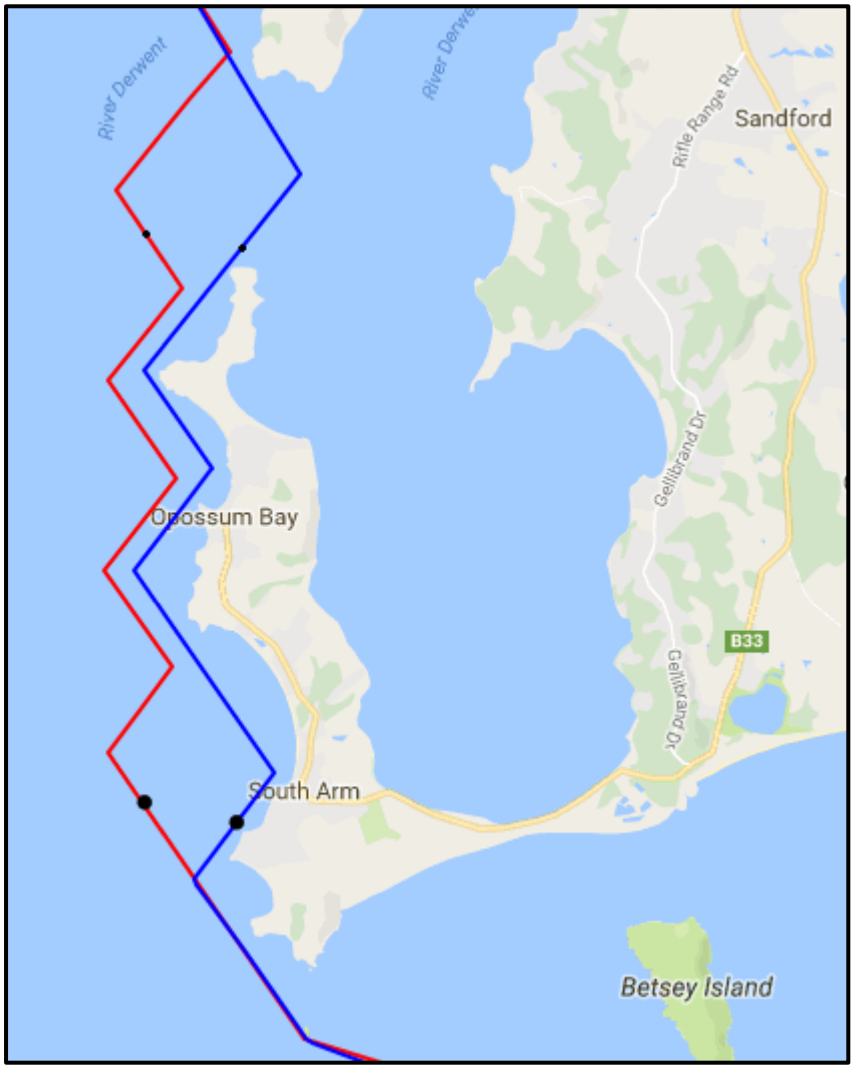
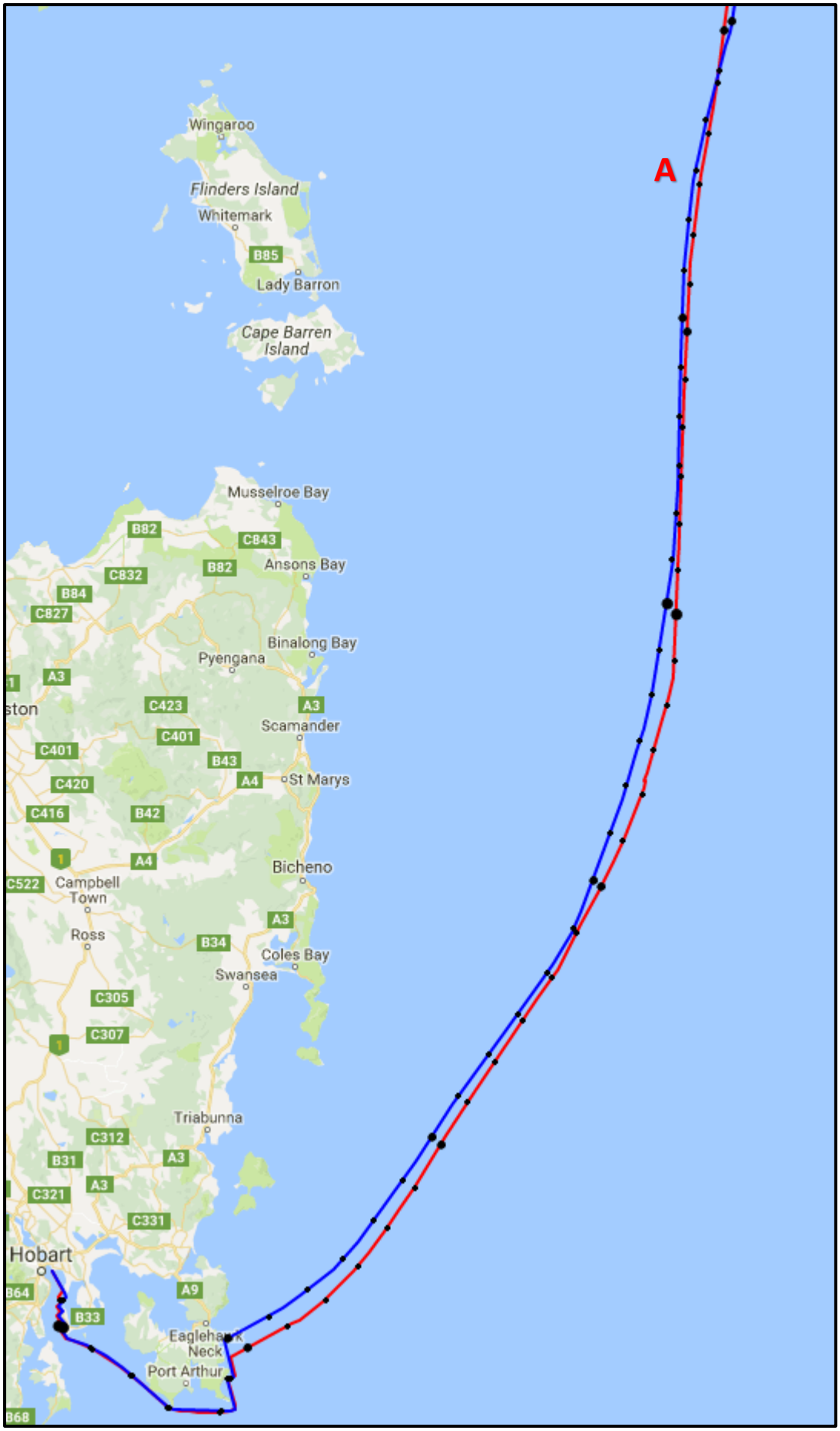
Kipper1258 A3 Leg 3 Hobart to Sydney Race Report

Another unexpected win for Kipper1258. I really did not have too much time to check and plan my exit from Hobart, and I would have been happy with a top 10.

That lack of planning and investigation put me about 6-7 minutes behind by the time we rounded Iron Pot. The tracks below will all compare **PetrM** to **Kipper1258**. The proper course was starboard side favoured, hugging the coast past Opossum Bay. **Kipper1258** when down the middle.

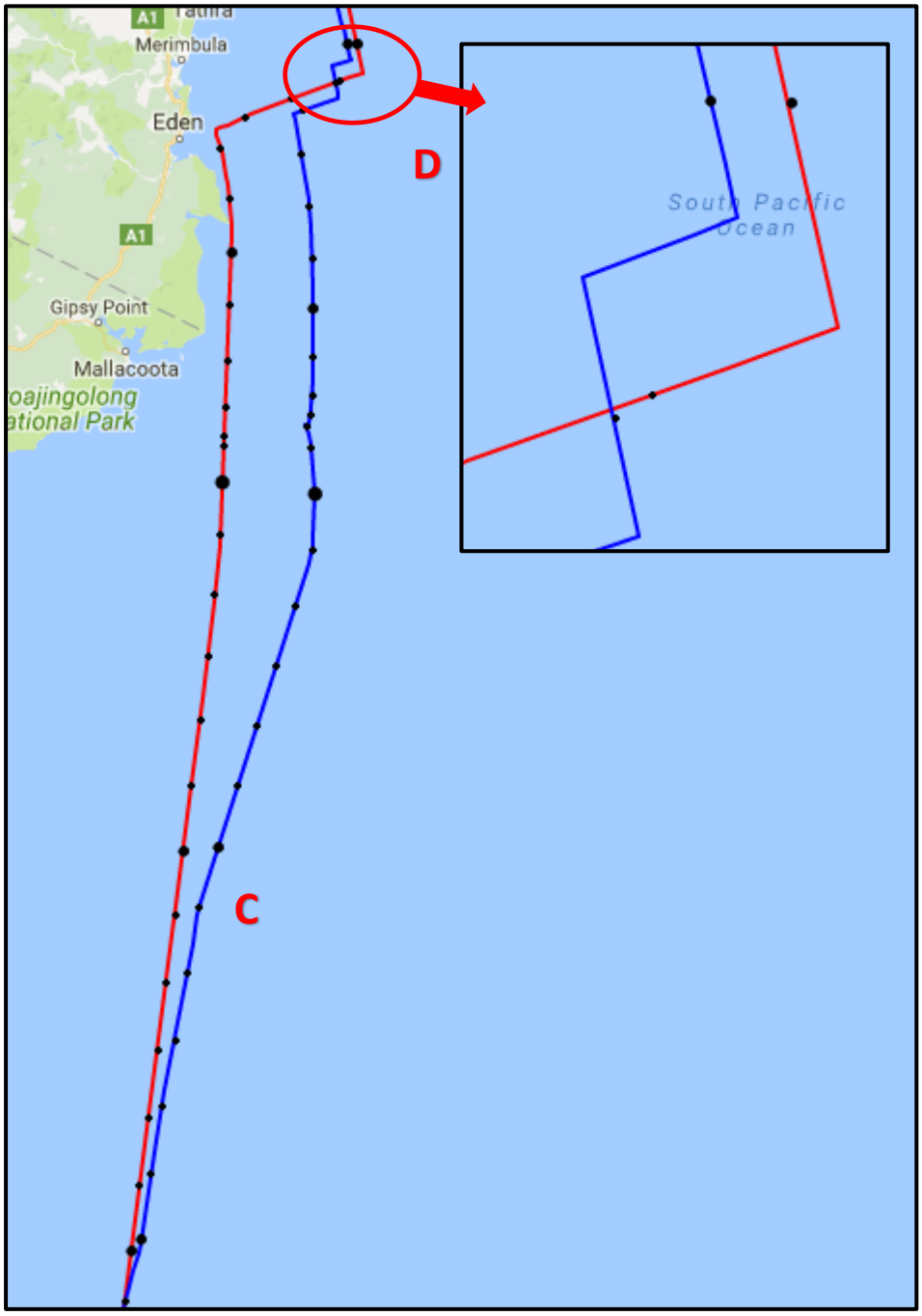


On leaving the Derwent and heading up the Tasmanian coast, **PetrM** took a more northerly course, and when our boats crossed in the middle of Bass Strait, I was about 15 minutes behind and the gap had opened. I was slowly resigning myself to a possible top 10. The two tracks are shown below.


A
Wingaroo
Flinders Island
Whitemark
B85
Lady Barron
Cape Barren Island
Musselroe Bay
B82
C843
Ansons Bay
C832
B82
B84
C827
Binalong Bay
Pyengana
A3
C423
A3
Scamander
C401
C401
B43
A4
St Marys
C420
C416
B42
A4
Bicheno
C522
Campbell Town
A3
Ross
B34
Coles Bay
Swansea
C305
C307
Triabunna
C312
B31
A3
A3
C321
C331
Hobart
B64
A9
B33
Eaglehawk Neck
Port Arthur
B68

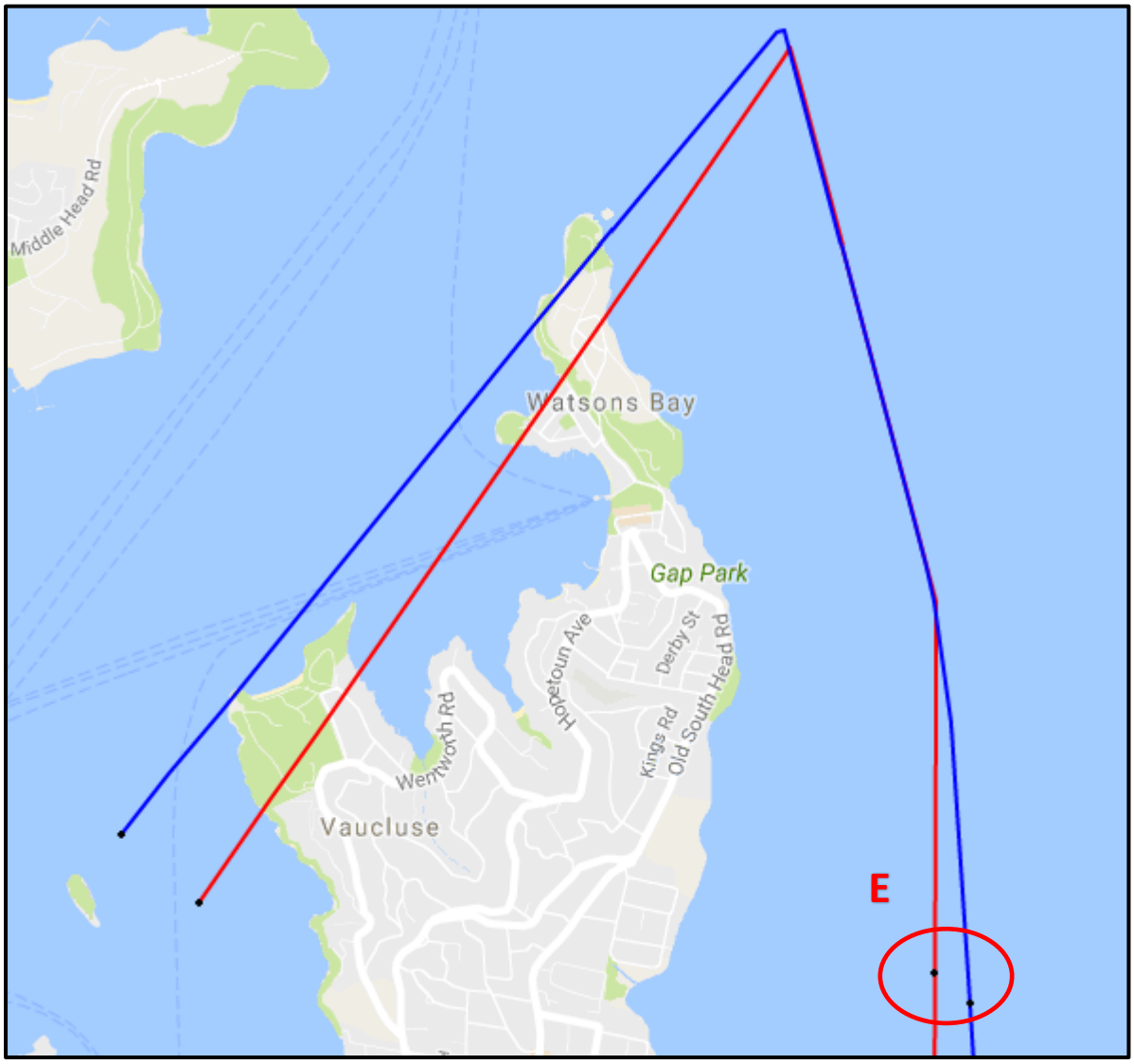
But then things got interesting. The routing had been showing the more northerly course. And then a Wx came in, suggesting to head east. This is point **A** trace above – **PetrM** appears to be heading that way. This happens quite often, one Wx shows a significantly different course, only to come back to the original course 6 hours later. As I was already behind, following the other boats was a losing strategy. I would be in their wake, and stay in their wake. So I decided to stay my course, and see what happens. Well, it came back. I think that's were **PetrM** decides to take a more northerly course, point **B**.

At point **C**, the same thing happens again, but does not come back. Once again, being behind and following the leading boats, would not get me anywhere. So time to look at the problem in more depth. I also did not want to get further behind.



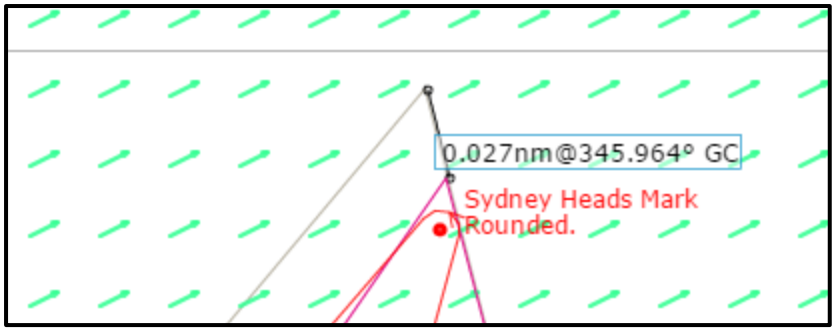
I always carry up to five or six previous routings, and then re-optimise them on each Wx (I use Qt). I also generate a new routing as well, and then step through in time to see how my boat progresses on each route. Quite often I find that the one of the previous routes will actually arrive at a cross over point ahead of the latest route. What I found was my older northern routing was going to arrive slightly sooner than the eastern one. I also noticed that the northern route was heading into some strong pressure, and I was going to be able to follow it east to join up with the other boats. The down side was that I had to sail straight through the middle of some blue goo. My boat speed dropped to 0.3 kts at that time. The same goo was going to hit the rest of the fleet, but not nearly as bad as me. With nothing to lose, I would only end up further behind going east, I decided to stay on the northern course.

And it paid off. By the time we crossed (point D), I was in the lead. However, I should have covered **PetrM** and a fair bit of my lead was eaten into up the NSW coast. But I was not around to do that. The drag up the NSW coast was interesting. **Dingo** was now clearly in contention and he and **PetrM** were both sailing in better pressure, but worse wind angle, and a bit further to go. Would angle win over pressure? It did. By the time we came back together, I was slightly ahead. (point E below).

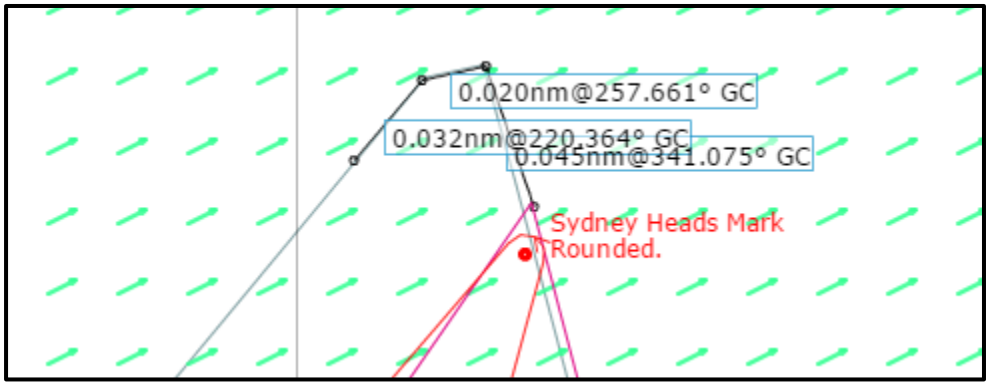


At this stage, the cat was at the helm and had the honour of finishing the race. Being nocturnal by nature, she is happy to take the helm and let me sleep, but it does come with risk. She has a strong

tendency to go ashore at the most inopportune times, and also has trouble understand the rules of rounding marks. She does tend to miss them at times. So to prevent that happening, we sat down and had a really good look at the finishing strategy. We ran several scenarios and tuned the finishing instructions (with DC Checker) to get them perfect. She clearly understood them and executed them to perfection, far better than her competing helmspersons on **PetrM** and **Dingo.** Which is worth looking at. The trace below shows **Dingo's** rounding. I estimate that my tuned DC picked up 0.05 nm on him.



PetrM took the mark even wider, and the trace shown an interesting two step manoeuvre, which I think is merely a server recording issue. However, think I picked up 0.09 nm on **PetrM**.



The conclusion from this is tuning DC's does work, and is a very powerful tool. I think I gave myself about 10 seconds (one server hop) of leeway past the mark for the DC to fire. I was lucky that there were no Wx changes from when I tuned the DC's until after the rounding. And the change that came in after the rounding did not matter, as now I was travelling cc to the finish, with no more manoeuvres to make.

A win and a good night's sleep, what more could you ask for.

For DC tuning, you need the DC Checker which is here http://solfans.org/blog/weather/dc-checker-editor-grib-loader-and-more/

Instructions on how to tune are here http://solfans.org/blog/weather/reliably-avoiding-dc-bbqs/

So in closing, congratulations to **PetrM** and **Dingo**, well done in an interesting strategic race. Congratulations to the remaining top 10 and thanks to all the SOLers and the hard working admins who make this all possible for our enjoyment.

Kipper1258