

When I first logged in to the Ofu to Maia Sprint, I thought this is going to be fun! Despite the simple appearance, I thought competition would be tough and the race would require thorough preparation and planning and meticulous implementation of the plan.

My first impression was that the shift would make the southern route best despite the fact that there would be more pressure in the north. At wind speeds around 15 kn going upwind the benefit of higher pressure is usually very small. Then I started studying the wx a bit more carefully and noticed that the wind shift would start to die towards the end of the race which made the extra pressure seem more tempting. In the end, the thing that decided the route for me was the less than optimal angle to the finish line from the north side of the last island.

Once I had made the big decision, it was time to dive into the details, where the devil could be found once again. I calculated my route to the shift and the tack to a precision of 0.1 degree, and I believe that is what made the difference in the end. Remember, stoertebaeker was only ten seconds behind me, svein another three, and the author of this wonderful race, MustangMark a total of 25 seconds. The last hurdle was timing the tack correctly. I initially thought that timing of the tack would be decisive, but after taking a second look at the polar I concluded that at 15 knots of wind it actually was quite forgiving.

Towards the end of the race I was fairly confident that no one of the pack I was in could overtake me on the final stretch to finish line. However, as discussed in chat during the race, looking at the boats to north of us I used hmm's race statistics (<http://sol.hmm.iki.fi/sollog/latest/713/?boats=karriv,RainbowChaser&compareto=karriv>) to see how the situation was developing. The value I was following up was the bearing of other boats from my boat. For example RainbowChaser was north of me, so if the bearing to her would have increased when she was moving closer to me, that would have meant that she was on course to pass me in front of my bow and consequently going to beat me. For a quick check on who's ahead going up or down wind, you can also use bearing as an indicator. If a boat's bearing is at 90 degrees angle compared to wind direction, that means she is even with you, smaller angle meaning she's ahead, and higher angle meaning she's behind you.

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