

2019 IOM World Championship, Porto Alegre, Brazil.



Its on the internet, so it must be true. *JWBrower USA 42 reporting.*

To do the IOM Worlds in Brazil, first you must get there. My goal always when flying with my boat is to get there with the fewest number of stop overs. This is because every layover requires a plane change and this means my boat will be the subjected to baggage handlers abuses. Truth is for this Worlds regatta, there is no easy way to get from Seattle directly to Porto Alegre, Brazil.

After three flights and 28 hours travel time, I arrived in my Blue Tree Tower room. There was a bit of a climate shock even though the temperature was in the thirties both when I left home and when I arrived in Brazil. The big difference was one was Fahrenheit and the other Celsius. I cranked up both air-conditioners. The other big shock was my luggage (boat stuff and clothes) did not clear customs in San Paulo (the last stop-over). Turns out some stupid old person (SOP) did not pull my stuff from the international baggage claim and move it through customs to the domestic baggage area. That SOP would be me if you are wondering. The resolution of this issue would occupy my thoughts and time for the next two days. The one seemingly minor issue was I only had one underwear, yet some found it interesting I used the microwave to dry it after each daily washing due to the high humidity. Yes, it did work out OK with only slight loss of elasticity.

For transportation from airport to hotel to venue and back I had reserved a car. But I ended up using the event provided shuttle bus that I had also paid for. When I saw all the little cars zooming around wide roads with hardly a line between lanes to be found, I was glad to use the bus or taxi when I often missed the bus. Gabriel, one of the hotel taxi drivers, would lie in wait for me every

morning after learning I was paying R\$50 for the R\$27 trip to the Clube. Currency conversion for the Brazilian Real was R\$1.00 to USD0.20. The Taxi ride was scary at times but the crucifix holding down the Bible on the dashboard provided some comfort.

Traveling the bumpy route thru the city each morning I saw a big difference between those that had and the have-nots. And anything that was had was surrounded by tall fences and gates. At first I was glad to hear from the front desk at the Blue Tree the local market was only a few blocks away. But I was cautioned to take a Taxi at night because it was too dangerous to walk even that short distance at night. There were four gates with guards to get into the venue at Clube Jangadeiros. There were other dangers inside the gates mostly from aggressive IOM skippers, although as it turned out, I'm sure most were just trying to keep away from me on the race course.

Event organizer Fred Rocha and his magic ways slid my boat through customs without the claim tickets I was holding, and I rushed my gear back to the hotel to repair the damage. Turns out some stupid old person smashed the jib boom in the lid of my traveling SKB case. That would be me again! The next day after assembling the big rig I did get back to the venue just in time for the measurement check. I had to add a 10gm weight to the little C rig. I did get some B-rig practice in the afternoon facing across the wide fresh brown water of the Guaiba River into the setting sun. After sailing, boats were stored in the ample size Clube house. I gathered my Team USA Shirt and hat Stephen designed, had made and flew-in his luggage from Los Angeles. Dressed in the team attire I went to the Clube Jangadeiros restaurant located at the venue for dinner, drinks and the opening ceremonies. Buffet style dining with excellent tasting multi-course selections, as would also be served for every race day for the noon time meal, was outstanding. The rest of the opening ceremony is kind of blurry after too many Caipirinha (Brazil's national cocktail, made with cachaça ((sugarcane liquor)), sugar, and lime shaken with ice). Caipirinha was used liberally at the end of each race day to help smooth out all my embarrassing penalty turns.

The first race day started with the civic ceremony. There was much Portuguese and a parade of dignitaries followed by the rising on many flags. All the flags would be taken down at the end of each day and then raised again the next morning. Peter G had to check the Canadian flag regularly and fix it when it was upside down. I mean who knows what is up or down when it comes to a maple leaf? Anyway, on this first raising ceremony, I had the pleasure of standing near Mariana for the Brazil anthem. A beautiful melody and rendered with bold pride by an equally beautiful voice.

Gary conducted a show of hands vote to delay the B fleet start until after the A fleet so Peter S could recover from a shipping snafu that resulted in the late arrival of his boat. I voted with the majority to give #39 more time to get ready. Ironic to note while I too sailed that first B seeding heat, I was protested by #39 for tacking too close. Of course, he turned down on me when he saw I was going for a lee bow. Later that night after I took a chair at the British table, I announced it was the highlight of my day to be protested by the 2011 World Champion. A typical Warren humor awkward moment as I sat beside Peter Stollery.

I was also protested that first day by the 2018 US National champion when I tried to sail over the top of Steve with a larger rig. Completing my two penalty turns and on starboard, I soon hooked rigs with Denis on port as he tried to duck. I protested and limped back to the launching float with broken spreaders. I went to the judge's tent and requested redress. Even though I was on starboard, my boat was damaged, and I retired, I was disqualified because Denis said I altered course. Lesson learned.

Regarding the other event damage: Stephen distracted me after a finish and I sailed into the rocks dinging the bulb and delaminating the rudder; Maybe due to subconscious pay back I later broke Stephens jib boom while mingling above the finish of another race; my fin was sliced nearly in half when Bruno and I were both called over early and after I cleared the line we met going in opposite directions. The swirling wind of the thunder squall took out both A and B sail suits when they jumped out of my sail protector. And finally, I sailed under the retrieval float and tried to crush the bow of my K2. In all just normal stuff for me.

The most common weather pattern was hot and humid, so the plan was to find a windy shaded spot and drink plenty of water. Wind was very light early and then came up at the ten o'clock start time or soon after. The wind would build to B rig and sometimes C rig, so you would have to decide when to change rigs. Then back to A rig toward the end of the day as the wind would taper-off and would swing around. The length of the blow would change from day to day. During one particularly short blow day I recall watching my Canadian fellow K2 buddy Peter G change rigs maybe three times while I stayed to the big rig. Of course, either he or I was in the wrong rig one time or the other during that day. We learned not to rely on each other for rig choice. And thereafter went to the other shade tent to see what was popular.

The mid-day big wind brought big waves. The South barge retrieval float was especially challenging. The narrow ramp and equally narrow float would pitch

and buck violently in the mixed-up chop. Add six or eight skippers trying to catch their boats and/or balance, and swimming became a real possibility. For mid-fleet skippers like me with eight bump-ups during the regatta, there was a sprint to get up to the pitching retrieval float, catch your boat, keep from swimming, back up the narrow ramp against the flow of dejected skippers who didn't bump and then hustle down thru control area to the other bucking float to launch your boat before the start of the next heat. Can you say cardio. Most days we quit before the scheduled 6PM final heat time because of lack of wind or not enough time to change the course around the corner. In one case we stopped for thunderstorms and then fun sailed in the swimming pool with C rigs. Quitting early wasn't all that bad as it meant the complimentary beer kegs were tapped early.

For the Lay-day two busloads of us went north into the mountains for the City of Gramado excursion. The lengthy ride traveled through many kilometers of lush green countryside and fertile red earth. There was a long buffet lunch table before we re-boarded the buses to wait for a break in the re-paving project. Soon after crossing the summit we stopped at the Gramado Summit and Snail Falls Gondola ride. Very touristy. Back on the bus and into the City of Gramado for a circuit around the Rock Cathedral. Finally, a self-guided tour of the main street of the city as the Christmas lights came on after dusk. While some searched out the four-star restaurants, Paolo and Paolo and I did window shopping, ate at McDonalds, we played where is Paolo's hat. Once found we just took in the crowded excitement of the festive city.

There were two Barbeque dinners at the Clube. Plenty of meat, the Caipirinha line was always long, loud music and dancing, a double wedding, meeting the seaweed farmer, using Google translate often, mingling with the judges. Many a foggy-memory intoxicated bus ride on the clear nights back to the Blue Tree Tower to charge Batteries and fall asleep to the air conditioners running on full. I did one time wonder if someone found my COW hat! Thank you, Freddy.

Plenty of sailing for a mid-fleet skipper like me who plays the bump-up game.
[Thirty-one starts during the 24 races over six days racing.](#)

Videos of some heat races.

S1-E

<https://www.facebook.com/groups/2019iomworlds/permalink/2460384250898535/>

S1-A

<https://www.facebook.com/groups/2019iomworlds/permalink/2459892187614408/>

S1-B Did 42 hit the Mark at 2:07? 39 Protest 42 at 4:14.

<https://www.facebook.com/groups/2019iomworlds/permalink/2459860714284222/>

2-D

<https://www.facebook.com/groups/2019iomworlds/permalink/2460414457562181/>

6-E

<https://www.youtube.com/watch?v=eFsaFN2H2PY>

6-D

<https://www.youtube.com/watch?v=P5A2prarjUU>

6-C 42 place 2nd Bump-up to B.

https://www.youtube.com/watch?v=Qyh7-8L7I_A

6-B 42 Penalty turn 5:25. Why??

https://www.youtube.com/watch?v=GWhQK7pIJ_I&t=2s

6-A

<https://www.facebook.com/groups/2019iomworlds/permalink/2460826547520972/>

8-B 42 no fouls.

<https://www.youtube.com/watch?v=nV27BWLW8ws&t>

8-A

<https://www.youtube.com/watch?v=Orxe25mpR7Q>

9-B 42 big duck at the finish to stay up in the B.

https://www.youtube.com/watch?v=s_RMwgQC2HU

9-A

<https://www.youtube.com/watch?v=GxMpQI0VfiQ>

10-D

<https://www.youtube.com/watch?v=qm0H94oNnt4>

14-D

<https://www.youtube.com/watch?v=O4fsfCOR-is>

14-A 42 Wrong side on last run. Down to B.

<https://www.youtube.com/watch?v=dXGWZaWgylc>

15-D

<https://www.youtube.com/watch?v=ov1mINJG--c>

15-C

<https://www.youtube.com/watch?v=QilwQZJIsGo>

17-A

<https://www.facebook.com/ray.seta.9/videos/pcb.2463883547215272/2487188678195127>

19-E

<https://www.facebook.com/ray.seta.9/videos/2487344618179533/>

19-B

<https://www.youtube.com/watch?v=YnPUD8kL264&t>

19-A

<https://www.youtube.com/watch?v=9mU4I8eKOno>

20-B

<https://www.youtube.com/watch?v=aj3rmuMc9N0>

20-A

<https://www.facebook.com/groups/2019iomworlds/permalink/2467292386874388/>

21-D 42 penalty at 7:10 yet still bumped-up to C.

<https://www.facebook.com/groups/2019iomworlds/permalink/2465004667103160/>

42 Penalty

<https://www.facebook.com/groups/2019iomworlds/permalink/2464920540444906/>

22-D

<https://www.youtube.com/watch?v=ZgSBtZ0f5lY>

22-A

<https://www.youtube.com/watch?v=-FBa1yryAYw>

23-C 42 fourth place bump-up to B.

<https://www.youtube.com/watch?v=s7tjtEyLos>

23-B

<https://www.youtube.com/watch?v=oDfV4MR90ns>

23-A

<https://www.facebook.com/groups/2019iomworlds/permalink/2467245913545702/>

24-A

<https://www.youtube.com/watch?v=VFVH1J2QdHw>

Videos

start

<https://www.facebook.com/groups/2019iomworlds/permalink/2459105421026418/>

Day 2

<https://youtu.be/50Uj1kWZ8xg>

Day 3

<https://youtu.be/nTMC7sr4RPE>

Day 4

<https://youtu.be/qUINxLi-e9o>

Day 5

<https://youtu.be/HtbZ3YRG1ag>

Day 6

<https://youtu.be/8gH4fuAFE-8>

Day 7

<https://youtu.be/FcJv06vEYNk>

FaceBook pictures

<https://www.facebook.com/groups/2019iomworlds/photos/>