

## **March 01 MAINSHEET PC Article**

The Month of January is winding down. She brought us much needed rain, too much cold weather and just enough days of sunny skies for nice sailing. I long for the lazy days of summer when the air and water temperatures were warm and late afternoons still meant getting in a good 3-4 hours of breeze without a chill.

I have not received a second letter from the owner of the boat up in Rio Vista who claimed his vessel was PC #23. I explained to him that in fact #23 Chaos was down here in San Diego and has been for years. I asked him some very specific questions regarding the hull, rigging, registration and mast step, with the hopes of figuring out whether or not the yacht was, indeed, a PC. I can only assume that I angered him by suggesting that he doesn't know his own boat, or that I embarrassed him by proving that he doesn't. I hope that is not the case, but what I do know is that several weeks have passed and he has not replied to my last letter. Since the February Mainsheet came out, I have had three people tell me that the photo of the sail logo in the article is that of a PIC. I don't know much about these boats, but I do know that it's not a PC! Thanks to all of you who cared enough to call me or comment.

Progress is being made on #36. The new deck is on and has been glassed. The seams have been cut and she will soon be roped. New chain plates have been crafted and set in place. Trim work continues on the new ribs and the hull passed it's first "rough" fairing. This vessel was pretty "tweaked" out of shape on the port aft section, and (with the help of new ribs) required a lot of effort to help get her shape back. We hope she will be ready for fairing soon.

The players have come to a consensus on toe and cap rails of #14 and she will soon start to take shape. One of the first tasks was to replace the chain plates, which were in VERY poor shape and should have been replaced before the restoration had gotten this far along. The crew is working on fairing the hull for primer. Work is proceeding on the rails.

I find myself getting "nervous" if I don't see constant progress on the boats in the shop. These past few weeks fall into that category and I have been bugging CF to get moving. As is often the case, there is too much work to do and not enough people to do it. Hopefully, things will get back on track soon.

Three PC skippers took advantage of the North Sails discount "multi-purchase" offer and placed orders. Thanks to Chris Snow, of North One Designs, for helping us.

My plan to restore #8 WINGS is moving forward. I hope to have a detailed article describing the plan and giving report of progress in the April MAINSHEET. This week, I met with Ray Ashley to discuss potential display sites.

Fleet Captain Dick Stratton submitted the following report following the Feb. 4<sup>th</sup> "One Design Regatta":

### **Races on February 4, 2001**

*Without a doubt it was a San Diego Postcard Day! It looked like there we would have to cancel races for lack of wind, however we were fooled! Jack Sutphen couldn't sail, but he did give us a tow out. The breeze came up from 270 just before the start, and was swinging to the north, and building to 10/12 knots by days end. A true Santa Ana condition. Absolutely beautiful! Four boats were at the line: #9, #18, #21 and #23.*

**First Race:** Windward, Leeward, twice around. Clear start. We split, with #21 & #18 going left, and #9 & #23 going right. Shortly after we converged with 21 leading, and 18 just ahead of 23, #9 a short distance behind. On the next conversion 21 was leading 23 had to duck 18 on a port/starboard situation. 21 was first around the weather mark by 20 seconds, 18 next with 23 a 1/2 boat length behind. I was interesting on boat # 18 putting the chute up with two rookies: one has sailed before and one 1st time ever on a sailboat...but we did get it up and flying. The leeward rounding was 21,23,18, real close & 9 1,000 yards behind. We (#18), could not get the chute down (a weather takedown, with 2 rookies), and we had to bear off to do so. However when we came back up to weather, we were on the correct side of the shift and caught right back up to 21, and 23. 23 had passed 21 on the next weather leg and 18 was nipping on 21 tail. We rounded the weather mark 23, 21, 18 then 9 a little later. 23 got the chute up and went left, 21 had a problem getting her chute up and also went left, 18 got the chute up great (Rookies came of age) and went right. After the jibe, 18 had passed 21, and was on a course to the finish. It looked real close as to who would finish first, so 23 came over and jibed right in front of 18, winning the race by 10 seconds. FINISH 23, 18, 21, 9.

**Second Race:** W/L/W/L/W. Clear Start. With only four boats and a long line there was no problem. 9 & 21 started near the committee boat on Starboard tack, and 18 & 23 started mid line on port tack. #9 got a great start and was leading the race after a few minuets. 9 & 21 went left, 18 and 23 went right. After a bit 18 broke off from 23 and went to converge with 21, half way there, decided to go back to the right and stay with 23. When we converged again, right near the weather mark, 21 rounded just ahead of 21, who was a little more ahead of 18 with 9 behind. Spinnaker run to leeward was fun and 18 closed in on 21, rounding 5 seconds behind, with 23 in the lead. 23 just flew going up the next weather leg. WOW! What a lead 23 had when we came back to converge after a few tacks. With the breeze at 10/12 clocking to the north, the second weather leg was right to the entrance to the harbor. We were in third place, we saw #9 had taken down her jib, dropping out, our rookies were beat up and tired, so we notified the RC that we were retiring.....didn't see the finish but the second weather rounding was 23 then 21.

*What a great day for a sail!*

With that exciting report I will close. I just heard a weather report that predicts cold and rain for the next full week!! In that we can never believe weather forecasters, I predict that we will all soon be back on the water sailing on a regular basis. So, until next month, I wish you all fair winds and following seas!

Rish Pavelec  
PC #63