

## Kaneohe to Kiritappu 2021 Race Report – Kipper1258

It has been a long time between drinks for me. I can't remember the last time I actually won a race that was not a timed race. So, what did I do differently in this race – not much. My tactics have not changed over the years, but the tools we have at our disposal have. With my AGL and the great work **ij** has done with the new client has significantly reduced the risk of the “bad luck” scenarios of BBQs and missing sea marks. Which is great. We are now seeing the true capabilities of the “nut behind the wheel”, making it very hard to win races. In the past, I managed to sit on top of the leader board for months on end, managed to get a perfect 10 (10 wins to make up my position on the leader board) and took out all except one of the major trophies in one year. A lot of that success was due to the competitive advantage I had created for myself through AGL. My decision to release AGL was based on the disappointment I felt in seeing someone sail fantastically for days or weeks on end, only to lose through a BBQ or missed final mark. We all needed a tool to check what was going to happen with the DCs accurately, and I think that has occurred levelled the playing somewhat. It is now really skill (with a bit of luck) that determines our podium, and I think we are in a much better place because of that.

So back to the race itself. What do I do?

1. Get a good night's rest. The 16:30 Wx arrives at 2:30AM for us, and if I get up for that, my brain is going at 70 miles an hour afterwards and sleep does not come easily. I think it paid off in this race, as that Wx seemed to send the rest of the fleet on a different path a couple of times.
2. Keep multiple routes active. I use qtVlm as my routing tool. I always reoptimize the previous route/s and also make a new one. Quite often, one of the older routes is faster.
3. When big changes in routing occur, understand what is causing it. Quite often, a major change in course will happen which is driven by a small time difference, and will disappear with the next Wx. This typically happens when trying to get around the centre of highs and lows whose centres are moving around. I ignored three of these in this race, and stuck to my previous strategy
4. Use an intermediate waypoint. Once I have chosen my preferred path, I place an intermediate waypoint on that path about 24 hours out, and create an optimised route to it. Sometime the route to the intermediate waypoint is quick than the original route.
5. Sail my own race. As I'm not at the helm 24 hours a day, I see little point in covering. If the fleet you are covering decides to do something different, and you don't see it happening and respond to it, you've probably lost any advantage you were banking on.

I did enjoy the race, and the curse of being an early leader did not come to fruition. Coming towards the finish of the race, I do recall (and actually checked) **BS1** appearing to be in a good position, but the angle and pressure did not favour **BS1B**. **Dingo** was another boat of interest, coming in from the south in more pressure and a hotter angle. I also did not know if I was still in front of **HastySlug**, we had crossed paths a couple of times, and the last time I was about 15 minutes ahead. As we came to the last run into the finish, our podium became clearer with **Dingo** closing on **Hasty**, but not quick enough to prevent the “Aussie slug sandwich” (as **bonknhoot** eloquently put it from just off the podium).

Congratulations to **HastySlug** and **Dingo** on your podiums, our top 10 finished and thanks to all for a great race.

**Kipper 1258**