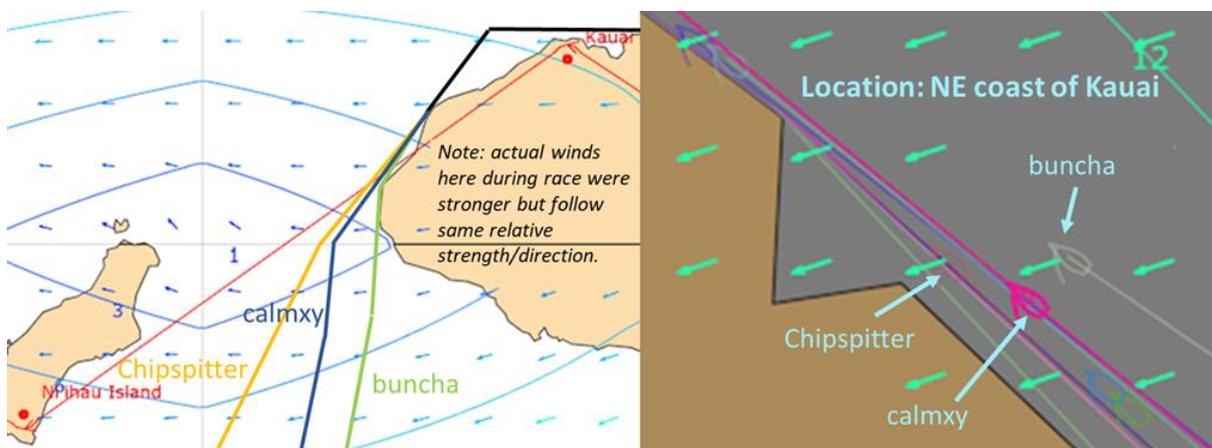


Based on the [Individual nation rankings](#), these are the points that I have accrued. By placing in the top 10 of any race, one is able to achieve points (10 for a win, 9 for a second... all the way down to 1 for a 10th place). So far, I have achieved at least one point in every month since May. But September is drawing to a close and I had yet to achieve any points for it.

Month	Race	Distance (nm)	Points
May	Colin-Archer	375	9
	Banzai Dash (Sprint)	21	3
June	Shetland Race 2	200	2
July	Agage 50 (Sprint)	50	2
	Hormuz (Timed)	48	1
August	Visingsö Runt (Sprint)	17	9
	Auckland-Russell (Timed)	120	2
September	???	???	???

There were two instances this month where I should have gotten points, but got careless and made mistakes that resulted in their loss.



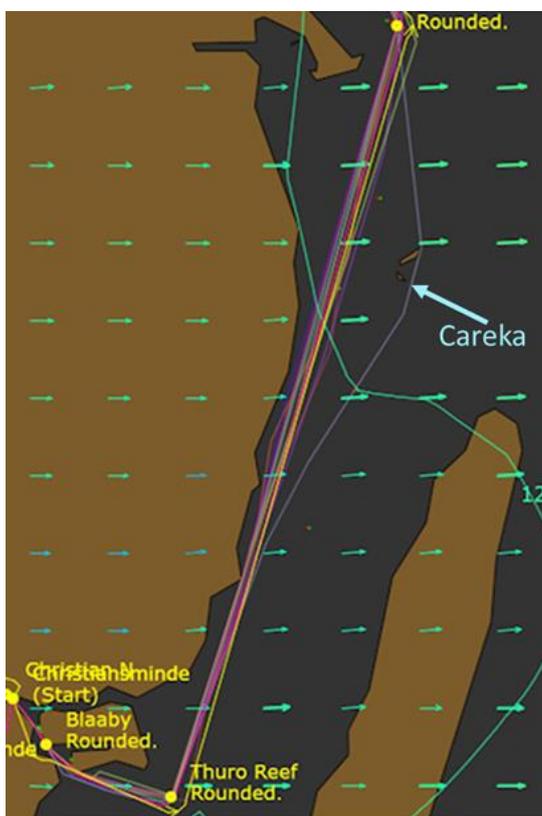
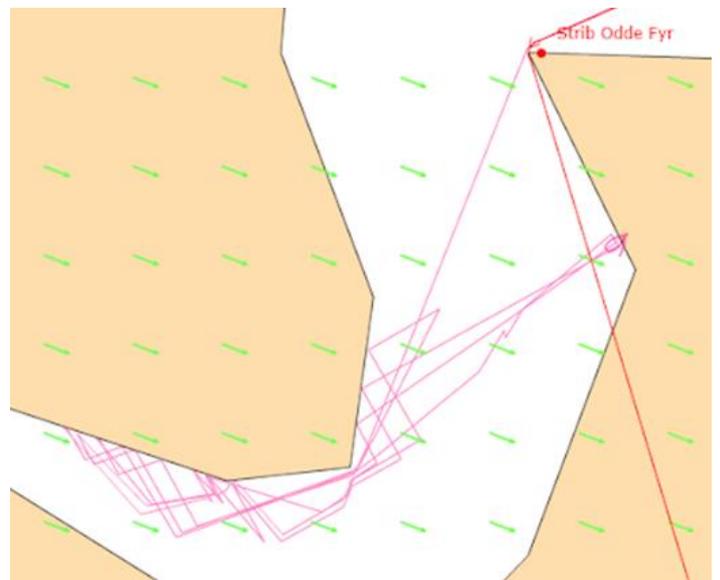
In the Hawaiian Zig-Zag, I was ranked 10th as of rounding Kauai. Chipspitter and buncha were very close to me. Out of the three of us, only buncha made the correct decision, much as it was supposedly obvious from the Wx: keep as close to Kauai Island as possible (at the time of racing, the winds there were ~9 knots as compared to 6 or fewer close to the midpoint between Kauai and Ni'ihau islands). I had fallen asleep and only woke up when I was halfway through that passage. Given that buncha finished 11th in that race, it's not entirely unreasonable that I could have been just within the top 10 if not for that mistake.

My Wellie sprint [post-race report](#) speaks for itself. Again, a potential opportunity for a top 10 finish wasted.

Given the relatively short length of the Silverrudder 2019 course, this was probably one of the better opportunities for me to try getting some points for September.

So what would this race bring about for me? Would it be a success (not necessarily podium), or another “route to disaster”?

In this race, I sensed that the Strib Odde Fyr corner would bring about considerable grief to some. Normally, azur uses the Practice Race time to complete the actual race course (or as far as possible before the Towback). But for some bizarre reason, the DCs set by them led to this highly unusual trace. If azur is doing this, then either this race is broken or this corner must be that incredibly tricky! (Turns out that azur was testing some BBQ recovery tool which in part led to this trace)

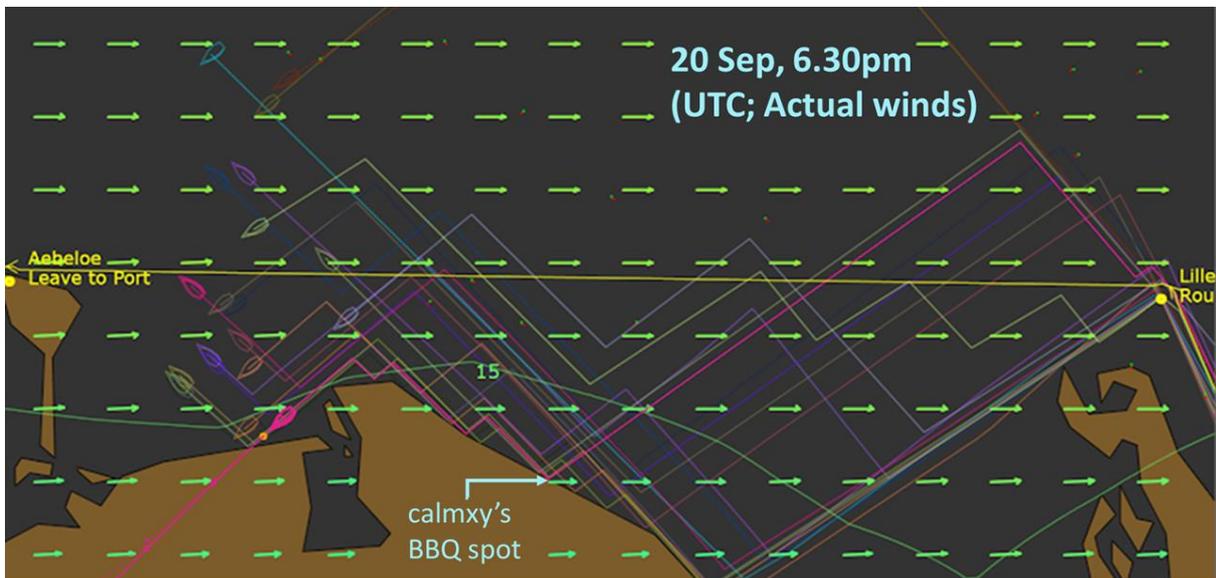


The race started at 4pm (Singapore Time) on Friday for me, which meant that I had to set some DCs on an earlier Wx and hope for the best, as I would still be at the office for a few more hours and unable to reliably steer the boat (with the company dinner event, it in fact turned out to be 6 hours). To even get out to relatively open water, one first had to get through a narrow channel and round Blaaby. I was trying to avoid following the fate of those boats that started and BBQ'd within 5 minutes after that, not to move for hours (in some cases until race close) thereafter.

But even after that, there was potential for error. At first glance, once out of the initial channel, it seems like a standard “Round Funen Island to port” race, with the race marks only meant to help gauge the race leader more accurately. But looking more closely, only the Strib Odde Fyr and Helnaes marks are actually on Funen Island; all the other marks are in open water or on other islands and therefore can be missed!

Somehow, my luck must have been fairly good. Despite the DCs set on the earlier Wx, I had rounded Thuro Reef and Storebaelt Westbridge accurately, passing each within 0.1nm on the correct side. Most other boats in the top 20 (at that time) also followed the rhumb line for this stretch, Careka being the exception. By the time Lillegrund was reached, I was only around 0.37nm behind rafa.

In most situations, it would make intuitive sense to find the strongest winds and sail in them, all else equal. But the boat polar has to be considered too. In this instance, the absolute best VMG upwind was in 12-14 knot winds, which resulted in a boat speed of 5.2 knots. Sailing in the middle (where the winds were 17 knots) resulted in travelling at around 5.0 knots. It was surprising to observe a number of boats (even within the top 20) that were seeking the absolute strongest winds, even though it wasn't the most beneficial for them! Although to be fair, I did that for a while before realizing this fact.

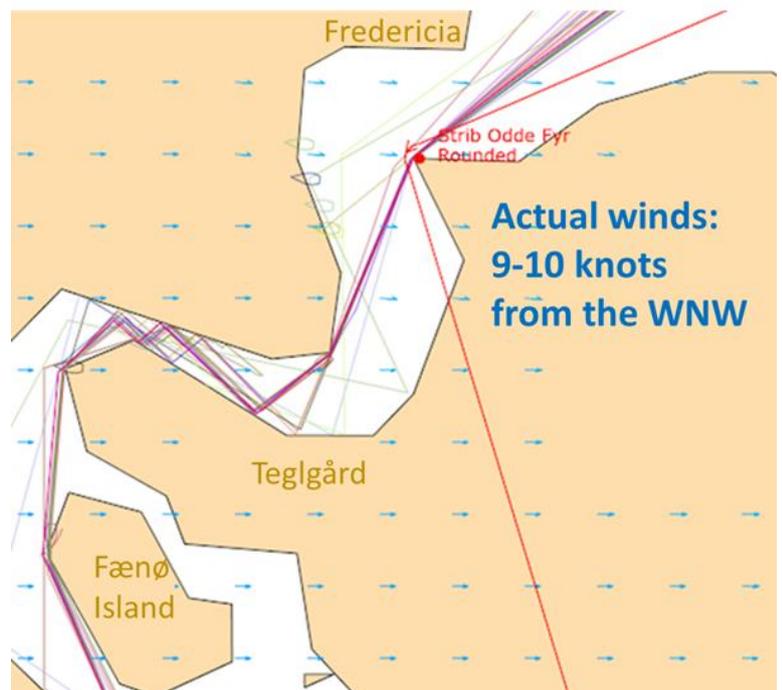


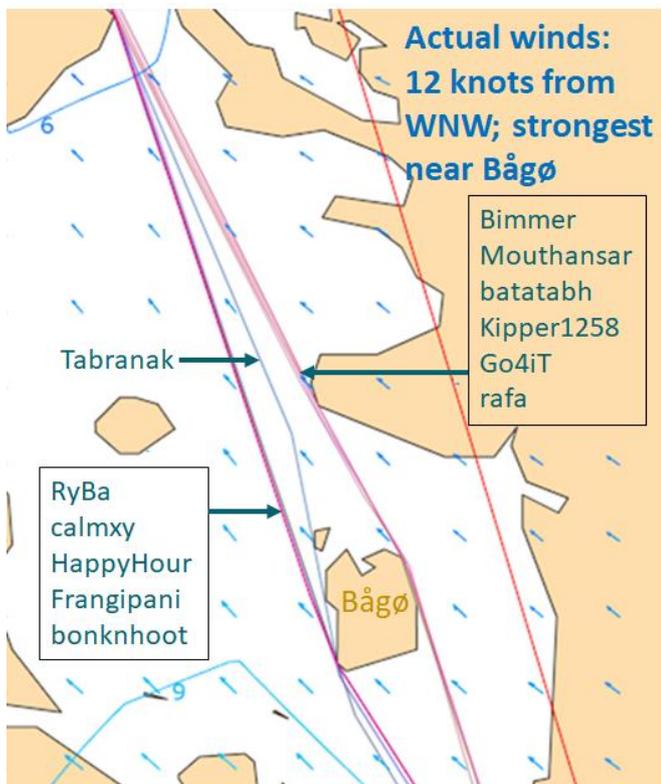
It is also worth noting is that in winds exceeding ~17 knots, there is a huge section of TWA that should be avoided (100° to 140°), which makes optimal sailing in downwinds that much trickier. Thankfully, this was not invoked as the only 17+ knot winds encountered were on this Lillegrund-Fredericia stretch, all of which was headwind. Later sections which had TWA in that range were at around 12 knots, where the polar had a more regular shape.

After setting the DC to keep closer to Funen Island, I fell asleep: next thing I knew, I had BBQ'd for some 15-min near Tørresø Strand. This initially seemed like it would be “disaster” for me and loss of yet another top 10 opportunity, as luck appeared to have run out then. I was somewhat surprised though that I had only dropped from 14th to 17th during this BBQ. I figured, maybe with a little luck, it may just about be possible to finish in the top 10 and hence get perhaps a couple of points.

Continuing into the headwinds towards Fredericia, most boats in the top 20 went into the stronger winds by going past Aeleboe and tacking some distance later. Compared to staying close to shore, this would save 10 mins due to wind shift. At this point, I was still ranked 17th, although the gap to 16th had shrunk considerably. Unfortunately for many, this was not where the race ended; the rest of Funen Island still had to be rounded.

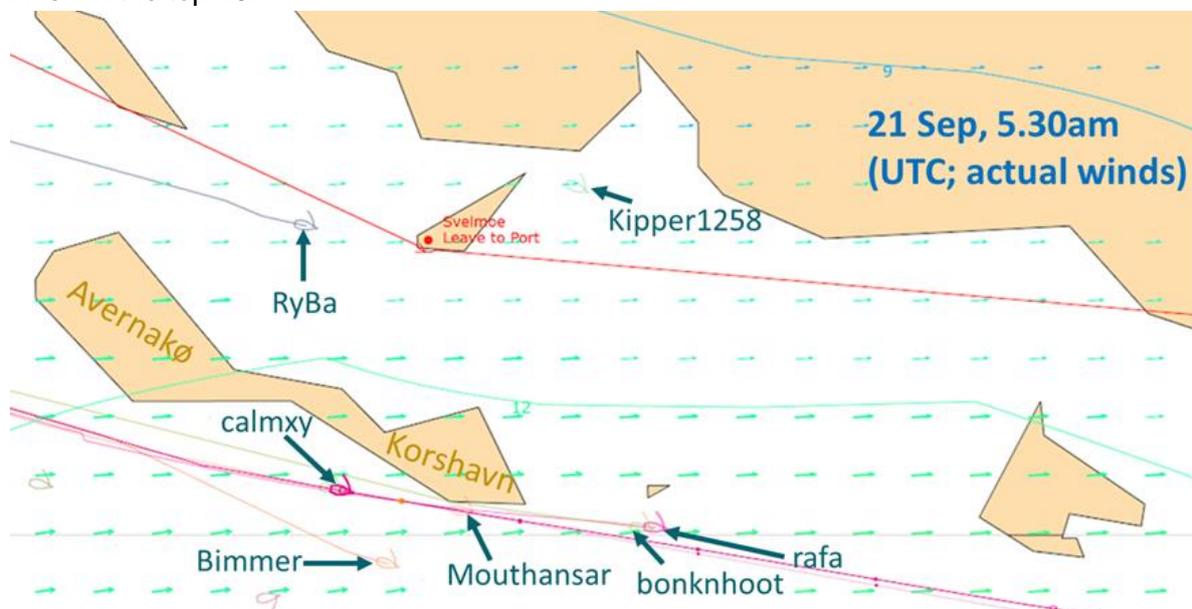
Just as predicted, the area around Strib Odde Fyr was a hotspot for BBQs. Even though the winds were coming from the WNW, several boats went straight towards Teglgård before turning to the optimal upwind TWA (42°); others just outright BBQ'd at some point along the shore. At one point, there were 11 boats beached here simultaneously! Several boats BBQ'd here for long enough that I came out of that corner in 11th place. RyBa was slightly ahead of me, but all the other boats were quite some distance away and I had expected to finish 10th. Very unfortunate for dead_eye in particular, as they stood a good chance at getting onto the podium had they not remained BBQ'd for several days here.





After passing Fænø Island, it was a relatively straightforward stretch to the Helnaes mark. The strongest winds and the straight line from Fænø to Halnaes were both on Bågø, so we would want to pass that island as close as possible. rafa and bonknhoot opted for opposite sides of Bågø. Since they were neck-to-neck, the fact they did this meant that both routes were viable; each hoped that their route could be completed that little bit faster and hence gain a few seconds over the other. The rest of us (at least in the top 12 then) split ourselves into two equal groups and followed the respective path. I overtook RyBa here, but that was because they made the course change a little later; otherwise everyone maintained their positions. I was not expecting to overtake anyone else before reaching the finish.

Between Helnaes and Rantzausminde, there was again some decision making. Which side of Lyø By and Korshavn to pass by? Most of us decided to keep south of these islands and keep close to them. RyBa and Kipper1258 went north of them, hoping that the shorter distance was enough to offset winds 1-2 knots weaker than what we experienced. And perhaps due to the time of day in Europe, three boats (Frangipani, HappyHour and Tabarnak) kept going straight! The former two even passed Tåsinge halfway before turning around! Tabarnak noticed and corrected the overshoot sooner, just in time that they could finish in the top 10.



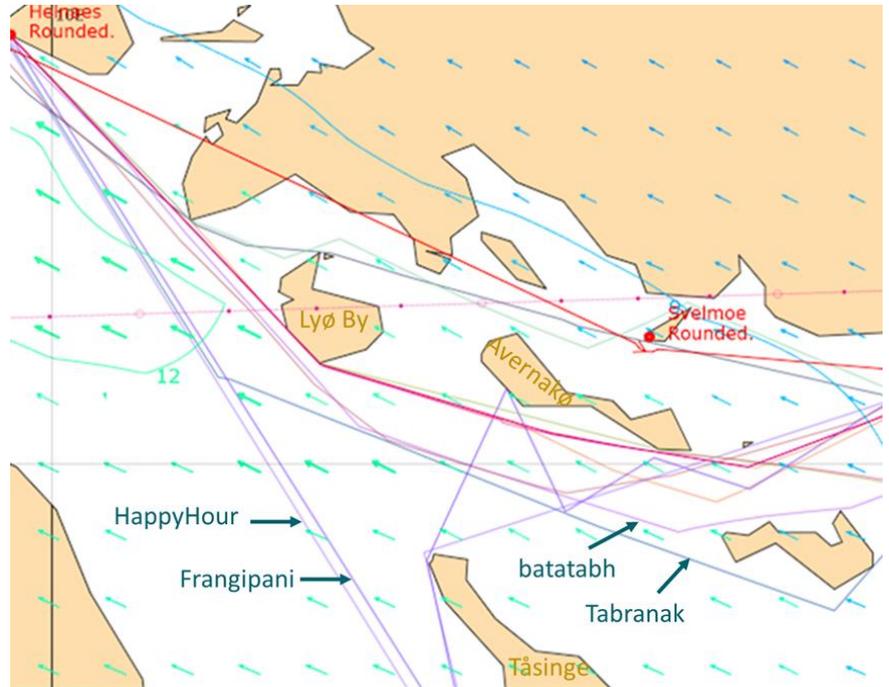
Meanwhile, the thing about “not all marks are on Funen Island” would come back into play, as Kipper1258 rounded Svelmøe on the wrong side, thus costing them the 3rd place they had at the time. RyBa would successfully round Svelmøe; however, I would emerge with a larger margin in front of them. All these unexpected mistakes brought me to 6th place! Getting 1 point for a 10th place finish is nice but more points are always better :-)

Unfortunately, I was out at the time, and for whatever reason had forgotten to bring my charger with me. Having forgotten to charge the laptop last night, the battery died while

passing Korshavn. I set some DCs to get to the finish; while there would be no further Wx updates before reaching the finish, the ever-present threat of a BBQ or missed mark (Christian N in particular) still loomed.

I got back home around 1.5 hours later; to my surprise, my position actually improved as batatabh had BBQ'd on that final narrow channel leading up to Christian N. It was then that I saw that act of kindness extended by some, that they could help me steer my boat to the finish in case of the DCs failing. I am grateful for that; I just

wished that someone could have helped batatabh, who somehow ended up dropping right out of the top 10.



Overall, that 15-min BBQ effectively dropped me from 3rd to 5th; I only really lost out to Mouthansar and Bimmer. rafa and bonknhoot had extended their lead from 22 min to 28 min since that BBQ, so it's quite unlikely that I would have overtaken either of them even without the BBQ. I'm not really sure if it was due to weaker winds on my part or less efficient sailing. The time gaps in the finish were surprisingly large; the difference from 1st to 10th was over an hour; at the time of my finish, brellis (then ranked 18th) had just passed Lyø By. Overall, considering the 6 points I got from this race, I would call this a "success".

After many more hours, we see the boats gradually recover from Strib Odde Fyr (and wherever else they beached) and make their way towards the finish. Thank you all for racing, and I hope to see you in the Portland Casco Sprint!

