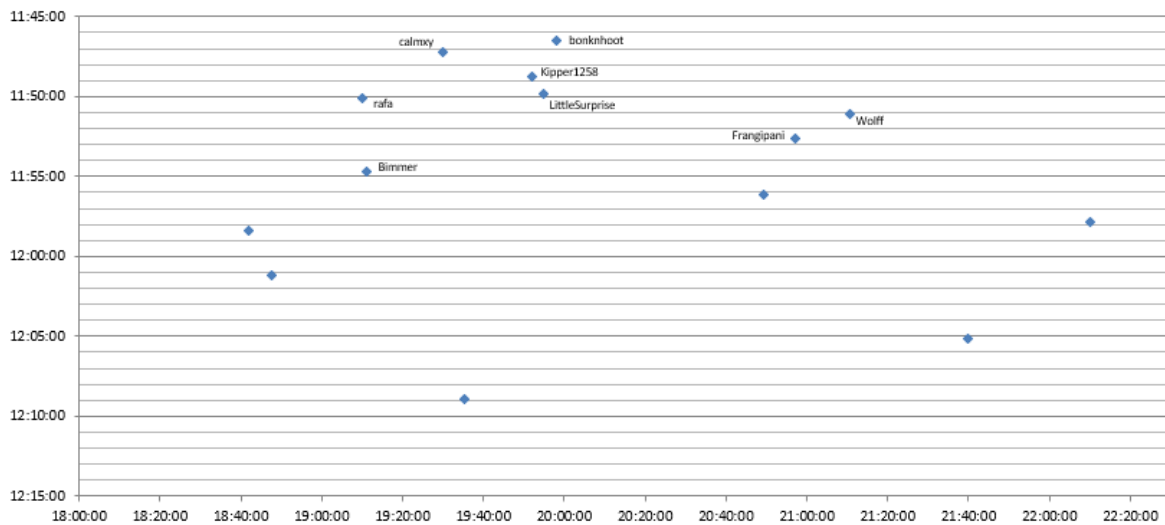
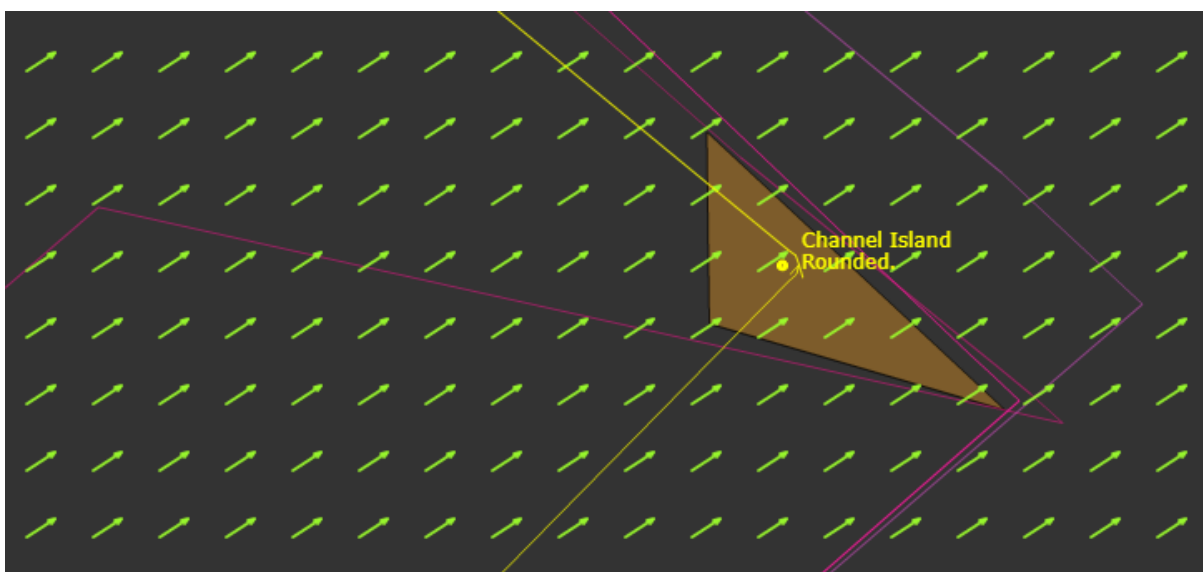


The trouble with TR's is you have to stay alert for the best part of three weeks. Bit like an OCC then, except that a TR is much more unforgiving; miss a trick, and all you can do is hope and pray another opportunity will come along. And if you are out and about on the water IRL all summer long, chances are you will – miss a trick and have to pray. And if you'd had any sense you will have done at least two runs by then – a practice run, and then a run for a score-on-the-door, just in case. So, I stayed away.

I do enjoy trying to find that one sweet spot to start though, which, nowadays, with runs invariably spanning across at least one WX, is quite a bit more difficult, or serendipity-prone if you like, than in the past. Nevertheless, as the graph below demonstrates, this time I got it pretty right, and it wasn't just about the hour, but about the minute, of the day.



But it is rare that one is alone. For a start-off my old rival Kipper 1259 is never far away and these days I note calmxy is very much the boat on form. So more is required and most I felt was to be got from the run out to the Channel Islands, with more wind to the north and a backing breeze suggesting hot on port out to the breeze and then a gybe and a short hop down to the turn would be faster than all other options, provided of course you managed to manage the dreaded PL, which see the diagram and commentary below worked.

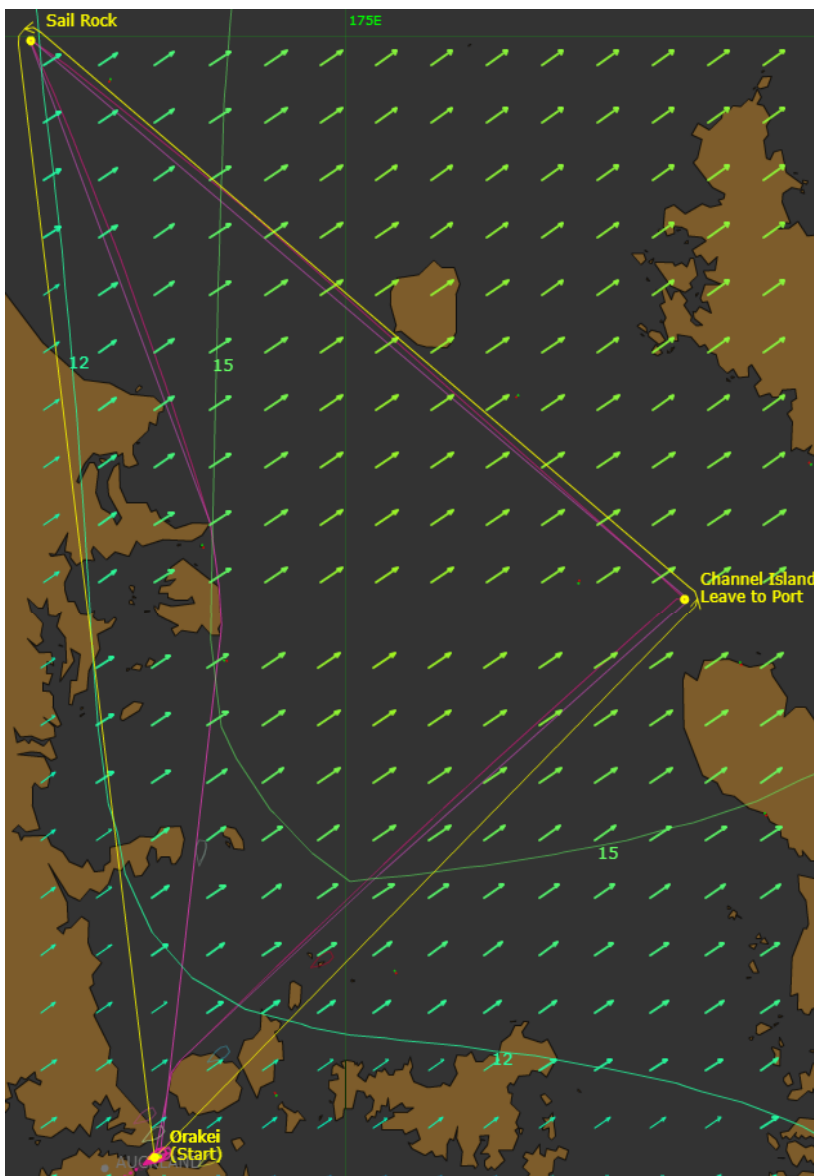


Careful study of SLAC (SOL Loss Adjustment Committee)'s "how to" PERFLOSS2.docx to be found at sailonline.org/board/thread/11380/performance-loss/?page=12 contains the clou:

$$\text{RECOVERY TIME} \approx \text{SPEED} \times \text{LOSS} / 5.4.$$

With about 1.5mins to go, it was time to gybe for the southern tip of the island. Doing 20kn, did a simple crash gybe and P fell to 89.x%. This was better than gybing on to an angle that reduced BS to sub-14kn and then correcting to come out of the manoeuvre at 92.x%, as it was only a short distance to the next manoeuvre. At the next turn, I gybed and hardened up, meaning to gybe onto 0.1 TWA and then bear off.

$$0.1 \text{ TWA} \approx \text{zero BS}; \text{zero} \times \text{LOSS} / 5.4 = \text{zero RECOVERY TIME}, \text{ so instantaneous recovery.}$$



But I forgot, and gybed without first going onto 0.1 TWA, so did it after the gybe instead, with the result being the P went from 90.x% to 97.x% and after a minute or so I was back at 100%.

The next two legs were less difficult, but nonetheless long enough to make it possible to find some extra seconds with small deviations from the rhumb line, as can be seen from the route comparisons between calmxy and I.

I do believe that had it not been for these minor embellishments, calmxy might well have just pipped me, as the wind died faster than first forecast when we started the, and calmxy had started earlier.

Now, just a few more results before the Y/E and WRmirekd, gotcha!

bonknhoot/December 2019

