

## ORCV Melbourne to Portland Race 2014

The alternate course of the Melbourne to Portland Race turned out to be an easily DC-able overnight race with one upwind and on reaching leg. Starting on starboard tack in a 13 knot westerly it was possible to clear Point Nepean and proceed to the stronger winds offshore. Once the wind had increased to 16 knots I switched to target VMG sailing.

Because the wind direction temporarily shifted slightly to the left I had set two DCs to tack to port towards the shore at 20:40 and to tack back to starboard towards the Apollo Bay mark at 22:00. The timing of the second tack was almost too good. When I checked in shortly after ten o'clock for the upcoming WX update the boat was heading right at the mark with the optimal TWA.

An increase in wind speed required a slightly larger wind angle, and I missed the mark by 4 to 5 boat lengths. Coming in on starboard this close to the mark is OK in IRL sailing, but in SOL that is too close, unfortunately, because it resulted in a poor mark rounding.

The screen update after my tack for a starboard rounding showed that I had overstood the mark slightly. But I could not correct the course immediately, because the SOL client takes some time before it accepts an other command.

The end of the story is, I went wide around the mark in several steps, and the performance was down to 80 point something. This allowed me to put in two extra gybes for which the performance penalty had already been paid, and head towards the stronger wind offshore.

The leg to the finish required to find the best balance between better breeze offshore and extra distance travelled. Compared with the majority of the fleet I followed a more offshore course, but probably a little too too much, because outlaw had a fantastic comeback and finished half a minute ahead.

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rumskib