

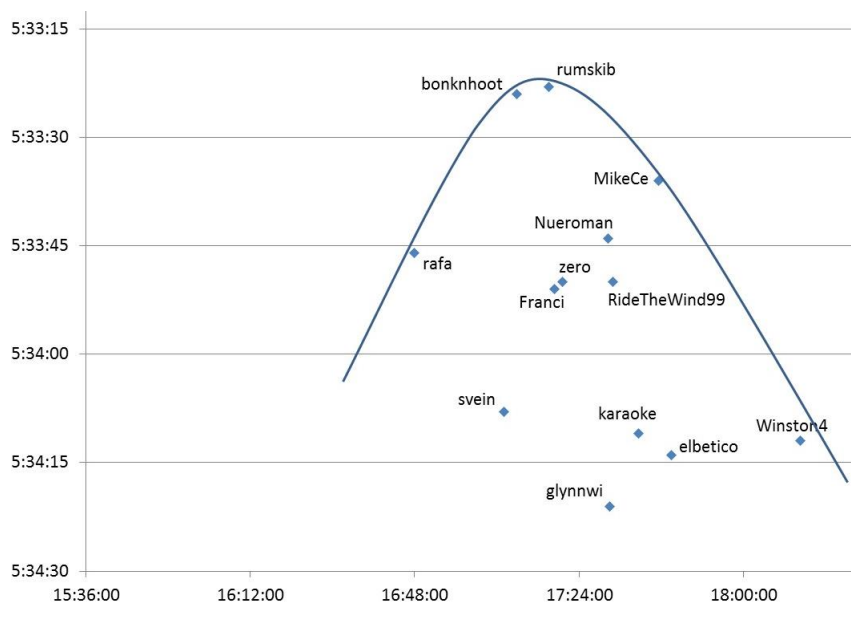
Linjett? Lin-biplane more likely. Designed in 1973, our craft of choice for dodging icebergs in this one featured a top speed plateau of 8.23kn at 120.6 TWA which you would already hit in 20.3kn of breeze (F5). The Lin also has a really pointy bow, which I suppose is handy for riding up over the ice and breaking it with 3.2 tonne of displacement. Anyway, finding the right weather window for a 'fast' run clearly wasn't going to be about searching for code orange. Just as well, as no orange blew, the whole week long.

Almost immediately on the course opening, there was a weather window with the wind blowing straight off the iced continent across the course, which meant it was going to be possible to sail straight lines from berg to berg without any serious tacking up- or downwind. Unfortunately at only 8kn and dropping, the wind wasn't offering prospects of great boat speeds, but as you couldn't bank on the forecast bringing substantially more wind later on, I and others had a go. I hit something, but nevertheless for quite some time, bonk was ranked in the top 10.

More wind was forecast for Thursday evening (UTC), and as the week progressed it became clear that timing a start somewhere between 16:30 and 18:30 was going to be critical; the more so since the wind that was going to blow that Thursday evening was not being forecast to return before the race would close. For short courses like the Dodge, in confined waters with many obstacles and featuring a full circuit, free-to-air routers are only of limited use. But there are other ways of estimating circuit times and I concluded it would be best to start relatively early in the window in circa 18kn of breeze as it started to build, but with a more favourable angle for the initial beat to the eastern corner of the main island (does anybody have a map or a chart that identifies the different cubist impressions of land floating in the Copper Mine Bay?).

And so it was that when I sat down at my puter to have a look, karriv and rafa had already gone. I banged in a course taking me to leeward of the smaller more northerly blobs off the main island of about 3 degrees below the optimum tacking angle, copying (was it?) karriv or (was it?) rafa. The idea was to avoid the smallish perf losses, the risk of bbqs and to tack on the header at the end of what would be a longish fetch into it. Seven minutes down the track, rumskib came out as well, and opted for a tighter angle and some tacking through the narrows between the northern bloblets and the main island. Hmmm!?

Although Timed Runs are almost as short as Sprints you need to sail them differently, i.e. safely rather than on the edge of hitting stuff, because if you've timed your weather window right (often just a matter of minutes) nobody can touch you. Nevertheless, even sailing conservatively, we all make mistakes. Whether my full-and-bye course early on was right or wrong, there is no way of knowing, but what I do know is that I made one handling mistake.



On the fetch in from the western isle to the finish, bonknhoot briefly and unexplainably went off course for 20 or so secs, which definitely cost her that one second rummy beat her by. But then, we all make mistakes, and rumskib probably dropped some time somewhere too. Chapeau to rumskib, the master of Timed Runs!

bonknhoot/July 2014