

When I first heard of the High resolution weather charts I thought "What could be different" you are still sailing the same wind. Boy was I in for a rude awakening.

The wind line is more acute, and the wind angles are more defined. for instance: when we were 7nm from Foreshore park. We hit a low, I normally just TWA at optimum VMG and it takes me through. not this time When I hit TWA my boat pointed one way and the predicting line went another way, I was confused till the weather change came through and it was corrected. I then reacted and corrected myself. This made me look at the WX strengths and saw they vary a lot more than before. At this point I realised that One must never TWA and leave your boat through low WX anymore, you could do 360's a lot easier.

Later when we were passed Foreshore Park I turned East and expected to loop around to the finish line and it will be all over. Again the weather had other plans, my indicator did a 180 on me, I then went North to avoid it and pick up better winds. At that point A2 and myself were tie and I set TWA like I normally do and slept for an hour. Boy when I woke A2 was 0.4nm ahead of me. He learned his lesson and sought out the better winds just south of me.

I highlight these issues because they were as a result of the WRF charts. There are better ways to sail you just need to find them.

It was to be a normal sprint for me and turned out to be something totally different, so much more intense. . . and long because all the lows we had.

A much appreciated race, from me.

HenryS / February 2015