

## **Sunday and Wednesday Race Reports, Results, and Pictures in which Paul attempts to answer one of the great questions in sailing: 'condom or no'**

Video but Drew Stotesbury, pictures by Sam Keating and Drew

Sunday, August 8<sup>th</sup>

Wednesday August 11<sup>th</sup>

I arrived on the dock to prepare the boat to single hand Sunday's Pursuit Race in a filthy mood. I was feeling irritable and out of sorts after a long, stress filled week. I knew that if things went reasonably well, sailing would be a balm. If they didn't, I would have to avoid winding myself up even further. I wasn't successful.

Sunday was a Pursuit race with Fool in the Rain, Thing One, and Skeena Cloud leading the way, starting at around 10, followed by Second Wind twenty minutes later. Last to start was Pturbodactyl, almost one hour minutes after the first boat.

Interesting, the finish order was inverted. Paul had this to say about it: *'which is not surprising considering that TOD advantages the fast boats compared to TOT (which is how we typically score and derive the fim ratings). In the future we might want to consider a multiplier (1.5X or maybe 2.0X) for the course distance in our pursuit races to account for TOT vs TOD. I will confer with my fellow math nerd, Greg Slakov'* We will follow how that conversation evolves.

Typically, Fool in the Rain, Thing One, and Skeena Cloud are challenged by faltering breezes at the end of a race. Sunday, this too was inverted. We faced significant gaps in the breeze as it struggled to fill in from the SE. We were each becalmed and bewitched at different points tacking out of the harbour.

Once us three amigos escaped the harbour and were on our way to the first mark, U60, we looked back and saw the breeze had filled in, and the next boats were having a relatively easy time of it. I am going to speak with my colleagues. Maybe if we change the names of our boats the Wind Gods will fail to recognize us, and torment some of the other boats instead.

By the time Skeena Cloud reached U60, I was surrounded by the later leaving boats who had enjoyed a brisk breeze. Second Wind first, but close behind was Radiant Heat, Poco, and Shingebiss. Pturbodactyl was so fast, she was a blur, taking a wide turn around the mark, then disappearing as she engaged the downwind warp drive.

The tide in Captain's Pass was ebbing much of the way down, but it had turned, and turned hard, at U60. Oasis caught in the tide and the usual U60 doldrums, was taken where she didn't want to go. Shingebiss, with exemplary seamanship, saved the day, and was awarded a 22:46 minute adjustment to her finish time. Oasis may be eligible for another award.

Meanwhile, the skipper on Skeena Cloud was heard screaming words that only a fisherman would know at his unfortunate (and unseen) crew. First, surprised by the appearance of Radiant Heat bearing down on him when he had his head down, untangling some lines, he unceremoniously fell backwards onto his arse, down into the cockpit, when reaching for the wheel.

Extracting himself with as much dignity as one can muster in such circumstances, he found the spinnaker sheets were screwed up and had to be untied and rerouted, then the spinnaker wouldn't unfurl, with the finally indignity being the genoa wouldn't furl. He spent much of the downwind leg on the foredeck trying to sort things. The disturbing thing being Skeena Cloud seemed to do as well, or better, with him, on the foredeck, than behind the wheel.

Did I say that was the final indignity? No, the final indignity was sailing the downwind leg to Martin's Mark with the spinnaker one-half unfurled and the genoa hand rolled like a cheap cigar.

I was glad to see that I hadn't given up too much ground to Second Wind, and while my colleagues in the slow lane were catching up; they were still were behind me. Rounding Martin's Mark, we were hard on the wind again. Tacking well out beyond Second Sister before tacking back towards U62, I intended to use the flood tide, and usual lift near the mark, to get it around. It almost worked, requiring only two short tacks near the mark.

Then with the breeze increasing to 10-12 true, and doing near hull speed, I decided to forgo the embarrassment of sailing across the finish line with my semi-spinnaker. It was a terrific, fast sail to the line, requiring only a couple of gybes.

After the race, Paul said to me, *'why don't you get rid of that damned furler and use a condom like the rest of the guys? Or go bareback like a real man'*.

So, on to Wednesday Night, with the aid of a new, interim skipper/counsellor, Steve White (AKA for the night: Cialis); we did just that.

Michael and I took mental notes all night. I wish I had video taped the whole race. Steve was nothing short of a phenomenal teacher: unassuming, quiet, answering dumb questions without condescension (he got a lot), but at the same time, keeping expectations high. He was out to race, not just sail or teach.

Skeena Cloud was like a horse, who after years of dictating to a poor rider, was abruptly, and firmly informed who was boss. Not with any histrionics, but with subtle movements of the knees, seat, and hands.

Skeena Cloud was first across the start line. Yes, you read that correctly: first. And, while I will admit the conditions were perfect for Skeena Cloud with light breezes ranging up to maybe 6 knots, we, for once, stayed in contact with the fleet the entire race.

It was a thing of beauty. Chatting with us about sailing, international politics (his cousin and Michael knew each other well from when they were both involved on the China file), past experiences. But, if I were to look at Michael for a moment, and a telltale take an errant wiggle, I would get a quiet, 'maybe, loosen that a touch, or maybe take that in'. Looking up, I would see that I indeed had let my attention wander for a second. Sorry Skipper.

We were at U60 with most everyone. A lot of the upwind work was from hard on the wind to a close reach, until we neared the mark, and our course, and a changing breeze, put the wind aft of the beam. So, we indeed did go bareback. Steve coaching Mike on the foredeck, moving the bag from one side of the forestay to the other. Up went the spinnaker. And equally important, it came down just as smoothly at the mark.

Soon after rounding the mark, the breeze swung around behind us, so we hoisted it again, along with most of the others (except Radiant Heat, who was doing just as well under jib and main).

We could see the dreaded calm in the harbour, but beyond it, the wind seemed to be recollecting itself. Steve maintained momentum through the hole as we passed my Regatta teammate Firefly.

We finished within minutes of everyone else. Even Paul, who for once, was near the fleet for most of the race, until near the end, when he squirted ahead.

It was great to see Thalia out again, with David and Lena. You meet such interesting people on the island. Lena was a singer on the Cruise ships, retiring just before COVID, a year after taking 70 flights in one year from ship to ship. David, now a Master Skipper for BC Ferries, was navigation officer on cruise ships in the Far East. You know, in those areas where even US Navy destroyers can't seem to figure it out.

It was a terrific night, making up for Sunday's embarrassments.

Reminder, the official finish is when your bow breaks the transit on the dock and the flagpole.

Thanks for your patience in awaiting my tardy report and results.

Pturbodactyl 'clamming'

[https://share.icloud.com/photos/0pTLC7Z-Yj27SZLL2zIK73J7A#Salt\\_Spring\\_Island](https://share.icloud.com/photos/0pTLC7Z-Yj27SZLL2zIK73J7A#Salt_Spring_Island)





13.5 mile pursuit race results

Yacht	club	start	finish	place	new rating	points
Fool in the Rain	360	9:49:53	15:42	8	372	30
Thing One	315	10:00:00	15:15	7	324	40
Skeena Cloud	298	10:03:50	14:48:02	6	304	50
Second Wind	214	10:22:44	14:34:24	5	217	60
Kay D	191	10:27:54	DNF	9	191	10
Oasis	158	10:35:20	DNF	9	158	10
Radiant Heat	150	10:37:08	14:20	4	147	70
Shingebiss	119	10:44:06	14:15:43*	3	113	80
Poco	105	10:47:15	14:12	2	96	90
Pturbodactyl	6	11:09:32	14:09	1	-6	100

\*includes 22:49 time credit for act of heroism

Wednesday Night

Club Rating	Boat	Skipper	Finish Time	Corrected Time	Place	Rating for Next Race
304	SKEENA CLOUD	Taylor	19:24:24	01:53:54	1	292
180	RAMPART	DeRoos	19:21:30	02:11:24	2	171
162	FIREFLY	Woolcock	19:22:00	02:15:20	3	156
158	OASIS	Jones	19:21:46	02:15:55	4	155
147	RADIANT HEAT	Brogan	19:21:28	02:17:52	5	150
113	SHINGEBISS	Keating	19:18:43	02:22:27	6	119
96	POCOLOCO	Faget	19:17:00	02:24:34	7	105
165	THALIA	Cardew	19:36:55	02:28:54	8	177

