

Round Prevost 'K' Race
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Pictures by April Faget, Peter Toby, and Drew Stotesbury
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We have been graced with two reports this week: one by Tony and the second from Martin. It was a slow race, so no new Round Prevost records were made, but there was some breeze all day, it was sunny and relatively warm, and it is November. There was also some upwind and downwind legs, tactical decisions to be made, the breeze hardly faltered in the harbour. What wasn't to like? Mind you, this is spoken by the person who won the race, even as I complained of being slow and stupid at times. But, as Paul reminded me, my rating reflects both, so get over it.

From Tony...

I have not a lot to report on the last K race of the season as we went wrong way around and separated from the fleet. Others are invited to pick up the slack.

From Radiant Heat's perspective, nothing went right.

The weather forecast for 4 days continuing through to late Sunday was for fresh winds of 10-25 knots. Wind direction was to be from the North to midday and thence to NNW.

Arriving at the dock there was no sign of the Northerly. Just a fading North Westerly.

By the time of the roll call at 08:45 there was a soft SE wind that was nowhere in the forecast. By the time we were on the water the breeze was 6 knots or so.

My anticipation for the race was a jib and no flying sails, but the end of the race we used every sail on board. *(Some of which Tony must have set the crew to washing as they sailed out of the harbour – FCR)*

From the start we were beset with a wind shear that was two different wind angles from 0-20 feet and then 20 feet upward. This resulted in a head sail half quivering in a luff state while the rest was supposedly set correctly. Consequently the masthead signals were out of sync with the sails at many times.

(Skeena Cloud was awarded with kudos and some pictures from Peter Toby for a good start. Good, but not as good as Kay D as you will see in his report – FCR)



We were either too far off the wind or pinching, often both at once! Take your pick at different times, but we were for whatever reason, slow.

There was a strong flood against the fleet as we headed out into the Captain's passage.

In the middle of the pack Radiant Heat seemed to get a lift to the Prevost shore that was not available to other boats. Might it help us as we turn against the current near Liddell Point? Then we got a big header and decided to tack left and suddenly boat speed over ground went from 3.5 knots to over 5 and we just kept going toward Scott point. Now we got a lift past the point and the tide carried us north into Trincomali. There was still a modest breeze and less adverse current in Trincomali.

And here she is in Trincomali...



In the meantime Caliente was galloping off into the lead not far from U 60. Oasis was making good time up the center. Kay D well up with Martin and Greg enjoying a good sail. The rest of the fleet followed the leaders.

(Second Wind and Skeena Cloud had a good race out of the harbour with Skeena Wind taking the initial lead that Second Wind steadily ate into until Eric made a key tactical decision alongside the



Point Liddell marker. Skeena Cloud was galloping along, taking a nice lift deep into the Channel before tacking back towards Portlock Point. Straight into the teeth of a 2 knot current. Eric smartly stayed close to the beach. But Oasis did him one better and went inside Point Liddell and maybe even the Red Islets. Kay D and everyone else also sailed close to the beach while I watched wondering what they were doing in that crummy breeze while I stayed outside in the good, steady one. Remember when I said slow and stupid earlier? I scored on both. Not only did I lose two knots to tide, I sailed into that crummy breeze and got swept into Diver Bay. By the time I extracted myself, I was alone – FCR)

We met Caliente just near the halfway mark at point Portlock Point with Caliente passing the point as we were approaching from the opposite direction. I figured they were ahead of us by half a mile. As we rounded the point into Swanson Channel we met Oasis, Kay D and Evangeline. We appeared to be in the hunt just ahead of them as we were passed the halfway mark before them. Then came Skeena Cloud moving well (*Good thing he didn't look back after they passed – FCR*)

We raised the spinnaker as we approached Liddell Point with the expectation of a good run home.

But we kept running into lighter air that forced us to a beam reach . Then a puff and a deep reach and so we slowed as the wind lightened to near nothing for over a half hour. Little puffs and then nothing. The wind indicator showed us less than a knot of apparent wind for a long stretch at a time.

We watched as one by one the fleet appeared in Captains Passage as we lollygagged toward home but still 4 miles out. I thought the dark wind line would fill in from the SW and blow us home before reaching the fleet but instead it descended on the whole passage at once and suddenly all were in the fresh breeze at the same time . It was to our disadvantage. Currents were not a factor as there appeared to be very little as we passed a buoy or crab pot marker.

Skeena Cloud with asymmetric at a hotter angle was closing the gap on us in the lighter air. (*Radiant Heat was Skeena Cloud's Cassandra this day: first upon seeing them outside Ellen Bay and next when greeted by the unexpected sight of her spinnaker coming up Captain's Passage, as reached toward Nose Point,, also under spinnaker. After falling so far behind the fleet, I was slowly reeling them back in, seeing first one, then another, and finally Second Wind disappearing past Peile Point. By the time I entered the pass the top of their sails were still visible on the other side of Scott Point. I thought, with this breeze and this angle, I might beat Radiant Heat into the harbour, and may even catch Second Wind. Yeah right. The wind immediately shifted into the SW and onto my nose. Three times I turned away from a closing Nose Point, getting control of the spinnaker before turning back on course, intending to slip by the Point. But each time I did, the apparent wind went forward, and I was headed again. Conceding that going overland was a poor option, I furled the asymmetric and set the genoa, allowing me to slide by the Point on a very close reach. Upon passing inside Welbury Spar on a fast close reach I could see Radiant Heat bearing down toward Second Sister Light. Slow, Stupid, AND greedy – FCR)*

We continued on a port hand reach with the wind going southerly on its way to westerly before we got to the finish line. Skeena Cloud, with visions of beating RH over the line, was enjoying the near broad reach down the harbour. RH Skimmed around a patch of light air and moved on. (*I wondered what that hitch in their stride was about – FCR*). Skeena Cloud was not as fortunate (*kindly put – FCR*) as the temporary light SE wind patch left her with a droopy spinnaker and we moved ahead again and over the line after a somewhat tortuous five and a half hour sail.

However, although cool, it was a bright sunny day to be enjoyed in the beginning of winter now descending on us. In only another six weeks the days get longer again!!!

And in two weeks we get to sail, the last of the fall series races , the Behn Mor rock race with added twists and turns to make it Mor interesting. FCR will confirm the course shortly so we can plan for wind and tides. Me?. I'll just relax and see what the weather is and sail accordingly. All this planning in advance is for the birds!!! The weather forecasts are mostly wrong anyway.

The winter rains are late this year so I expect it to be wet, and windblown on the 22nd. But don't bet on my me, or the weather person.

See you all out there.

And now, here is the race from Kay D's helm....

The day was forecast to be a real yummy sail with gusts to 30 knots so I enlisted the help of Greg Super Hiker Slakov and was dressed to be soaked for two hours while hollering loudly as the GPS hit 14 knots. Damn, it turned out to be just a pleasant sail in November sunshine. Sailing with Greg always ups your game and we sailed around the start area checking out the wind at both ends and the shifts and strength as we watched boats making timed runs at the start line. At about a minute and a half to go we set up to windward of the club end wanting the pole position. The breeze had started clocking and going lighter so we brought the boat up to full speed on a port broad reach heading towards the timed run boats, all late now due to the drop in the wind, and gybed in front of them timed to hit the line at full speed.



Timing was a little off as I didn't want to slow the boat down so we were about four seconds late but with a healthy lead that we kept for a good while until Caliente reeled us in.

Eventually the Tri and Oasis also got by us so we rounded Pt Liddell in fourth place. As we approached Portlock Point, the half way mark we passed Tony Brogan going the other way. We had had a good lead on him when he split for a clockwise rounding and now he had essentially caught us as well.

After Portlock Point we had a spinnaker reach in pursuit of Oasis with Evangeline breathing down our neck. When we rounded Peile Point there was light wind in Captains Passage with holes and dead spots. We dropped our spinnaker and white sailed it from puff to puff and managed to get by Oasis who were sitting in a hole in the mouth of Long Harbour. Tony Brogan was nowhere in sight, finally we spotted him well back in Captains Passage but with his spinnaker full of wind. We were down to .8

of a knot at this point but found some breeze, still white sails until we reached the Sisters. Up spinnaker again and trying to avoid the many soft spots we were rocked by powerboat wash at one point that dropped our speed from 2.9 to 1.5 knots and then we lost the wind.

Here came Oasis and Evangeline bringing new wind and hoping to reclaim third place. Fortunately it got to us and we crossed just ahead at 14.16.26.

Thanks to Greg Slakov for his excellent spinnaker handling, tactics and good company.

(And Sam sends her excuses for not coming out on such a fine day...- FCR)



And here is the view from the cockpit of Second Wind:

https://share.icloud.com/photos/0kV3lYqZE3Z4qEup6eH9mJMmg#Capital_F

The first set of scores are for the race, the second for the Challenge. The top six finishers for the 2020 K Series are Radiant Heat, Skeena Cloud, Oasis, Second Wind, Evangeline, and Ogopogo.

Club Rating	Boat	Skipper	Finish Time	Corrected Time	Place	Rating for Next Race	club points
319	SKEENA CLOUD	Taylor	14:45:28	04:04:24	1	307	100
212	KAY D	Herbert	14:16:26	04:14:21	2	203	89
91	CALIENTE	Andersen	13:42:40	04:28:48	3	85	78
173	OASIS	Jones	14:19:01	04:31:05	4	170	67
199	SECOND WIND	van Soeren	14:35:28	04:36:09	5	202	56
169	EVANGELINE	Sutton	14:24:20	04:37:40	6	175	44
0	PTURBODACTYL	Tulip	13:35:30	05:06:53	7	9	33
141	RADIANT HEAT	Brogan	14:43:50	05:08:37	8	153	22
139	THAT'S LIFE	McAllister	dnf		9	139	11

Caliente (72)	3:56:57
Kay D (202)	4:02:20
Pturbodactyl (0)	4:05:30
Oasis (120)	4:22:49
Evangeline (102)	4:32:04
Skeena Cloud (186)	4:34:51
Second Wind (117)	4:39:55
Radiant Heat (138)	4:43:42

Finally, it pains me to say, but this may have been Caliente's last race. Ole is putting her up for sale. Hopefully, although we may have lost a great boat; someone has gained an astounding crewperson. Competitors with such skills, temperament, and grace are always in demand. The big red boat will be sorely missed by all. She has been a fixture since she joined the fleet in 2007 and won her first race: Walker Rock. (Although I notice that Ole also won the Broken Tiller award that year.-FCR)