

2017Q2 SRC Review

With the weather warming up in the Northern hemisphere, SOL has reduced its racing down south and we have had some splendid Ocean races from Cape Town to Lisbon, although high pressure zones impacted on the routings there, as they did on the Tall Ships race from Lisbon to Bermuda where three distinct tracks (North, Middle and South) competed for the honours. This choice of routing appeared again on the Melbourne to Osaka Prelude 2 (the real race is next year) when a western route through the intervening tropical islands proved most successful.

The timed series in this quarter appears to have favoured picking the right day to do the run as on each race the top 35 yachts have started on the same day. I suppose that means keeping your eyes open but also being available to go on the right day. I wonder if SRC should try to pick race locations where more opportunities may present themselves.

With the excitement over the America's Cup at a peak please note that we have set a triangle TIMED course around Bermuda for your enjoyment 6th – 16th July in our 72' foiling catamaran.

Also scheduled is a non-series TIMED passage through the Panama Canal. SRC selected a TIMED format so that you have a chance of choosing the best wind to try and sail a 100' yacht through the canal just to earn the 'Order of the Ditch'! This passage is not part of the Red Dot or Timed race Series. It is just a bit of fun to get your yacht across the Panama isthmus. If you try and fail or don't even try, your series ranking won't be in jeopardy as the final run home to Chesapeake Bay, Red Dot Leg 5, starts on 27th August and the magic of SOL will get you to the start.

The other major series that has just concluded is the 2017 40' Series Championship Q1 & Q2 where skippers have been required to choose from three designs to use each a maximum of twice in the six race series. The competition has been tight across the fleet and results are still awaited, but it does appear to evidence that choosing the right race for the right design has been important. Also keeping a close eye on the weather updates is important as the race into Singapore harbour had light winds which favoured the Class 40 design. May I please take this opportunity to remind racers **not to use one design more than twice** in this Series? You will be identified and disqualified from that race but such carelessness places a wholly unnecessary protest workload on SRC and our race coordinator. In real life would you really enter your yacht for a race when you knew that you and your crew would be disqualified? Please pay more attention to the designs still available to you once you have completed the first two races.

On the same topic, skippers have requested an earlier declaration of the race locations for the second half of the six month series and such information is now included in the Notice of Race for 2017 40' Series Championship Q3 & Q4 that is available from the forum.

<http://www.sailonline.org/board/thread/14805/2017-championships/?page=1#post-15237>

Your Race Committee is interested to receive proposals for races and series so please keep them coming. We hope that you will enjoy the Tall Ship Canada & Baltic Series scheduled for Q3 before we settle down to some fast long-distance racing in 65' yachts going around the World.

Just to conclude last quarter's scuttlebutt, Scallywag did retire from the San Francisco race for failing to comply with the prescribed course (traffic separation rules leaving Hong Kong harbour).

Richard Hardcastle / Go4iT
Chair – SRC

26th June 2017