


Unlike pretty much every other Sprint in the SOL calendar (including Practice Races), this pair of races does not start in the evening UTC. Instead, the two legs of the Bay2Bay start at 12.10am and 11pm UTC, respectively. This is likely because these Sprints are buddied, so the start times reflected that. It meant that Europe would be racing these sprints overnight. As I live in Singapore, these would start at around sunrise. This should have been an advantage for me if I followed a “normal” sleep cycle. However, since I have adapted to racing those overnight Sprints, the sleep cycle would become an issue as I tend to wake up late, especially on Sunday mornings after the respective Sprint race. And of course, these being Sprints, mean that there is no possibility to catch up if you are late to start.

The first leg required one or two gybes from Tin Can Bay to get past the headland, then it was pretty much sailing from point to point geometrically and heading for the west end of the finish line.

While mark rounding is somewhat subject to RNG (due to the way server jumps work, the amount of overshoot at each turn will vary), there are two ways to reduce this effect:

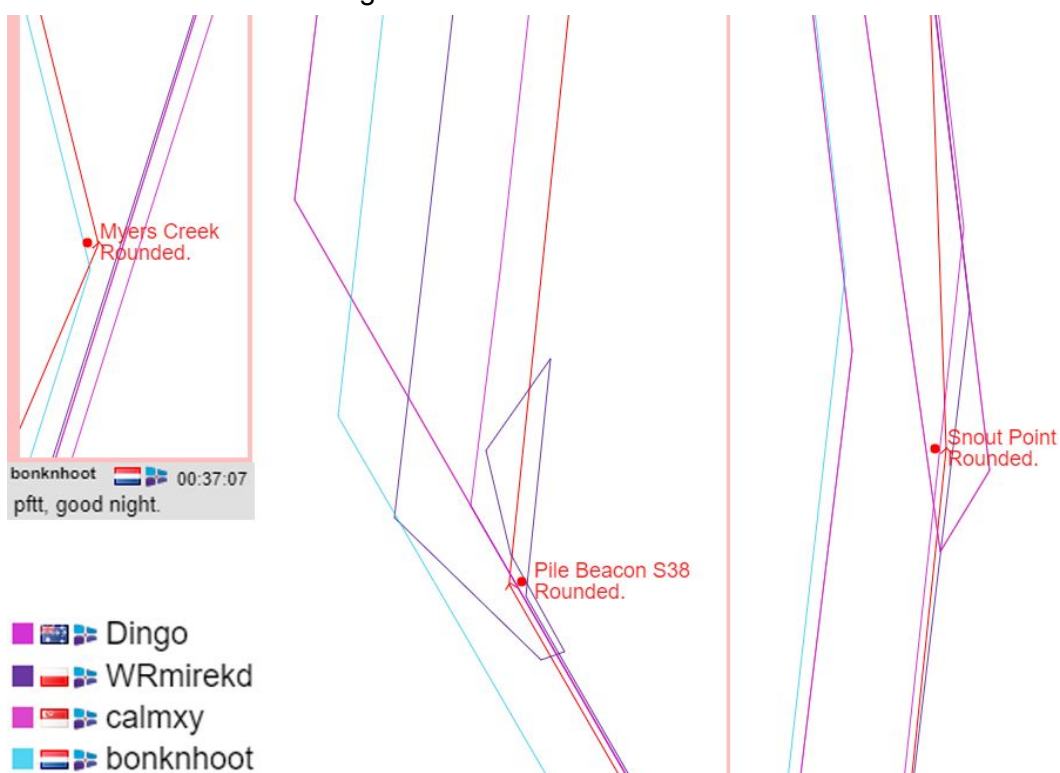
- Sending a command equal to your current boat course within 10 mins of the mark rounding; your command boat will update every 10 secs instead of every 30 secs, so your range of uncertainty is less.
- Using the ruler tool to measure the rhumb line between the marks (or other target as suitable), then extending it to cut through your predictor line; when the centre of your command boat crosses that ruler-generated line, it is safe to send the next command.

Theoretically, this was an easy race, since none of these turns were even particularly sharp (hairpin turns can be troublesome if using a single command to round) and there were no holes in the polar to avoid.

bonknhoot  00:10:03
ka-bonk. short race. just some soft corners. DC-able

[This timelapse](#) of Leg 1 shows what actually happened.

Almost all the boats did indeed follow the rhumb line (at least to Snout Point); any deviations from it resulted in lost time. The reason why there weren't more than 20 boats finishing within a minute of the winner Dingo was that some of them headed for other points on the finish line and hence took longer to reach the finish.

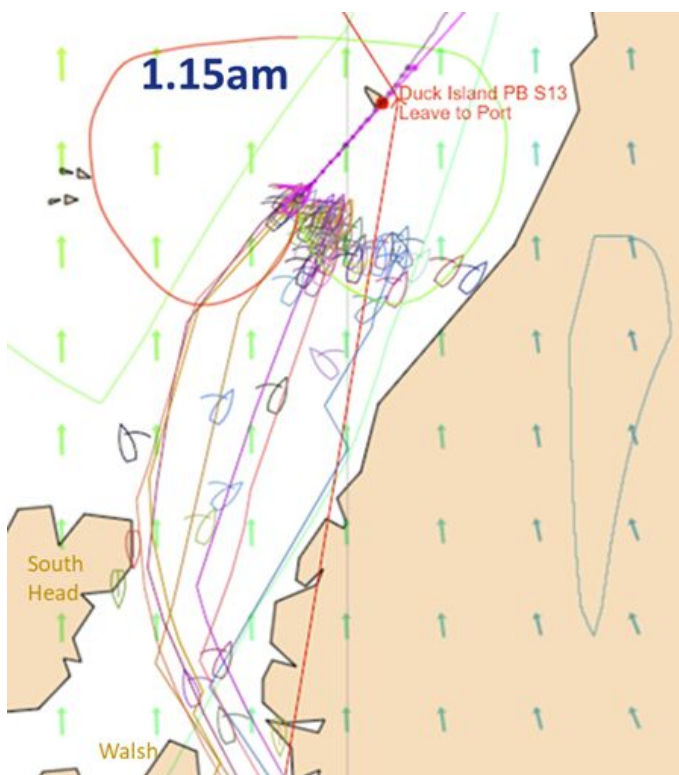


What isn't as obvious from the timelapse was the fact that some boats missed the marks and either had to turn back to reround them or have their rank continue to deteriorate. Due to the nature of this race, even the slightest mistake in rounding any of the marks here was heavily punished in terms of finishing position. This was unlike the Practice Race held the day before the Leg 1 Sprint, where a 360° penalty for an SLI-jump still let me finish 3rd. bonknhoot, WRmirekd and I all managed to miss a mark somewhere along the way and none of us even finished in the top 20.

For me, the sleep cycle came into play as I fell asleep somewhere between Pile Beacon S38 and Snout Point. I may have set the command to round Pile Beacon slightly late as it was intended to round it live and the DC was as a backup only. This would have worked, except that I only realized this after missing Snout Point (the DC was set with the assumption of an accurate rounding of Pile Beacon). What a pity, as my probable podium finish became a worse finish than last year's attempt at this race. The F1 equivalent would look similar to [this](#) (3:00 to 4:30).

The silver lining is that this didn't count to the SPRCH series, which (so far) I have managed to sustain all top 10 finishes.

Leg 2 is unique for a Sprint to be on a working day. Normally, it would imply setting all commands at the beginning of the day, before travelling to work, perhaps sporadically checking the boat during bathroom breaks on mobile and praying that I didn't miss the marks or BBQ (in Hormuz Timed, one-third of such attempts failed to finish – that was before HTML5 client or SYC membership). But due to the Covid situation, working from home meant that I could race more competitively while remaining productive in terms of doing company work.



The first part of Leg 2 was also pretty straightforward, up to Walsh Island. But from the northeast of Walsh Island to the (offshore) Duck Island mark, a lot more strategies appeared viable.

Two factors were making the decision tricky. One factor was that for the boat polar, the optimal downwind TWA angle got deeper as wind speed increased around this range. Thus, by adjusting the TWA angle constantly to account for this, it was possible to not gybe again after Walsh Island.

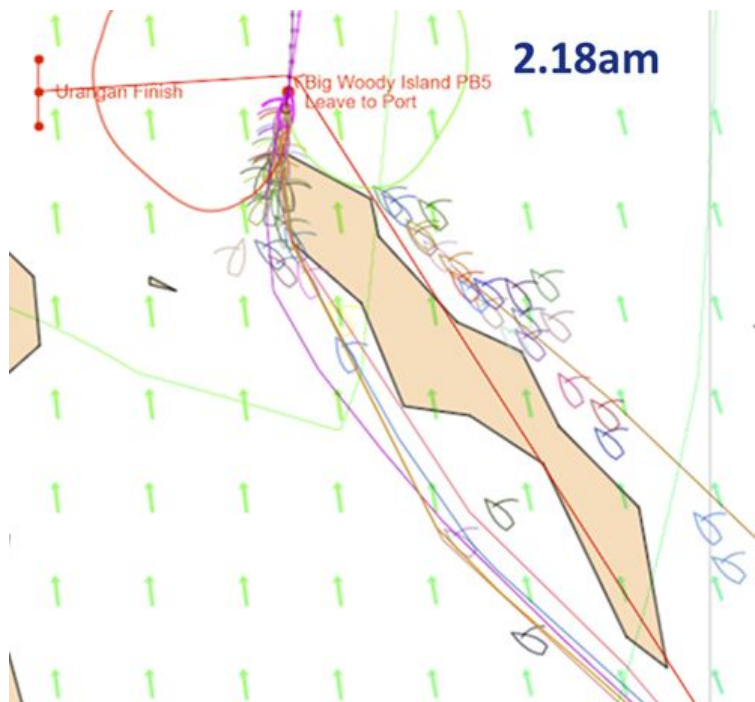
The other factor was the wind gradient was quite significant, in part thanks to the WRF grib that reflects localized wind conditions more accurately. Sometimes it may have minimal impact, but in this case it allowed for

the difference in wind speed between the west and east ends to be 3 knots.

The three traces on the west (closest to South Head) are those of mine, bonknhoot and WRmirekd. Heading east, the traces are those of Kipper1258, Hirilonde, batatabh and salty, in that order. It seemed for a while that Kipper1258 had gotten it correct, but the effects of additional wind prevailed and the three of us rounded Duck Island before the others.

The decision of which side to round Woody Island on was quite obvious, since the significant wind gradient on the earlier stretch extended north through Woody Island. That is, if you noticed that the Big Woody Island mark was not actually on the island itself, but was some 0.4nm offshore which meant that it could be viably approached from either side.

Last year, I remember that at Duck Island, I was in second place with only batatabh ahead of me. It could have been my first podium finish, but I assumed that Big Woody Island itself had to be rounded to port, so I followed batatabh... and watched as all those behind me went west of Big Woody Island and overtook by several minutes. Hence, I finished that race in 20th instead of 2nd.

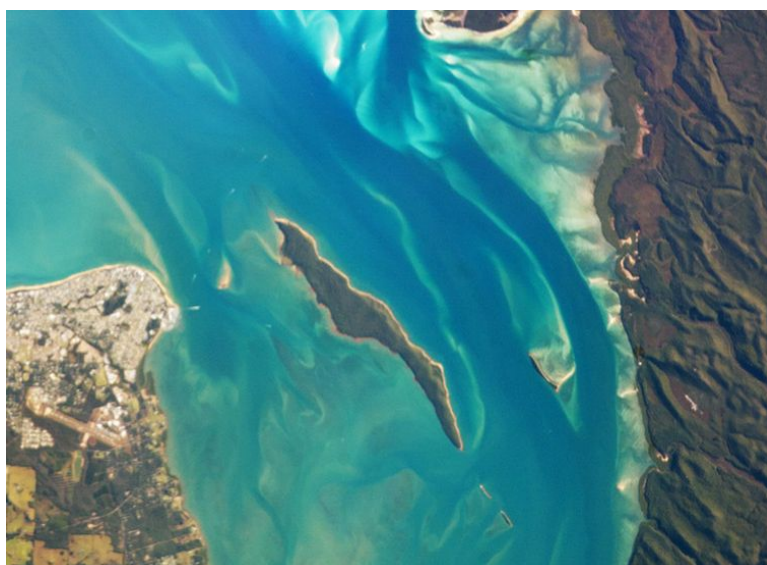


<p>Dingo 05/04 02:31:32 Anyway, that's beside the point for today..well done podium! and Jack!</p> <p>Dingo 05/04 02:31:01 Because it's a buddy-up, if we ever got AIS of the fleet, the real boats would wonder what was going on with SOL.</p> <p>Tyger 05/04 02:30:20 ... just what Dingo said, and he is as local as you can get.</p> <p>Tyger 05/04 02:28:36 bonk - I know what you mean but if u know the area even a lifting keel is dodgy The locals would laugh at you for going west of BW. A toss-up between entertainment and iri.</p> <p>CharlieWatts 05/04 02:27:55 Just easier for us here but completely understand the need for balance</p> <p>Dingo 05/04 02:27:35 The Big Woody mark marks the end of the reef.</p> <p>Dingo 05/04 02:26:38 Adds to the sailing I agree Bonk, but in reality it's all reef and flats that's barely passable even at high tide..no-one ever goes there.</p>	<p>Tyger 05/04 02:02:01 I think for next year we should put a wp on the east side of Big Woody to make it more realistic</p> <p>Dingo 05/04 02:01:28 There's no tuna west of Big Woody.</p> <p>calmxy 05/04 01:54:55 How true, intermezzo. For ordinary boats. Remember SOL boats can sail through the mud if it's not indicated as land on the map. Same reason as why currents have no net effect on them.</p> <p>intermezzo 05/04 01:53:52 Capt!, further to that, those boats would be "parked" in mud in anything but the top 1/3 of the tide.</p> <p>bonknhoot 05/04 01:48:35 matter of several minutes, Capt</p> <p>intermezzo 05/04 01:48:23 Capt!, in I.R.L.--that course is not permitted as one has to leave Big Woody to port & in these conditions that's usually leads to a lot of 'rock'n'roll chinese gybing!-= fun.</p>
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However, it turns out that my assumption last year was not unjustified, even if the chat didn't discuss its realism then. Due to the way SOL renders the islands, the reef immediately north of Big Woody Island proper is considered "sailable" for SOL boats but not IRL boats; the mark is located at the end of the actual reef. There again, sometimes it may be necessary to balance realism with entertainment (which I feel SOL has done a great job with) and the offshore Big Woody mark allows for interesting strategies given the correct winds. In any case, there can still be

differences between SOL and IRL, as made evident in various parts of other buddy races e.g. [RNI series](#).

It was a straight run to the finish for me, with WRmirekd and bonknhoot neck and neck ahead of me and the rest of the fleet comfortably behind. I was pretty sure that I would finish 3rd. Then bonknhoot made some courses adjustment which seemed out of place.





Perhaps this was because the difference between bonknhoot and WRmirekd was very small so any subtle changes in getting to the finish line could make the difference between a win and 2nd place. But given that it was in the early morning for him and with the added pressure to save those few split seconds, one mistakenly changed command not only let WRmirekd win the race, but also pleasantly surprised me as I managed to overtake bonknhoot in the last seconds before the finish line.

With this win, WRmirekd has become the latest SOLer to attain the perfect 10 points after ij did in June 2019, well done!

SYC ranking results for WRmirekd

Total rank **#1** with **10 points**.

Used races (top 10 of last 30 races)

Race	Date	Final place	Points
Santa Monica Ron Miel Regatta 2020	2020-04-20	1	1
A3 2020 - Leg 4 - Sydney to Gold Coast	2020-04-27	1	1
Jakob's Birthday BBQ Race 2020	2020-04-19	1	1
Toulon RTI Sprint 2020	2020-03-21	1	1
A to A Easter Offshore Race 2020	2020-04-10	1	1
SSANZ Round North Island Race 2020 - Leg 4	2020-03-06	1	1
SSANZ Round North Island Race 2020 - Leg 2	2020-02-23	1	1
3CR - Caen Channel Craic 2020	2020-01-19	1	1
Bay2Bay 2020 - Leg 2	2020-05-03	1	1
Up Helly Aa 2020	2020-01-27	1	1