

Sydney to Brisbane

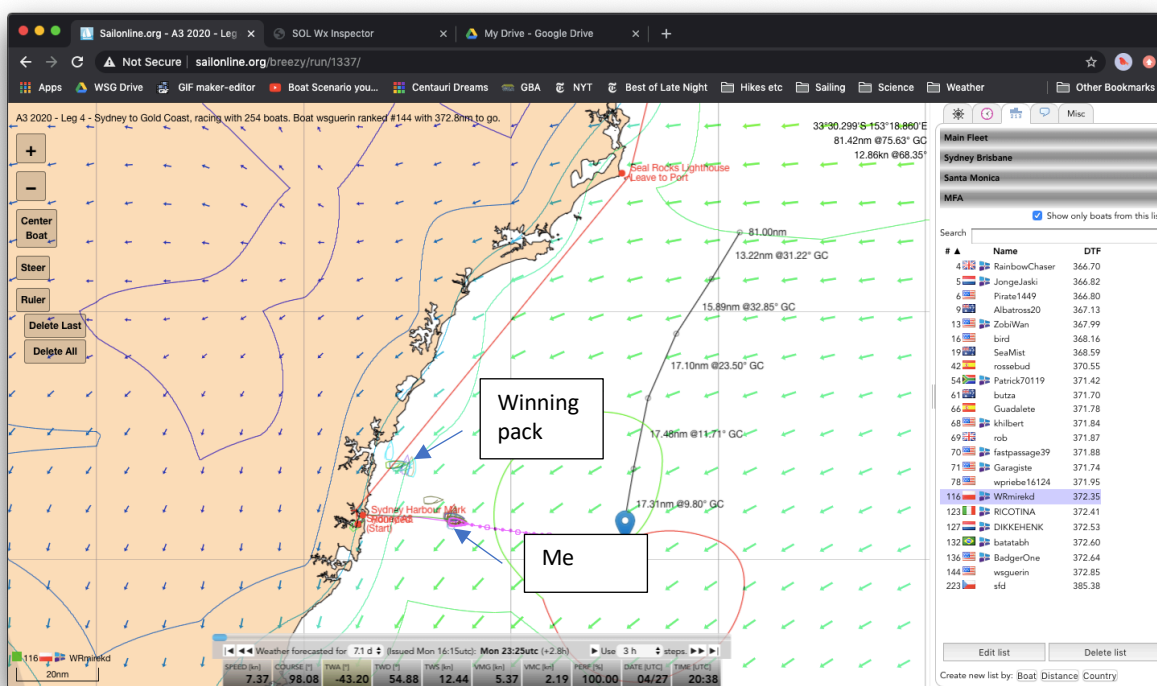
By Scott Guerin aka wsguerin

As the painful Percé to St Malo race recedes into the background of our memories (feeling the early grip of COVID pandemic and dealing with the swirling light air in the last ¼ of the race) I am once again forced to recount this SOP's missteps and thoughts while giving a shout out to the podium, I continue to be astonished at the close finishes and wonder if your stomachs are in knots as you close in or it's just another finish?

I am learning:

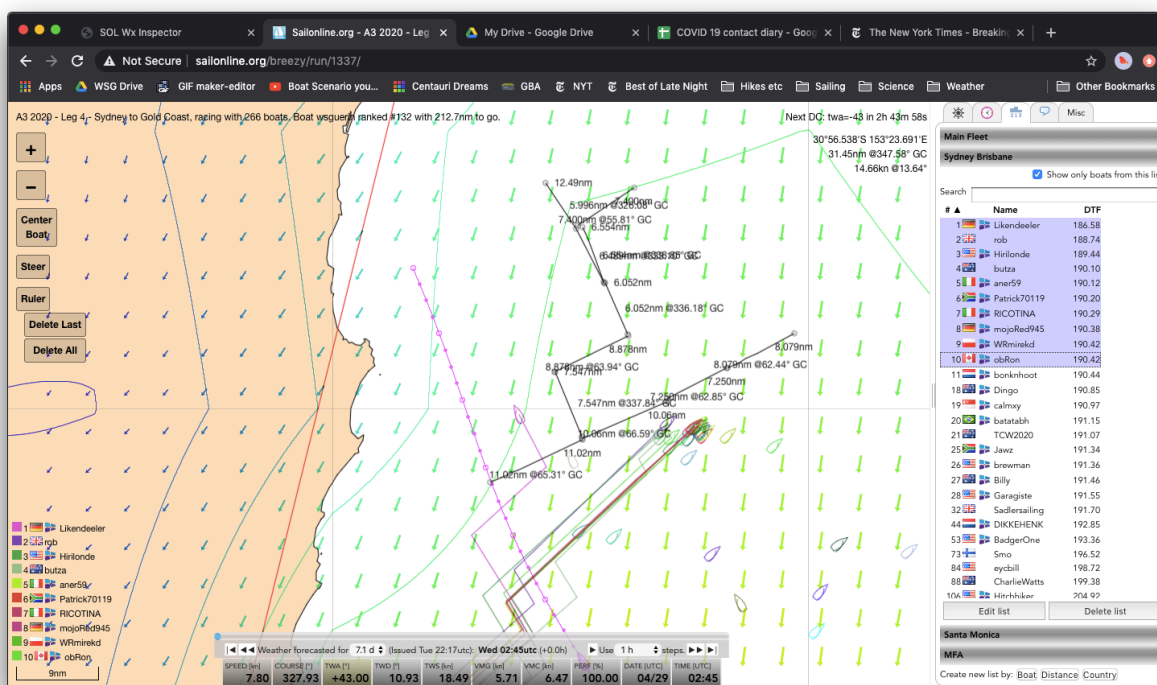
Don't be distracted by work.

Work will always be there (we hope), rather, after just about port tacking the entire fleet 10 mins after the start, I shoulda paid attention to the rounding leaving Sydney's beautiful harbor rather than sailing 20nm out of my way.



Don't overthink it.

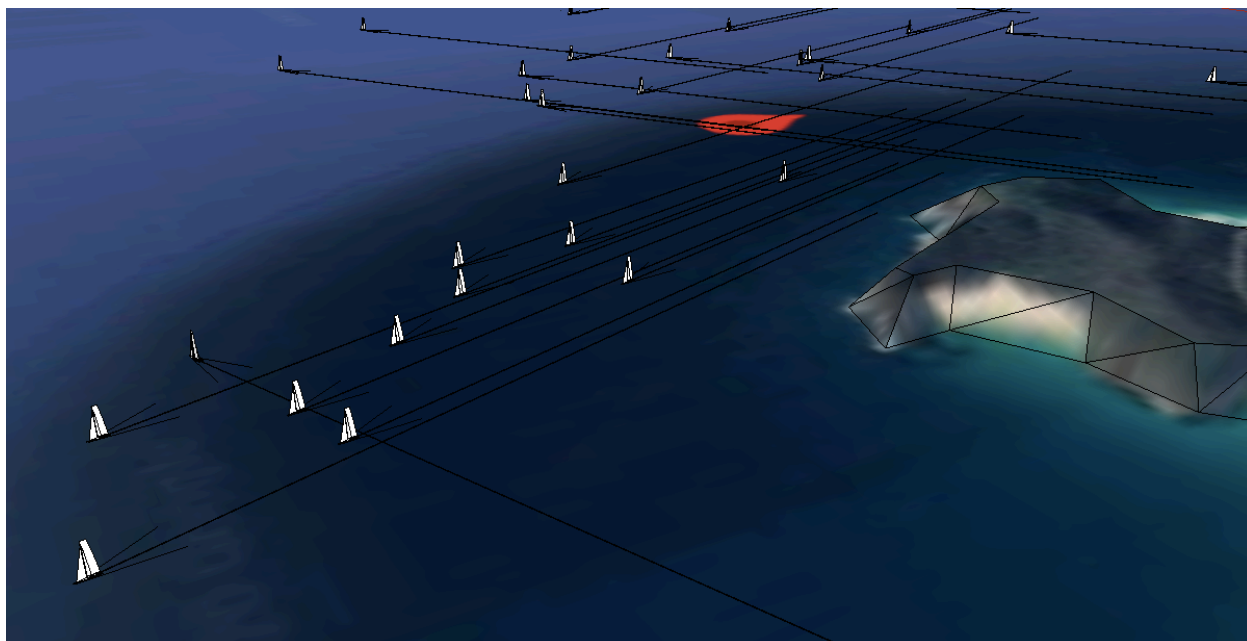
Too many tacks and I later realized, due to the mostly head-on-the-wind course later in the race, was that I was sailing into the knock, then tacking and crossing the mid-wind line and heading to another knock, the miles added up. Curious, do other SOP-ers build their own predictor lines like below or do you kind of eye-ball it? Maybe I should just follow the leaders as a trolling SOLSOP-er!



Look Around!

I'm mostly a one design sailor, originally from Wisconsin: Solings, 420's, Tech dighy's, FJ's, and the odd Coronado, Catalina, or Pearson. Crossing Lake Michigan (120km) was the longest racing I've ever done to this day. Now out east, with my non-sailing wife, I'm reduced to a 9' Dyer Dhow and can only frostbite except if my chains are loosened and I get on an Ideal or Colgate 27.

Not whining, just explaining how thrilling it is to do the 3D drone simulations of our "close" racing moments in Blue Water. Shown here, rounding Seal Rocks Lighthouse with Bonk in the lead in the foreground, Aner to his starboard quarter, jhk1980, Ricotina, WR, and SMO close behind. [Click this link to the Vimeo of it.](#)



I know this isn't much of a race report but I can add these last observations: In these boats, it turned out that wind and thus boat speed didn't trump a shorter course more on the rhumbline. As Aner pointed out to me, the polar showed little boat speed difference when sailing close hauled in the 10-20kt wind range we were in, so the leaders stayed inshore while this wanker was out in the waves. Lesson: look at the polars carefully, do some practice runs, look at a picture of the boat ahead of time.

And I've not yet figured out how long to take a knock for the lift or how to play being lifted when on the starboard side of the fleet, or how far down the pike to build my own predictor lines. Strategy from the cheap seats is pretty tough to come by.

All that said, thanks again to the geniuses who built this "toy" and I'm looking forward to the Cape Town race and getting to know everyone better! Here's a late in the race word cloud from the chat board!

