



LENDLEASE BRISBANE — TO — HAMILTON ISLAND YACHT RACE 2019

RainbowChaser, asking me to write a report to this race, wrote that „*The race had a tricky start for those in Europe The departure from Brisbane is always difficult!*” – but still possible. 😊



TP52 line up at the start of the - 2019 Lendlease Brisbane to Hamilton Island Yacht Race - photo © Mitch Pearson /Surf Sail Kite

It seems to me that the start in Europe looks very similar. 😊



2019 Lendlease Brisbane to Hamilton Island Yacht Race - photo © Mitch Pearson /Surf Sail Kite

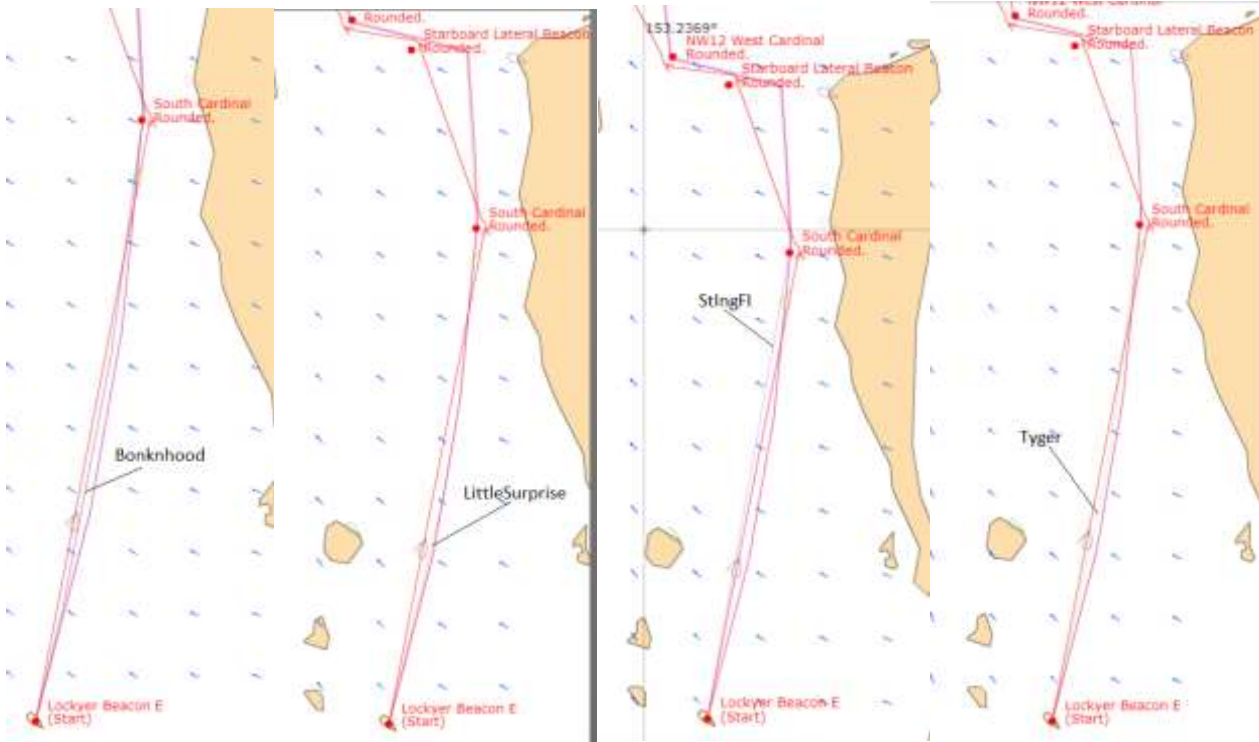
My guess is that it was about the start of the race (0100UTC) and a bit labour-intensive due to the slalom at the start of the route. Well, you had to spend some of the night hours. But it was not that bad.

The start was to take place according to WX from 2225UTC. Since I checked the weather routing for the previous WX and found correctness in changes in wind speed and direction, it was enough for me to get to work 45 minutes before the start, check and eventually correct the route to "NW12 West Cardinal" mark. Earlier to sleep properly.

The first weather routings showed the road more to the east of the first "South Cardinal" mark, just as the SKOVSER sailed.

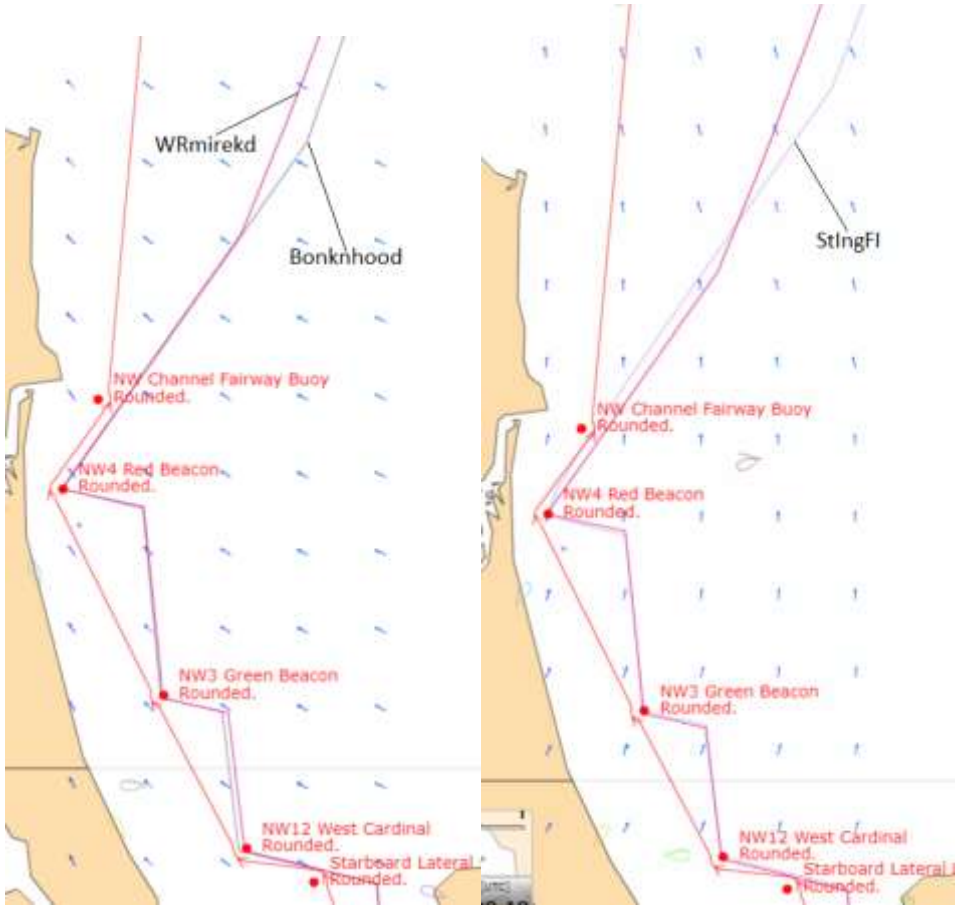


The next was closer and closer to this mark.

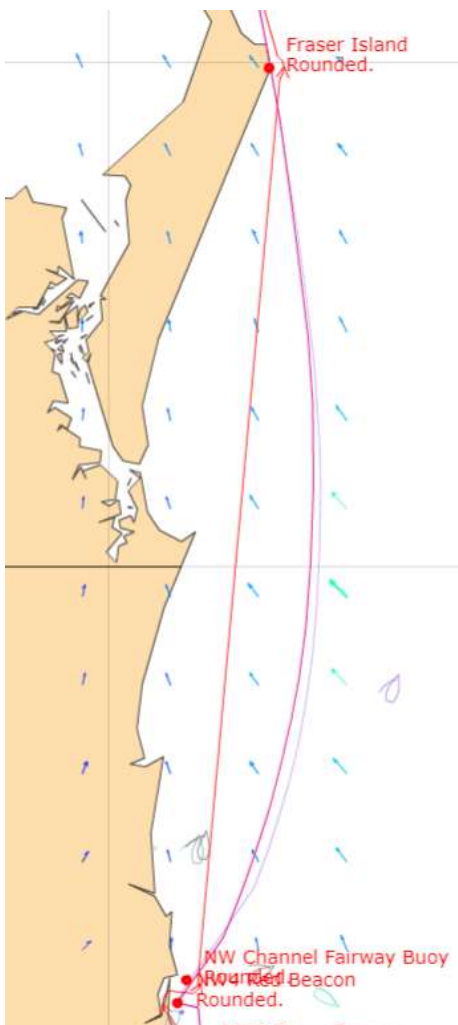


It was important to choose the optimal route curve till the first turn after the "South Cardinal" mark. LittleSurprise and Tyger sailed very nicely here. StIngFI lost on the straight course to the first mark and then the whole race bravely made up for the mistake. Bonkhood traditionally trod on my heels.

The remaining part of the slalom up to the "NW4 Red Beacon" mark was not a major problem and did not require precise turns on individual marks. All of us here sailed almost the same and the distances between us were small.



On the "NW4 Red Beacon" a close turn was needed, then choosing the optimal curved course for the "Fraser Island" mark and passing close to the shore of the cape on the north of it.



It's hard to say who did this part of the task the best. About halfway through this bow, it was my assessment that I was already in the lead.



Despite this, the positions of Bonkhood, StIngFI and SKOVSER did not giving me peace.

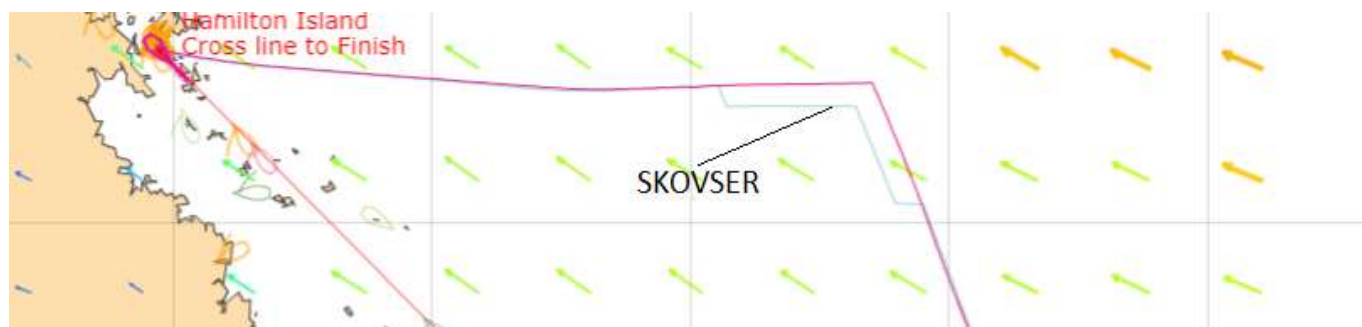
After passing the "Fraser Island" mark, only one remained. Reach the finish line and keep or improve your position.

Analysis of earlier weather routings showed the same tendency of moving slightly to the west, the more eastern route, the stronger wind and speed. A simple compromise between the length of the route and the speed of its defeat.

Contrary to appearances, it was a very difficult moment. Fortunately, the next WX did not bring unexpected changes, they were quite stable and predictable.

It is true that qtVLM showed additional turns before reaching the finish line.

I decided to analyze it more thoroughly and it turned out that at the expense of extending the road, however, I would achieve a better result. Several times I wrote about the manual tuning of what the computer will calculate. I'm revealing my secrets now. But what you do not do for friends. 😊



A great finish for StIngFi. His eastern position kept wondering me all the time. If it was not for this ZIG ZAG and how he did more to the north, I do not know what would happen?

I think, however, that my advantage was too big for StingFi maneuver to threaten me ?!

Well until next time 😊

Greetings to all,
WRmirekd, 2019-08-06.
PS. Sailing is fantastic!!!

