Only third, but for bonknhoot this one was worth shouting about, as it was:

- bonk's first podium in 2015,
- bonk's first Sprint entry in 2015, and
- bonk's best ever result in a Sprint.

Since coming back from my IRL Atlantic crossing mid December last, I have had to do without my trusty Toshiba C75-A-13W laptop. Long story. But since last weekend I have it back. I'm not knowledgeable about hardware, but the blurb tells me it has an Intel core i5 dual-core processor and me tells you that does well enough by me. I'm a bit of a spreadsheet nerd and I tend to rely on my own analyses of polars rather than Agage's WXinspector or kroppyer's spinacer. In particular, my workbook for determining hopping angles is a bit of a monster, and whereas my old Advent nearly crashes recalcing it, the Toshiba blithely tells you "4 processors working" and has the task done-n-dusted in just a few seconds. Of course, the Prawn we sprinted around Amorgo won't hop, so that advantage was in fact irrelevant. However, what was relevant, was how quickly the Toshiba zooms in and out, and how quickly it gets instructions entered via the Navigation tab transmitted.

Sprints are not easy. Obviously, they're cornering fests, but generally they also require you (and not your router) to read the wind. Reading the wind inter alia what you are trying to judge are

- deviations off the rhumb line of in total only one or two degrees in small incremental steps,
- when exactly to tack onto a lifting (or downwind, heading) layline, and
- whether to sail for pressure or for angle,

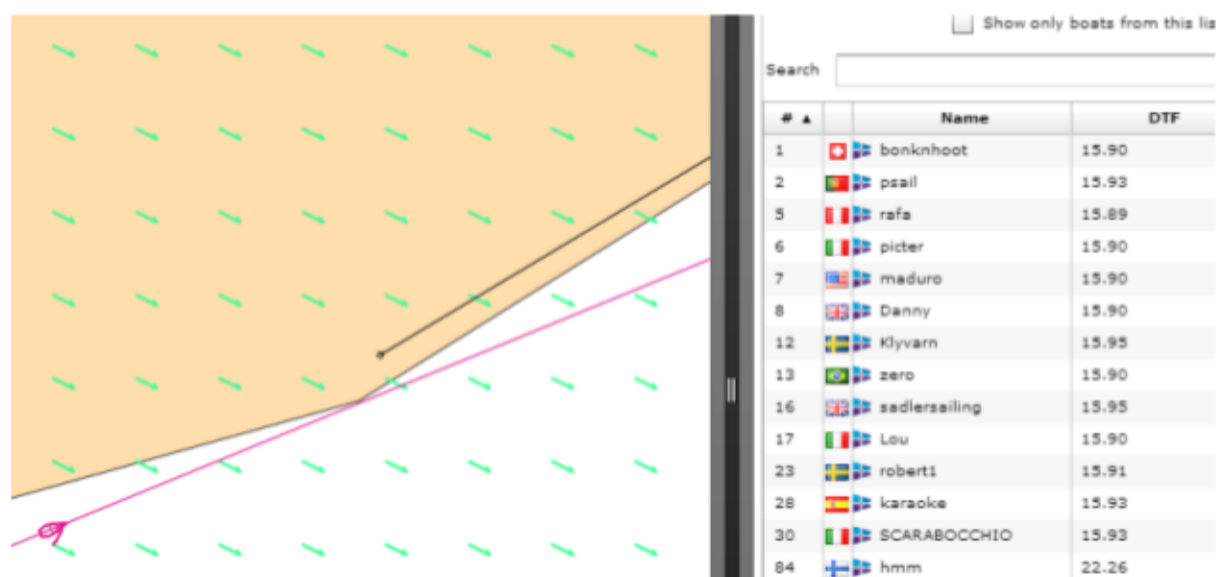and qT and BWR won't help you because they lack the requisite precision.

There are two ways to do a sprint, either just turn up or prep. I have done and will continue to use both approaches, but experience has taught me that just turning up the best I can do is mid-teens, because inevitably somewhere or other the speed of thought and action required leads to a blow-up. This has something to do with my temperament as well. So, I prepped for this one, and well before the Off I had decided bonk would:

- sail a straight line to the western point of Nisida (the island),
- initially keep two degrees south of the rhumb line from Nisida to Akra Kaloteri (the north western cape),
- keep up to two degrees south of the rhumb line from the southern coast near Kamarion (midway) to Akra Prasino (Kroukelous) initially as well, and
- worry about the beat to the Finish once on that latter long leg.

I also noted the lats and lons of all capes and headlands to be rounded into a spreadsheet (of course) for navigation purposes. I use some UDFs I found on http://williams.best.vwh.net/index.htm by Ed Williams, an amateur aviator, to pre-calc course and distance from point to point and to re-calc time and distance repeatedly as I approach a rounding. I pick up my position as I approach by simply copy-and-pasting the data on BrainAid's navigation site. There's probably a more sophisticated way of doing this using the NMEA proxy, but this works fine for me. Time of arrival changes as you progress but with about 2 minutes to go, I am sure within say a 5-second tolerance and I correct my pre-set DC to that and wait! I don't do any counting or clock-watching, but do have my finger ready to manually enter the new course for any overshoot I can avoid.

So, how did my race go? Well, I was behind by several 0.1 nm almost straightaway. A bit baffling, but maybe I should have curved a bit south on that first leg to Nisida, after all. Half way to Nisida I was lying in the 60s. The little curve into land on the next leg to Kaloteri worked pretty well though with the added benefit that I had no course adjustment to make to avoid the island immediately to the North of the cape, and I was in the lower teens as the cornering fest started.

I was very amazed that at the end of said fest, SOL ranked bonk P1 and my great friend psail (who must have been sailing solely with the Android app) P2. I took a screenshot, but given that the eventual winner Danny and No2 Maduro had been up to 0.04nm ahead of us previously, some deception was probably involved. Anyway on we went, and as I kept low out to sea my ranking naturally enough tumbled, but on rounding Prasino recovered again to P4. On the basis that I had been P1, the curve hadn't paid, but given that P1 had seemed too flattering who can say for sure.

# ▲	Name	DTF
1	bonknhoot	15.90
2	psail	15.93
5	rafa	15.89
6	picter	15.90
7	maduro	15.90
8	Danny	15.90
12	Klyvarn	15.95
13	zero	15.90
16	sadlersailing	15.95
17	Lou	15.90
23	robert1	15.91
28	karaoke	15.93
30	SCARABOCCHIO	15.93
84	hmm	22.26

I had expected that the gaining port tack for the last leg was going to be a header, but as we hardened up it turned out that in fact we were on the tiniest of lifts. I corrected my course for max VMG, and noted that in towards the shore, inside the lift, the wind was slightly stronger. Would it pay to put in the extra tacks to get inside? I emmed and awed, but decided slightly late to go for it and actually put in two hitches. Danny, maduro and about ten others carried on, to tack for the line at the very end, thus incurring only 1x Perf Loss (of c 2.5%) vs my 4x. Whether it was that I got the long lay in pretty spot on or that the better TWS and TWD I enjoyed compensated for those additional losses I again can only guess at, but as we approached the Finish I had pulled a further place. On Lake Winnebago I had missed the line by sailing over (as far as I could see) the extremity mark. I was more cautious this time. However, Danny and maduro were in control. Well sailed, you guys!

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