

## Race K1, January 20, 2019

### Commentary by Greg Taylor:

Since this, our first 'K' race of the season, was a 'pursuit' race, each boat's starting time was calculated based on its PHRF rating relative to the other boats in the race, with slower boats starting first. The challenge is for the faster boats to overcome their time differential and overtake the boats ahead of them. The boats starting first become the rabbits for those starting later.

As you can see below, conditions favoured the hounds yesterday. Us rabbits watched helplessly as the faster boats, powered by the 15-25 kt NW breezes, gradually wore away our leads, passing us at the marks.

	Starting Place	Finish Place
1	Deryn Mor.	Radiant Heat
2	Skeena Cloud.	Shingebiss
3	Radiant Heat.	Second Wind
4	Second Wind.	Deryn Mor
5	Evangeline.	Evangeline
6	Shingebiss.	Skeena Cloud

I will leave it to Tony to tell of the day as Skeena Cloud's skipper was a bit dazed and confused, and often on the cusp of losing control, from the first rounding of Batt Rk on.

But before turning it over to Radiant Heat to report on the race, I would like to take my hat off to Deryn Mor who sailed an outstanding race, single handed, in very challenging conditions. She looked rock steady throughout.

It was wonderful to have Evangeline and her crew out again. She is a great addition to any race: good sailors and fun to hang out with.

It was an incredible day of sailing, lots of wind, sunshine, and relatively warm. What more can one ask of a January sail.

### Driftwood Article by Greg Slakov:

The Saltspring Island Sailing Club's second race of the year was conducted in good weather and a building Northwest wind on Sunday January 20th. It was a new race, with a serpentine course from the

start/finish line in front of the Sailing Club in Ganges Harbour, out to Batt Rock near Beddis Beach, then back and forth between Welbury Spar, Horda Shoal and U62 (near Prevost Island), before finally heading back to Ganges for the finish. Six club boats took part: Deryn Mor, Skeena Cloud, Radiant Heat, Second Wind, Evangeline and Shingebiss.

The race was conducted in pursuit style. In this format, the boats start one by one, from the “slowest” to the “fastest”, with start times calculated using each boat’s handicap. This sets up an exciting finish, where the boats cross the finish line in order, from first to last.

The 7 knot breeze at the start allowed most boats to carry their colourful spinnakers down the harbour. Greg Taylor on Skeena Cloud and Kevin Vine on Deryn Mor were single-handing, so one can imagine the excitement when these big sails had to be doused at Batt Rock in order to head to Welbury Point. The remainder of the boats had more hands to help, which was a big bonus considering the number of mark roundings in the race – a near record 7! To further illustrate the point, single-handed Greg Taylor was struck by his boom, and sustained a cut which eventually required a few stitches, but not before he gamely finished the race.

As the race continued, the wind built until it was around 20 knots on the way back up the harbour. This allowed all the boats to thunder along at hull speed, and then some. In the end, Radiant Heat with Tony Brogan and crew took line honours and won the race, followed in order by Gyle Keating and crew on Shingebiss, Eric van Soeren and crew on Second Wind, Kevin Vine on Deryn Mor, Ben Sutton and crew on Evangeline, and Greg Taylor on Skeena Cloud.

Practically everybody assembled after the race on Second Wind for tall tales and libations. There was common agreement that a really fun part of the race was that all boats were in touch with each other and sailing "in the same wind and water as each other". It seems new Fleet Captain Taylor has found a winning formula with this kind of race, so expect more of the same in the future.

### **Commentary by Tony Brogan:**

The forecast for several days was for northerly breezes, and the last 24 hours confirmed the trend. 7 knots at 1000, building to 15 by 1100 and possibly 20 by 1400.

A cheerful group of skippers arrived before 10.00 on the dock for the skippers meeting, with several different ideas on the expected wind with one opinion that it would die by noon. FCR discussed the course and made sure all understood course and the roundings. Batt rock P welbury P batt Rock P horda P batt P U62 S and the final turn Batt rock to and home. So thorough briefed if not confused we took off for our boats.

Once on the water we had plenty of time to test the waters and the wind which was now a steady 7 knots out of the NWN (Not quite North?) and looked set for port hand start. 10 minutes before the start most of the boats were scattered like chaff on the water., but soon appeared Deryn Mor and then Skeena Cloud the first two starters. Deryn Mor with pole set and spinnaker bag prepared approached the line and was off with nary a delayed second and the next time I looked, being busy not to run into anchored boats and crab pot floats, was proceeding briskly down the harbour. Next was Skeena Cloud with the asymmetric up on a broad reach also making good time. Radiant Heat was five minutes later and we cruised to the line under main sail alone a little early and then ducking down the line for 8 seconds was also up and running.

Crew quickly deployed the spinnaker and we were settled in at 4-5 knots over ground. We noticed a tendency for the wind to oscillate from broad reach to beam reach and so were kept busy not only with the sheet adjustment but the guy too, keeping that pole roughly 90 degrees to the wind..

At this point we had no view to what was going on a half mile behind us.

Soon we were plus or minus 6 knots and passed Sisters. Skeena Cloud was closer and Deryn Mor too. Now well passed sisters and half way to the first mark we did not see any boats astern making any gains. Skeena cloud was having problems . One minute not enough wind in the spin and the next too much. We were gaining making good speed. Everything felt good. The crew was smiling ☺ ☺ ☺

Approaching Batt Rock we decided early take down better than late so with a quarter mile to go, up went the jib and the inboard sheet deployed. Down came the spinnaker. 250 yards to go.

The guy was let fly and the foot of the spinnaker gathered behind the main sail and the halyard loosed. Stowed below the spinnaker and lines all akimbo. The pole was flying in the breeze, 150 yard to the mark. Pole stashed on the boom. 100 yards to go. everybody ready to round 50 yards. Ready to round port, ready to round starboard , Ready, Ready, 10 yards and we were around.

We were ahead of Skeena Cloud (SC) but 300-400 yards behind Deryn Mor (DM). We headed on a northerly port take. The wind was a steady 15 with gusts.. Realizing DM was getting set by ebb current we tacked over on a course for Welbury bay but 20 degrees left of Welbury spar. DM in Captain Passage now tacked and seemed to us to be high if the mark. To our surprise DM ended up well West of Welbury and had to tack still 300yards or more away RH passed DM stern and then we tacked again but this time we had something in the bank. SQ meanwhile went up into Captains Passage to meet the tide. I lost sight of their next move.

DM was still well ahead and headed back to Batt Rock. We had rebagged or rather Lance had rebagged the spinnaker and after testing the wind up it went for the second time. DM was NFS and the distance narrowed.

We noted that the rest of the fleet were rounded or rounding Batt Rock. That put them a leg back. We were closer to DM but she rounded ahead and was up to Horda Shoals.

We were close to DM and to weather enough to stay clear. . But we did not get an overlap in good time and passed close to DM stern , 2 boat lengths and went outside allowing DM room to follow her proper course.

RH now rounded behind and inside. And off we both went back to Batt Rock the third time. The current was evident all the time and this time the wind angle was plus or minus a beam reach. The outer sheets were used in the jib and it set nicely. Slowly we overtook Deryn Mor and by the time we turned Batt Rock were were ahead.

It was interesting having a number of boats rounding Batt Rock and heading straight to where we had just been. As they passed there we hails and smiles and waves. It seemed everyone was having a good time. Post race chat seemed to agree that a really fun part of the race was that all boats were in touch with each other and sailing "in the same wind and water as each other".

During this time and to the finish the wind was a steady 15-20 knots with some reporting true wind as high as 24. Breezy was the word.

U62 was the third quest. It again was close to a close reach and beam reach. Again current caused RH to steer 25 deg high and that tuned out to be just ok. We were still about a leg ahead but we could see Shingebiss closer. Twice we had passed each other and I am sure the watches were out with the calculators. This time leave to S and back to Batt Rock again this time leave to starboard.

We took the starboard tack to the SS shore. First it was the better angle and second it was the best way for current relief. By the time RH tacked at the shore Shingebiss had rounded the mark. It was now a tack for tack. We were steadily tacking inside of 80 according to the compass. We are not as fast through the water but the pointing ability seems to more than compensate, especially when the boat gets in the groove.

The leading boats were now RH, Shingebiss and Second Wind with Deryn Mor in 4th.

Back and forward tacking down the harbour , Winds 16-23 apparent. Three times crew ventured to suggest we would be in better control with a reef. Every time the thought was pondered the wind reduces to under 20 apparent. Every time the decision is made to stay with the sail the wind increased. But past experience tells me that up to 30 knots can be ok when the jib was the head sail. If it goes to 40 knots remove the headsail and it will sail happily under main alone. But who needs to be out in 40 knots.

In the end RH stormed over the line at 6 knots. Shingebiss was second approx 3 minutes back having started 7 mins back they gained 4 minutes. Then came Second Wind, happy to have had wind!! And a game Deryn More came in 4th.

FCR was a bloodied sight on the dock as he had attempted to “use his head” to prevent the boom changing sides. Hi Greg, you're supposed to use what's inside not the outside.

Chitchat and nibbles were exchanged in the cockpit of Second wind as we were regaled with stories of a fabulous sailing day. The innovation of the K racing series is looking very positive.

I'll be away working on my tan so will miss the next race. Have more fun!













