

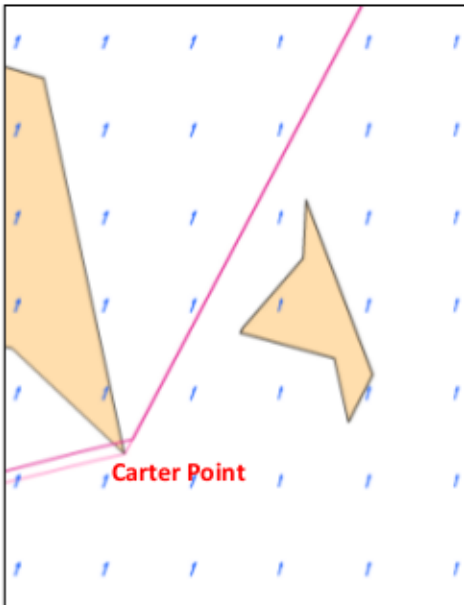
We had raced near here before, but never actually through the San Juan Nature Reserve. And I didn't have much time to prep. However, one thing I always do is make a few chartlets of the trickier capes and headlands that we have to round. Above you see Carter Point, the first obstacle we were going to have to negotiate en route to Victoria.

Point 1	17	1
LAT	48.6495 deg	
LON	-122.6024 deg	
TIME	18:29:48 hour	
TWS	11.51 kn	
TWA	-71.18 deg	
SOG	14.35 kn	
PERF	100.00 %	
LAT-turn	48.6412 deg	
LON-turn	-122.6093 deg	
DIST-turn	0.57 nm	
COG-turn	208.90 deg	
ΔT-turn	00:02:23 hour	
TIME-turn	18:32:11 hour	

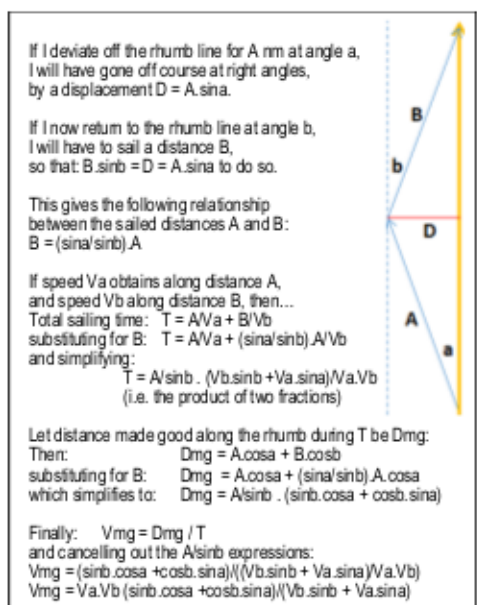
I then number the headlands and using ALT click transfer their positions from SOL to little spreadsheets, so that a copy/paste from brainaid can tell me the Δt to the turn and I set a DC accordingly. No counting in my head for me; I'm into sums. Unfortunately the Time and Pos obtained from brainaid are not fully synced, so that still leaves you a bit of guessing!



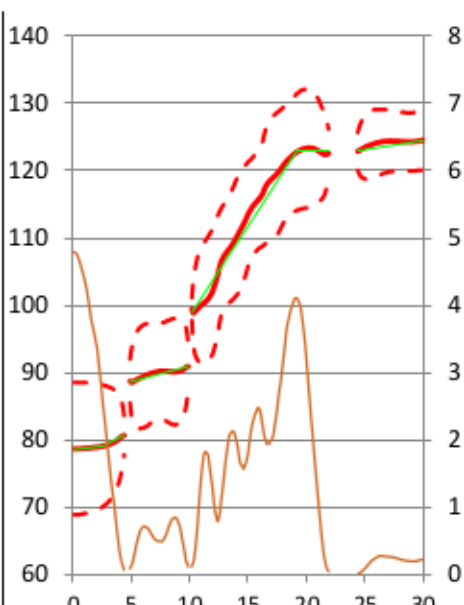
Given the issue with brainaid, I was quick to spot kipper1258's posting on solfans. I'm very sure the graphical DC checker is going to prove to be a real boon to all SOLers, but for me, the immediate attraction was that once active, the autoGribLoader would provide me with synced Time and Pos to 1 sec accuracy. More work! But I built and got a little macro to work.



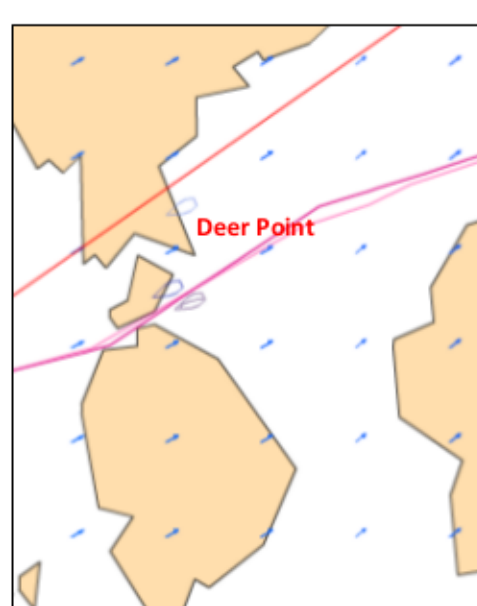
With the new macro, the copy/paste from brainaid routine is no longer. All I now do is click the macro. Great stuff and approaching Carter's the ETA was no longer jumping about like it used to. Confident and not expecting problems, next thing I knew bonkhoot had made the biggest SLI jump of her career. Hmm? The feint proper rounding is zero's, btw.



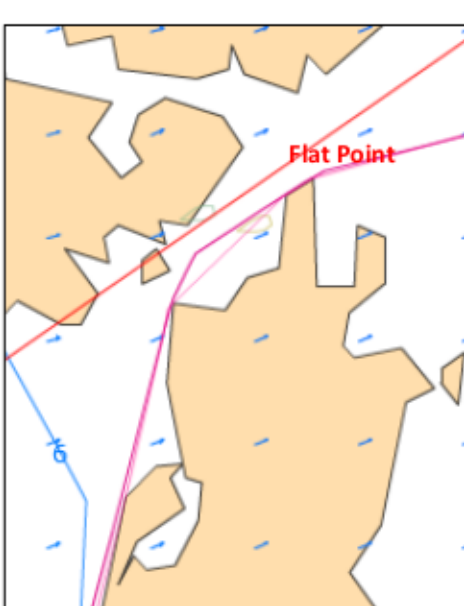
Worrying – but very useful – that SLI jump, taking bonk from her usual indifferent early doors ranking into the T10. A bit of hopping was next. I like hopping as I believe I have the maths for it figured. It's asymmetric beating really along a TWA line that is not 0 or 180, but something in between. I have a UDF that does the calc and a sheet that seeks the max result.



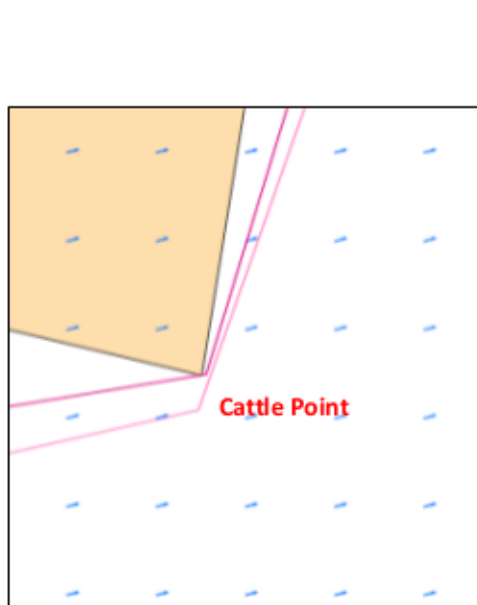
The spreadsheet returns me angles and a figure for the advantage to be achieved from hopping vs TWS. A graphical representation for the F18 looks as above. TWS is along the x-axis and the advantage as a % along the right hand y-axis. As you can see, a modest c 1% advantage was available by sailing deep-then-tight in the building (up to 13kn) TWS.



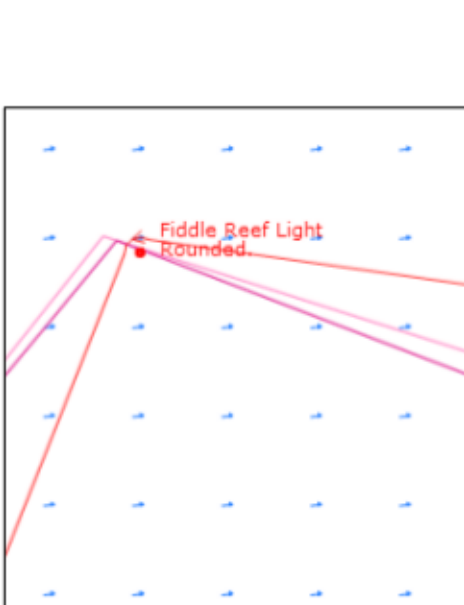
So I set a course straight for the rocks off Deer Point, and it didn't take long before I was challenging zero for P1, courtesy of course of better VMG to the Finish but not to the gap between Obstruction Island and Blakely. The tighter second angle was faster, so VMG barely dropped and if I think I went P1. That's zero in pale pink again weaving about a bit more.



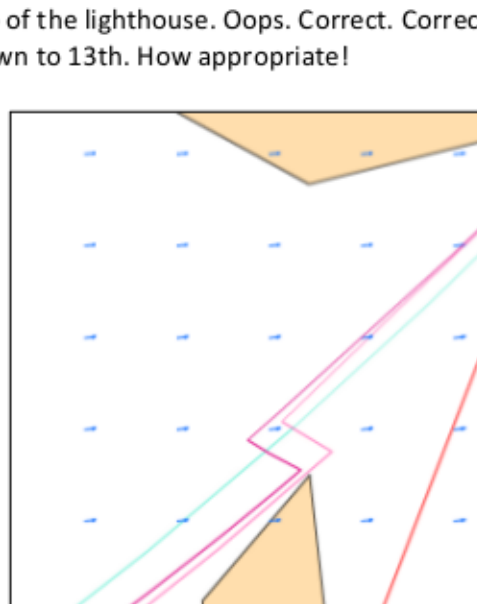
Alas, very zoomed in and pre-occupied with timing my course changes, I got a little confused about where we were going and stayed on my hoping angle after passing Flat Point. By the time I realized there was no passage where I was heading, it was too late, and after correcting, after a while I fell back to P7 or so. Still in touch, though.



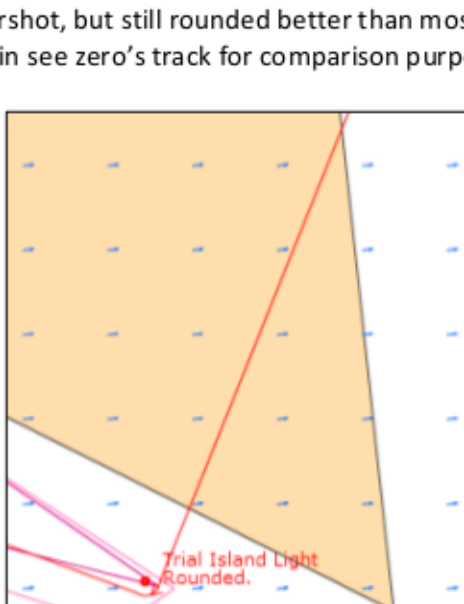
Next up was Cattle Point, where a nice tight corner was again going to pay dividends. I started checking my time and pos and calcing ETA. Again the pattern was steady, as I set and reset my DC, but again bonk turned early but this time didn't clear the point and landed on top of the lighthouse. Oops. Correct. Correct. Down to 13th. How appropriate!



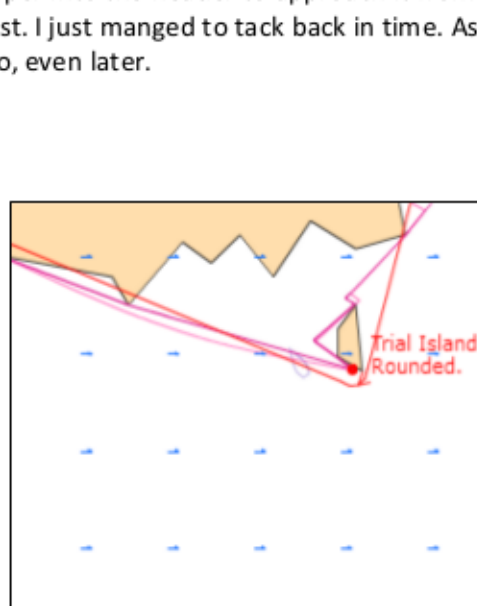
I sailed on, pretty disheartened. A buoy in the sea was going to be the next big challenge. Wrong at a buoy, a BBQ doesn't save you; focus, last chance saloon! It's gonna be close hauled into a header. Set 2.5° below optimum VMG TWA and don't trust your ETA fully. Well, I overshot, but still rounded better than most. Again see zero's track for comparison purposes.



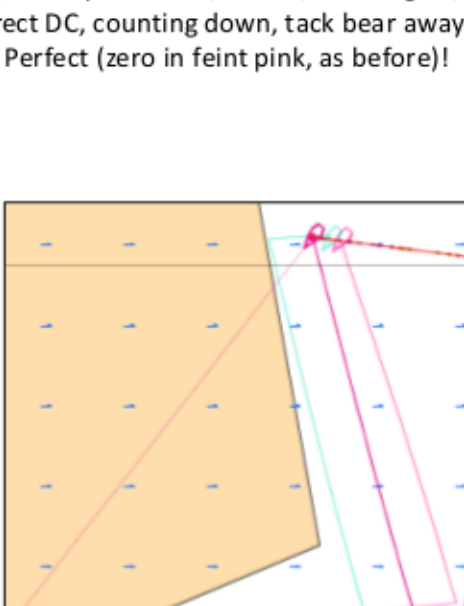
Back in the T10, I gybed as late as I could to clear the northern tip of Trial Island; in fact too late forcing me to bear off 5°. But what was kenza doing (light blue track)!? Of course! The next mark was offshore and he was sailing on deeper into the header to approach it from West. I just managed to tack back in time. As did zero, even later.



Soon I was back in 4th, with zero, kenza and atlet (who also chose the Trial to port option) ahead of me. Well, you never know? A well-timed tack and once again bonk was laying into a mark to be rounded super sharply! Check ETA, allow plus 9 secs, set DC, check again, correct DC, counting down, tack bear away and set. Perfect (zero in feint pink, as before)!



Closing on what might still be a podium, I now made a further mistake, coursing straight from cape to cape along the Victoria coast, and with the wind continuing to head on port tack, after a while, bonk found herself falling into a polar dip, with not enough time to plan and execute a correction. The other three sailed the leg better and I lost a bit of ground once more.



But I wasn't for giving up just yet and got in another great rounding at Ogden Point for the run up James Bay to the Finish. "A" was favourite and the wind was still bending but you couldn't lay. Speeds were low so I gybed and kenza zero. Covered but overstood, whilst kenza (who had sailed a great race coming from behind) ignored it. Hope? Yes, P3!

Thank you SOL, thank you competitors. Super show, zero!!! Well done, atlet!! Hard luck, kenza! Well done all those who went for the gap between Discovery and Blakely and particularly the further six completing the T10 – peskasail, stoertebaker, WINDEGG, RainbowChaser, WINSTON_4 and Cruzist – who all might have pipped me had they not missed kenza's lead to the buoy off Trial Island.