

Incredibly and exasperatingly for bonknhoot, this year's celebrations of Mistli's foedelsdagen – happy birthday, Mistli – turned out to be a carbon copy of last year's. It was again a beat out to sea and back in for a turn at Mysingholm, → and back out to sea again to tack one more time to lay Oja. And again bonknhoot encountered disaster at Mysingholm, to drop down the rankings, only to recover it all bar one – last year it was rumskib and this year it was Sassy63 – at the finish. Congratulations Jan to Jan.



I wrote extensively about the race last year and the various options. Lazily, I shall refer the interested reader to this analysis this time, see:

sailonline.org/static/var/sphene/sphwiki/attachment/2017/11/07/Mistli17_REP_bonknhoot.pdf

Briefly then on this year's race. The first tack out to sea for more pressure unusually was on a marginally lifting breeze, so close-hauled at maximum VMG. Anybody who sailed free and fast lost out.

The tack point is always easiest found using the router, and then fine-tuned using AGL to plan a route through the islands. Surprisingly, having come out on a lift, it was back in on a lift too. IRL, this would be perfect. Online with gfs, it rarely happens like that, but since the tack point was close to the intersection of the 59th parallel with 19 deg longitude (i.e. a datapoint for a lores grib), interpolation either side of it on this occasion created an inflexion.

Tacking again at Mysingholm, it is advisable to give that rock some sea room. Cutting it fine is not going to materially impact your position. Twit!

Tacking along the shore for maximum pressure and to stay inside the curve as best as possible, the number of tacks to take is always a dilemma. In theory you can work it out, but my rule of thumb is to try to recover all PL before tacking again, and that seemed to require keeping the tacking interval above 3.5 mins. The coastal topography (or Euclidian geometry, perhaps) of course has a big influence. Again, use AGL to find a best-looking solution.

Clearing through the gap at Aspon, it was now angle as well as pressure that was better out at sea, so free and fast then to the next tack point, again relying on the router to indicate where that would be and aiming to sail the last 5 mins (10% or less) close-hauled. Keep Outlaw's layline rule of thumb in mind – aim for the middle. In other words, once on the new tack, your CC predictor should point as much below the mark, as your TWA predictor points above it. Simulate both predictors using AGL to help you decide.



Oja ↑ has a very narrow cape, so you can take a chance rounding it, which I did to give me that bit of breathing space on Sadlersailing, Kipper1258, Wolff, Mouthansar and the rest, and close the gap on Sassy63.

There are many different paths that you can take from Oja to the finish, but the shortest path is the one that hugs the Askno peninsula and takes you through the gap at Hano ↓ to a finish at A.



It's 0.1nm of a difference vs the best track to a finish at B, and on this occasion also the route that was going to enjoy a little more pressure. But Sassy63 knew that too, and rounding the last corner for the line, he went on to max VMC straightaway, while bonknhoot mistakenly over-turned aiming for the pin and then correcting. Oh well!

Such a great race, and beer and hot dogs afterwards. Maybe we should do it in WRF hires next year. It would increase the complexity.

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