minutes before she was able to exceed an SOG in excess of .5 of a knot. I thought of every reason to quit. But there was Nicky, glimpsed through a rain shower, gamely making for U62 . I couldn't be the only one to wimp out and quit early. So, I stuck in out, getting a burnt nose in the only sun of the day. – FCR)

So we followed each other , sometimes further apart and sometimes closer. With RH still close enough to the Shingebiss to offer the thought that perhaps something would transpire ?? But it was not to be as we wended back and forth to the final turn at Welbury and the reach in modest air down to Sisters and the run home.

We had watched Poco and Ptubodactyl chasing each other far away in the lead. We followed 200-300 yards back from Shingebiss who was again behind Oasis a similar distance..

The final Indignity to Radiant Heat was the shut down of the wind as she approached 2nd Sisters. Speed through the water was reduced to a half knot but a strong flood swirled against us driving us back the wrong side of the Island. We maneuvered as the wind puffs came and went. We stopped and started in the right direction 4 times. We watched Skeena Cloud get closer. We were stranded there for nigh on 20 minutes.

Finally as the wind filled in again we clawed our way around the turn at 2nd Sisters to view the boats ahead now by a mile.

We had an uneventful sail to the finish line watching first Oasis and then Shingebiss finish, drop sails and head for the docks before we were halfway down the harbour.

(We watched Tony struggle in a small hole, seemingly designed to fit only her, off the Sisters as Skeena Cloud bore down on Martin's Mark for the final time at over 4.5 knots under spinnaker. The better breeze after we rounded U62, plus the use of the spinnaker three times in the final part of the race, rendered physics (longer waterline and spinnaker) rather than sailing skill, triumphant as we passed Thing One. We made quick work of Welbury Spar and as we turned on the mark and unfurled the spinnaker for the run home, we could see Radiant Heat finally making the other side of the Sisters.

With the wind turning more south Skeena Cloud almost made the finish line at reasonable speed in three short gybes. Almost, as 300 meters from the finish line, the wind quit, and all we could do was point the bow toward the line and let the .8 of a knot of tide do its work. With 50 meters to go, we got a puff, and slipped across.

Meanwhile, looking back, there was Nicky in Thing One, one lone ray of sun catching her, as she materialized from the gloom that had settled on Second Sister. Motoring back to greet Nicky as she struggled in the patchy, desultory wind to make the line, she responded in true Nicky fashion. Toque on, jacket buttoned against the chill of a long day in an open dinghy, she waved, with huge smile on her face, appearing to be having the time of her life, exuding the joy of sailing her beautiful craft. People sometimes ask me why I am FCR. There it is.

I have learned a lot from Nicky. Instead of getting grumpy, frustrated, and downright angry when things are not going well, and instead of endlessly tweaking this, or that; I am trying out my inner-Nicky: smiling and enjoying my time on the water, whatever wind and weather brings me. It is working, sometimes. I did enjoy my 30 minutes watching porpoises feeding all about me, close enough to to pet at times, like I was just another log in the water, as I slowly drifted past Welbury Reef. Okay, I lie. I haven't got that good at being Nicky yet. I did enjoy 30 seconds of it. – FCR)

We still have the Portland Moresby race to look forward to in the future.

(In the last write-up, Tony described an incident where he felt Rule 20.2 came into play and provided his interpretation of the incident and the requirements of the Rule 20.2. The helmsman (is 'helmsman' like 'fisherman', in that it is considered gender neutral, or is there another term?) of the other party contacted me and provided their thoughts on what happened, and their interpretation of the Rule. Rule 20.2 states 'The hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat room to tack and avoid her.' But as always, in the rules of sailing, there is some nuance. I have provided a description of the Rule below.

Whatever did transpire is long past and I don't intend to allow a debate on what happened, or who said what, to ensue. But as Douglas always reminds me, the Rules are as important in sailing as they are in hockey. And since I am forever trying to figure out what constitutes 'icing' in hockey; I thought this was a learning opportunity should you ever find yourself in a similar situation. Thank you to both parties for their thoughtful contribution to this discussion – FCR)

<https://cyca.com.au/racing-rules-explained-rules-19-20/>

Club			Finish	Corrected		Rating for	club
Rating	Boat	Skipper	Time	Time	Place	Next Race	points
117	POCO	Faget	14:17:50	04:43:30	1	108	100
277	SKEENA CLOUD	Taylor	15:46:50	04:59:10	2	271	86
146	OASIS	Jones	15:02:06	05:14:22	3	143	72
36	PTURBODACTYL	Tulip	14:10:37	05:16:22	4	36	57
149	SHINGEBISS	Keating	15:10:32	05:21:09	5	152	43
150	RADIANT HEAT	Brogan	15:28:24	05:38:00	6	156	28
297	THING ONE	Arnoldus	16:47:00	05:39:43	7	306	14