

Lake Superior Lights 2019 – report

This race, because of being on the lake, took me back by memories of about 50 years when a 12 - 14 year old boy raced on Polish lakes in the “OK Dinghy” class. You can read about this [boat here](#).



I remember that I was skinny and I needed in difficult conditions at least 50kg of weight to ballast the boat.

There was only one council in those days. Two thick sweaters on each other. Jump into the water and I already had the mass needed.

Great times. Worse when races were in late autumn and the water was already cold.

But let's get back to our race.

This race perfectly matched its run to the chat discussion about the use of weather routing and computers. Well illustrating it with what was going on during the race. In some ways, it was similar to the previous race "Stockholm to St Petersburg 2019"

We started at 1900UTC and the new weather forecast was to arrive in less than two hours at 2045UTC. Although everyone sailed in the same direction, the start courses settings slightly differed.

The situation here was similar to the one from the "Stockholm to St Petersburg 2019" race (north or south road between the islands). You had to decide how to go between the islands on the course. This decision had to be verified on the basis of a new weather forecast, but the position reached after two hours of sailing also affected her.

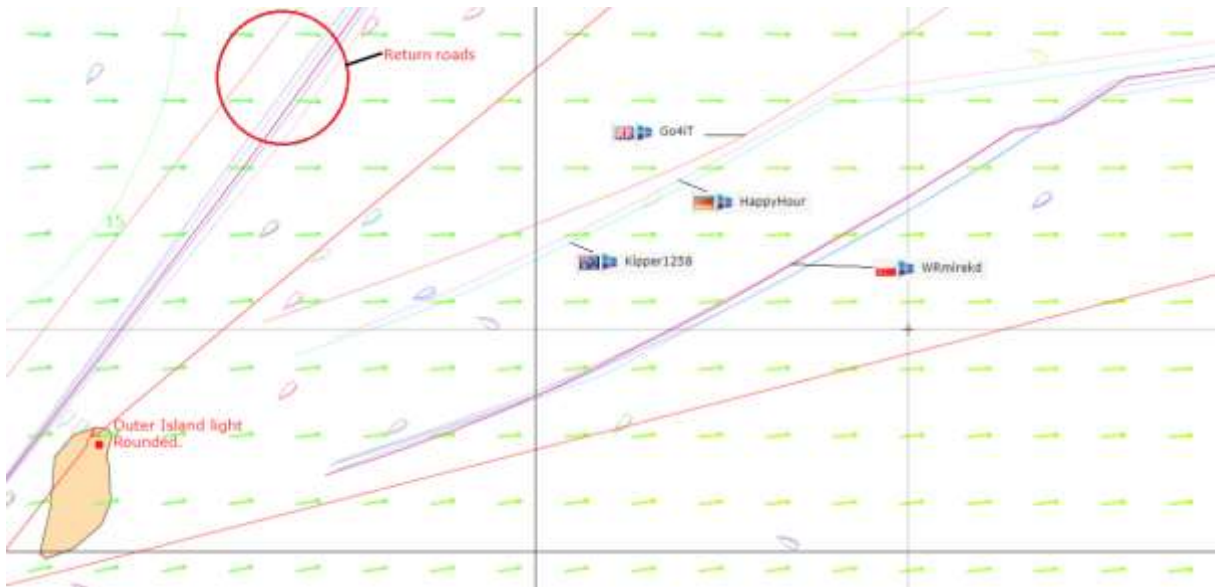
There were many more possibilities than before and the router "qtVlm" did not help much here. Fortunately, further courses were well marked and there was a chance to correct any small mistakes.



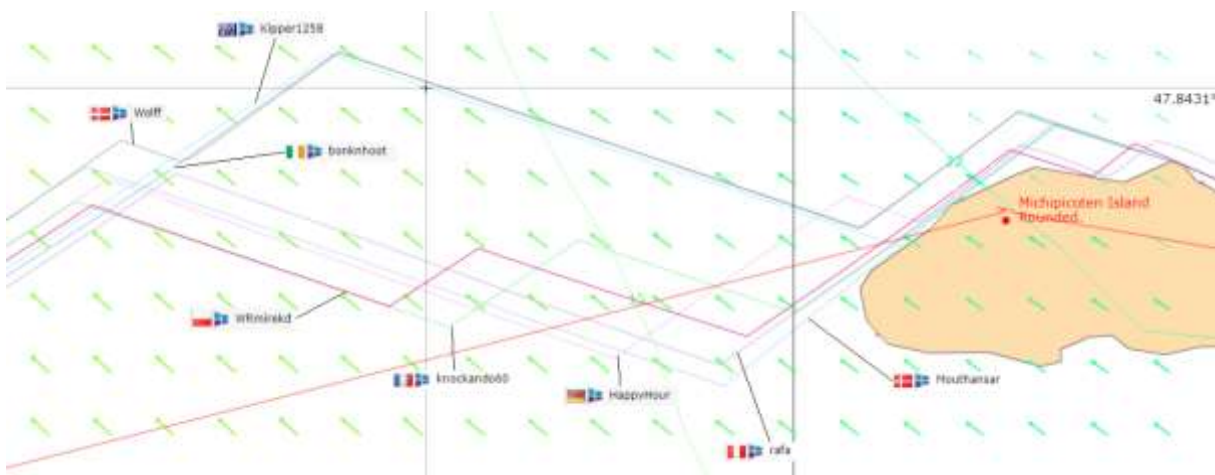
Above are examples of passage ways shown by the router but without manual trimming.

- Red - close to WRmirekd
- Blue - close to Kipper (little)
- Dark gray - like Go4iT

I didn't do any earlier PrintScreen's.



Unfortunately, I did not choose the best way through the islands. As soon as our paths crossed, it turned out that **Kipper1258**, **HappyHour** and someone else are quite much before me. The only chance was to make up for the losses before reaching East Michipicoten Light.

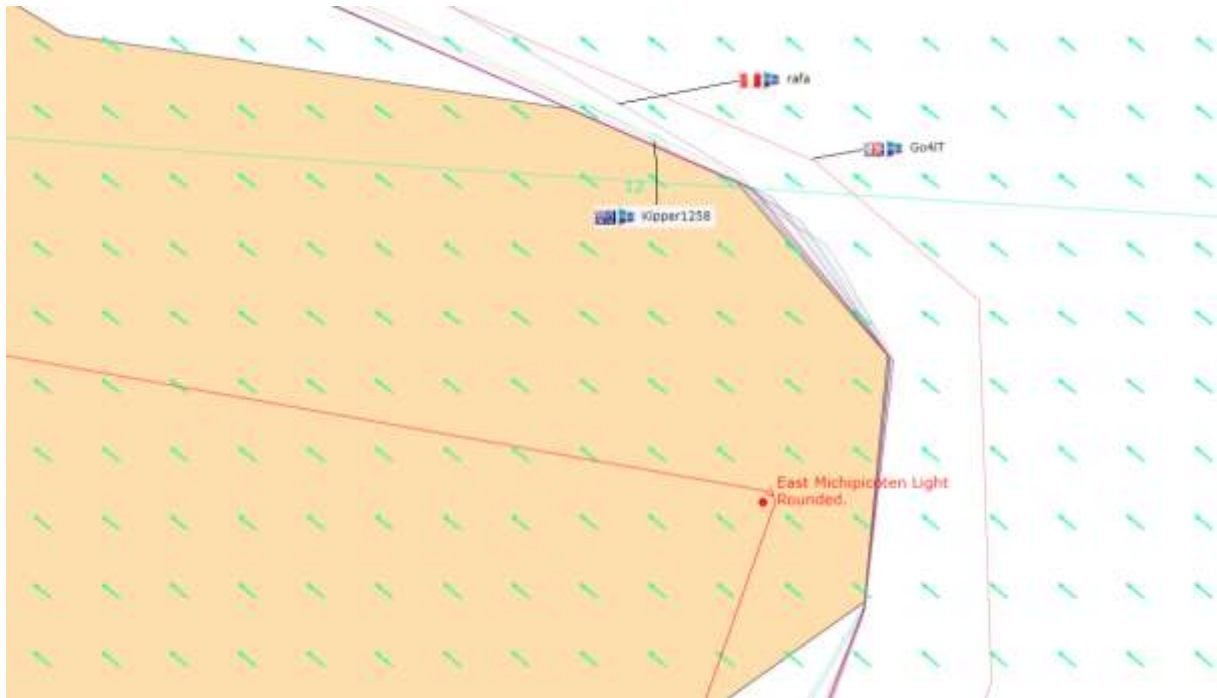


At this stage, having quite a lot of time, qtVlm was put to hard work. I usually try to avoid tacks because they reduce efficiency. This time, everything pointed to the fact that qtVlm and manual route tuning planned as many as 7 tacks and it was the most effective route. **Kipper1258** made only 3, but I had to find out about it in a while later.

The effects exceeded my expectations and on the last straight the server did not know who has to be first. Every now and then he changed his mind between **Kipper1258** and **WRmirekd**.

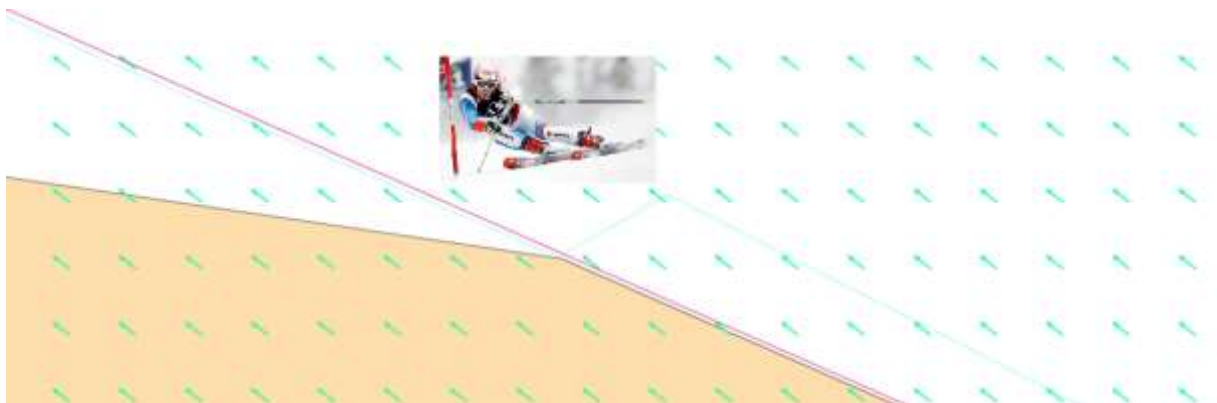
From this point until Caribou Island Light, qtVlm was redundant again.

It was known that accurate circumnavigation of the island can bring valuable parts of seconds. Only Go4iT with typical English elegance and dignity sailed the whole at a safe distance.



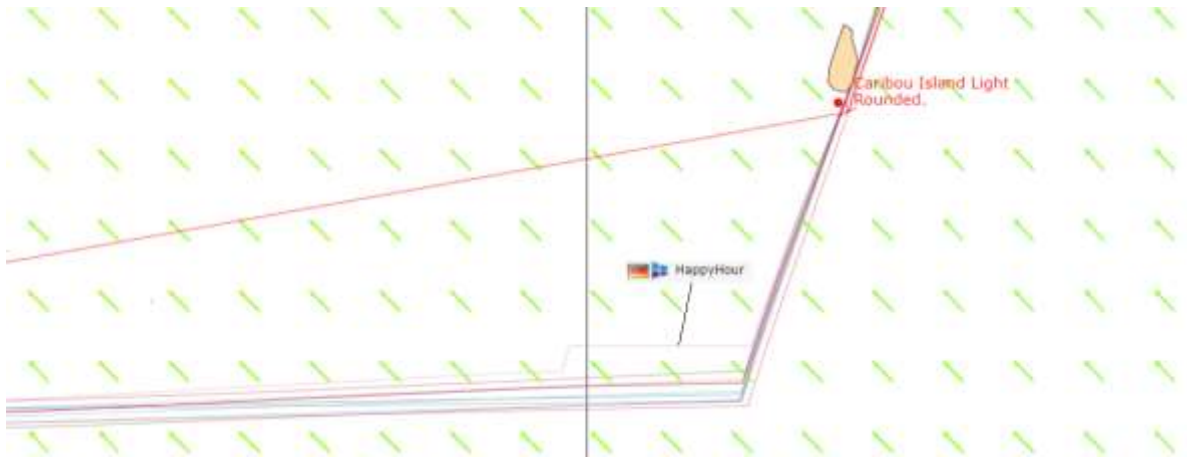
Because, like every sailor, I also skiing, I will tell you about it like on the slalom.

Kipper1258, aware of precious seconds, drove too close to the gate. He hit the slalom pole with ski and fell out the route and then withdrew from the competition.

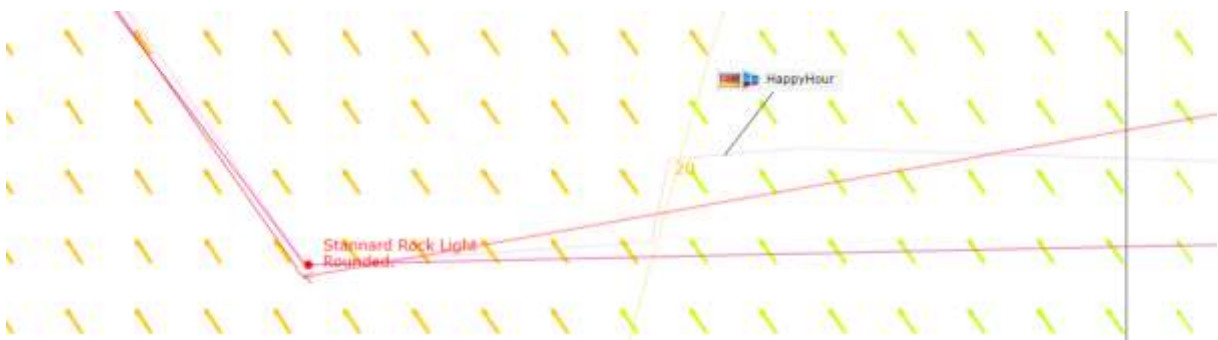


This accident basically determined the order at the finish. There was still the matter of **HappyHour**, which was great in this race.

Now the router will be useful for a moment to determine the place of tack on Stannard Rock Light, although this was not such a critical point in the current situation. Well, except for what **HappyHour** did for unexplained reasons.

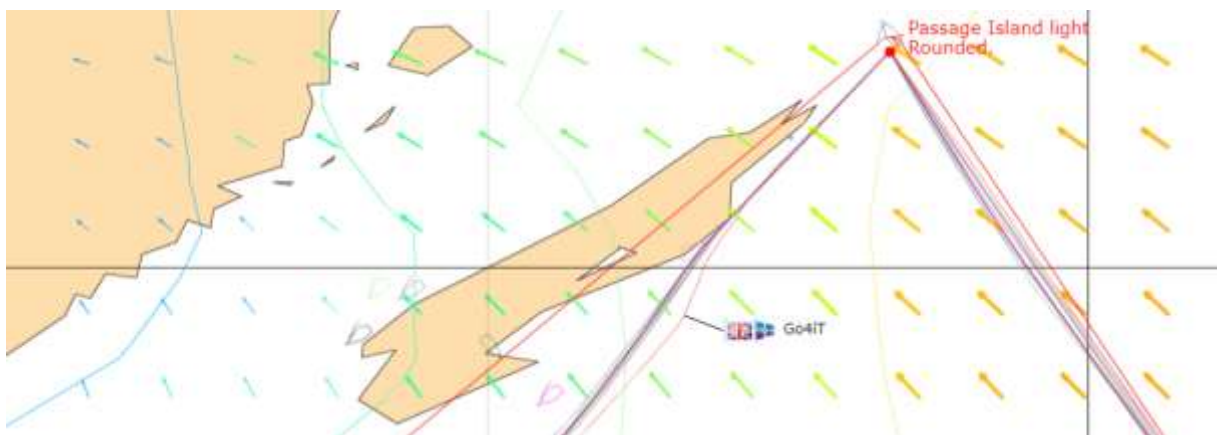


In this episode, **HappyHour** crossed his podium chances. It's hard to say what happened? Finally taking 9th place before, till the end majestic sailing **Go4iT**.



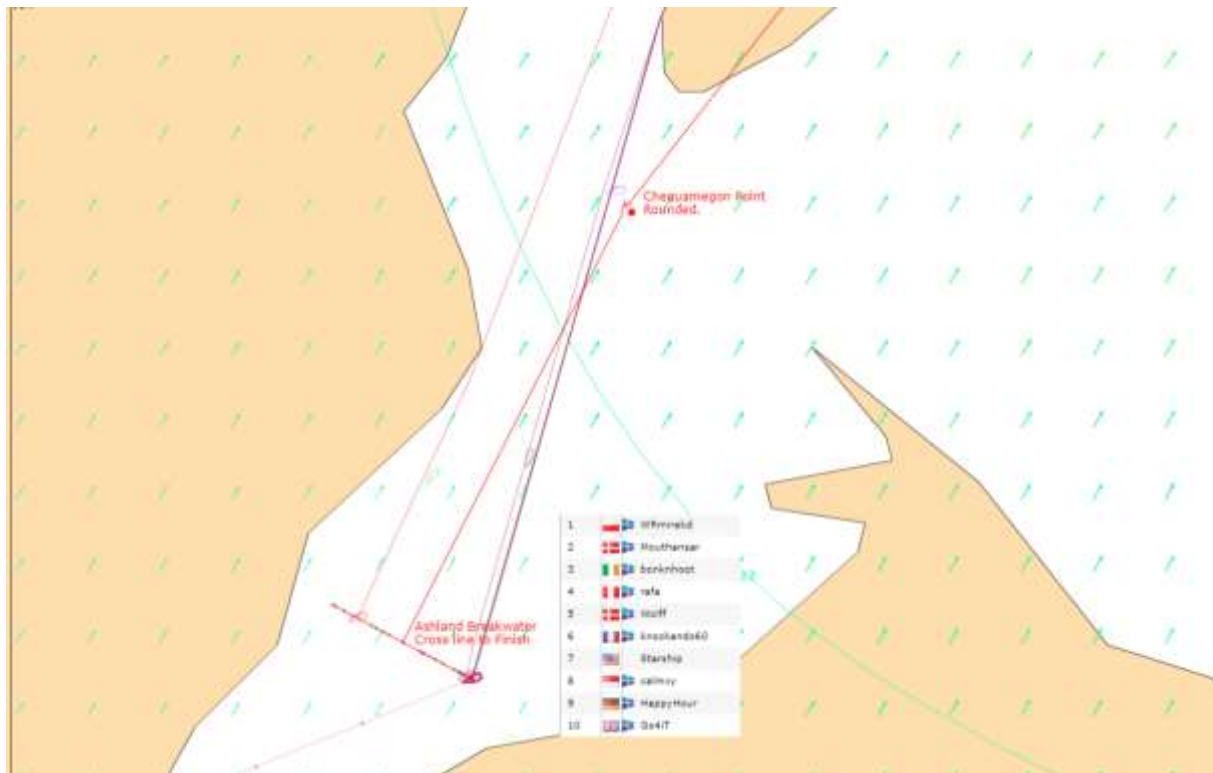
Tack on Stannard Rock Light and time for relaxing. Behind my back there was a fight for 2nd place between **Mouthansar** (which trying to bribe me) and **bonknhood** and for 5th place between **Wolff** and **knockando60**.

The route from Passage Island Light to the finish could be planned from behind. The beginning was obvious. To Isle Royale straight near the shore. Nobody doubted here.

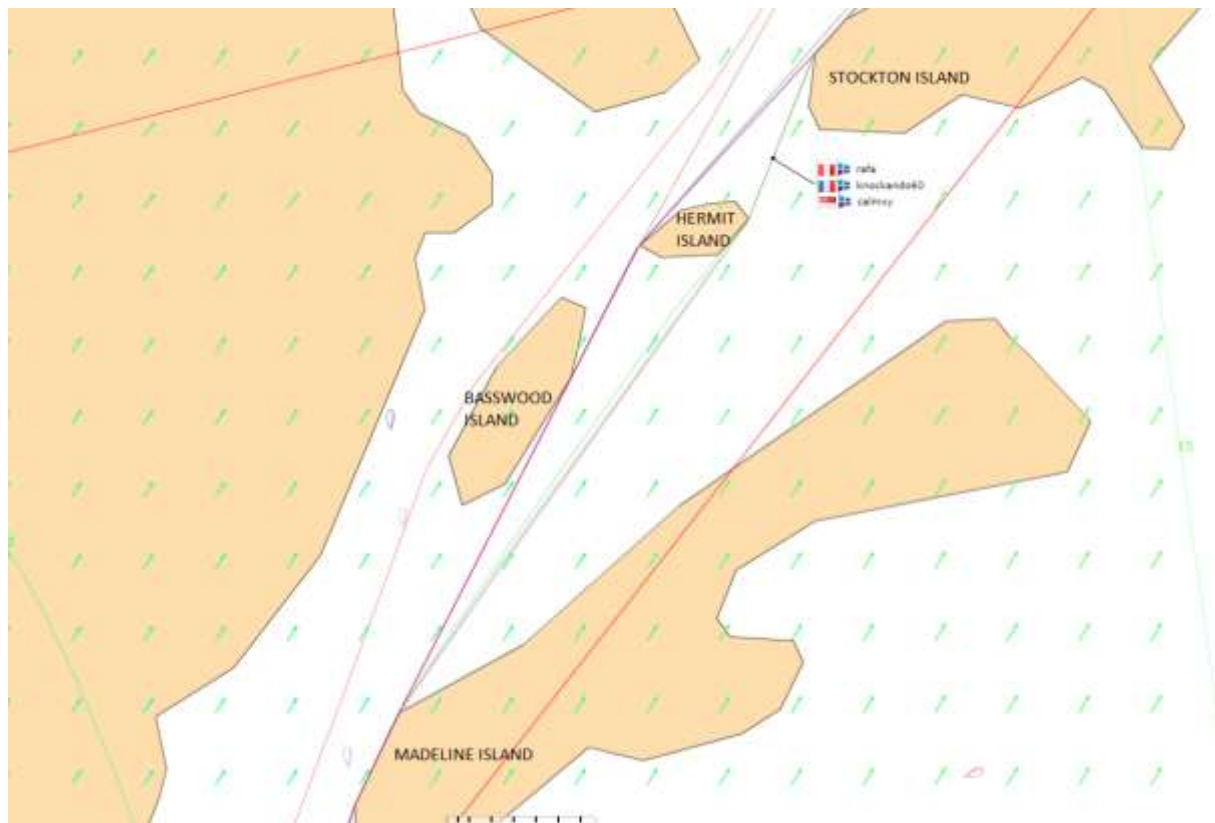


Now from the finish.

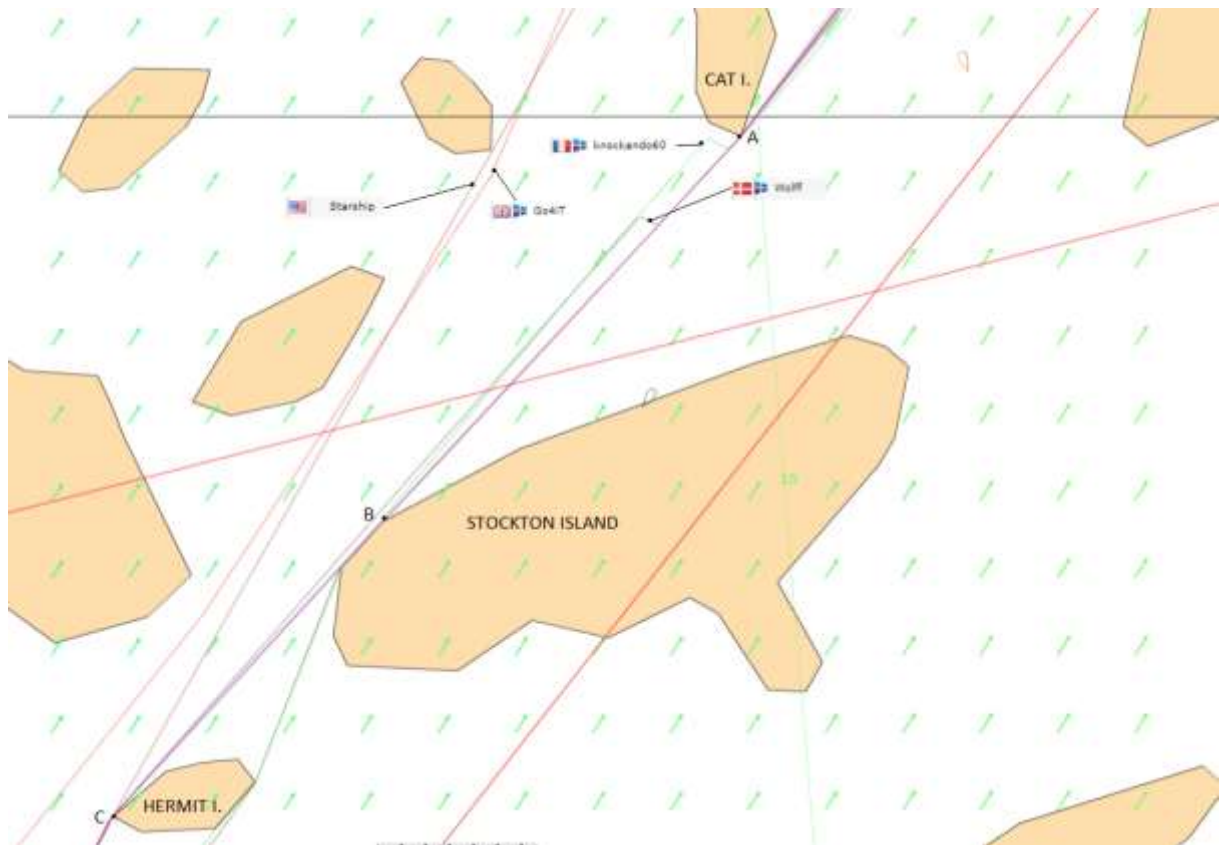
Finishing at the "A" end was better despite the distance due to the direction and strength of the wind. From the top 30 only Go4iT finished at the end of "B". I wonder why it didn't surprise me?



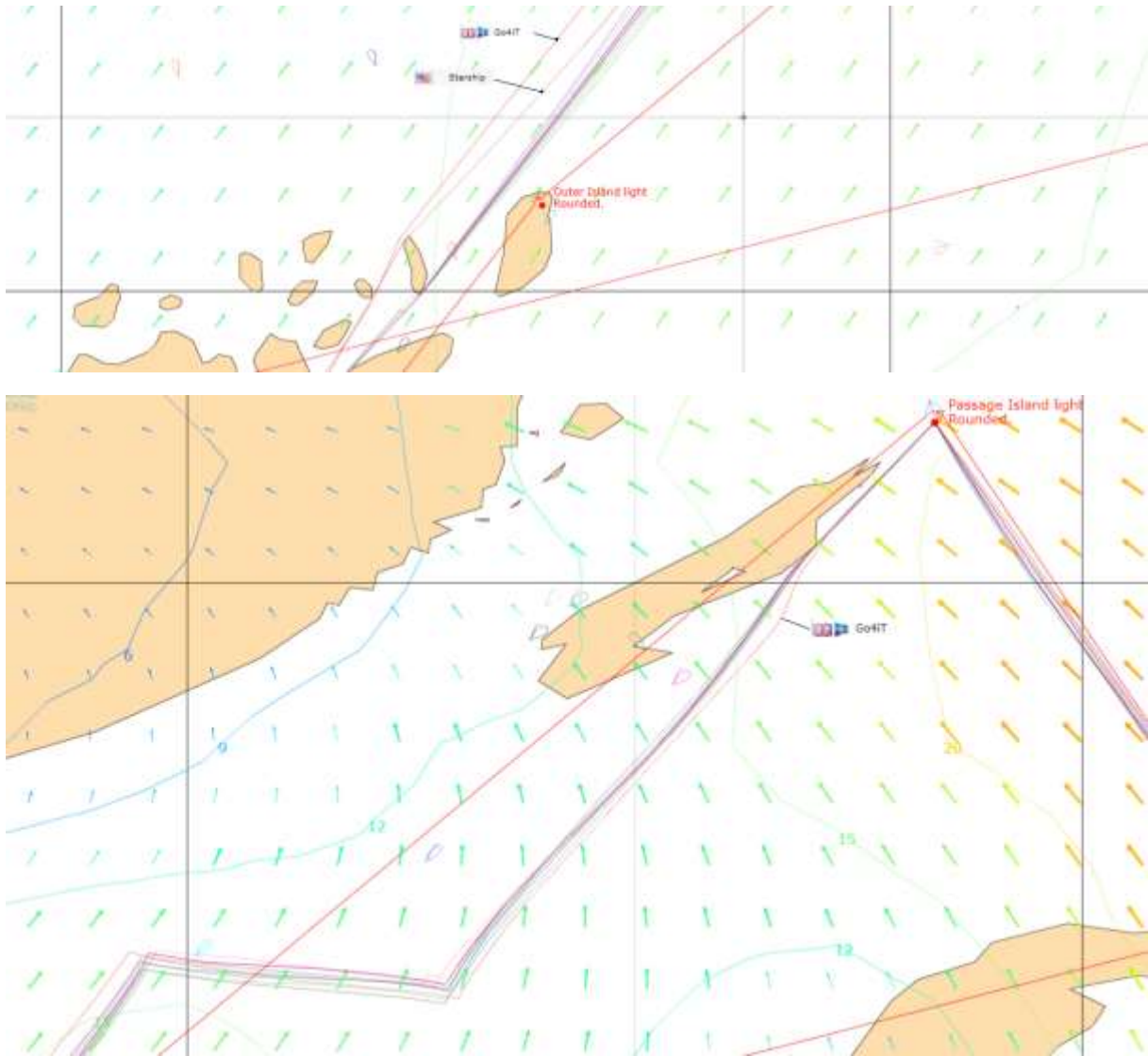
So from the western promontory MAPELINE ISLAND to the "A" point of the finish line. Earlier, the easiest way from the western promontory HERMIT ISLAND. Here the **rafa**, **knockando60** and **calmy** tried to gain by passing HERMIT ISLAND on the east side. But what they earned from STOCKTON ISLAND to HERMIT they more lost from HERMIT to MAPELINE ISLAND. Probably here eventually **knockando60** lost to **Wolf**.



The transition from CAT ISLAND via STOCKTON ISLAND to HERMIT ISLAND (points A, B, C) required sailing below the minimum TWA. However, following a different route like **Starship** and **Go4iT** or making tacks after passing CAT ISLAND (**Wolff** and **knockando60**) was less profitable.



It now remains to use the help of a router and determine the optimal passing between CAT ISLAND and ISLA ROYALE.



Isn't that easy?

A router is not always useful. Sometimes cheating, does not show the right way. Our head cannot be replaced yet.

Warm greetings to all,

WRmirekd