

## **FAIR WINDS AND FOLLOWING SEAS**

### **CCA/SOL VINLAND VIRTUAL RALLY NOTES**

The Vinland Cruising Rally brought to life a means for sailors to use the SOL real time weather racing simulator to instead practice and actually measure safe offshore delivery weather routing skills. Racing polars were modified to permit realistic cruising fuel efficient motoring or motor-sailing in light air, with reduced sail and drogue limitation of surfing in storms to avoid broaching. The resulting polars realistically favor True Wind Angles of 90 deg in light to moderate air, increasing to 140 deg as the breeze freshens. The fastest average speed while sailing, corrected for lay day time spent at anchor, reflects choosing the best times and routes to sail to enjoy optimal cruising delivery conditions.

Our hats are off to Kipper 1258 of AGL fame for stepping up to join the SOL Tech Crew and build a scoring engine for our cruising rallies to parse the SOL server data for each yacht that finishes the passage. Anchor or BBQ time with TWA=0 is deducted from elapsed time to get total sailing hours. Actual distance sailed is used to calculate average speed, so there is no penalty for taking side trips to visit points of interest.

We chose the Passport 40 and Santa Cruz 52 as models to modify, representing both sea-kindly moderate displacement and performance cruisers. Since there was no measurement handicap data available for the Passport, we used the New England Performance Handicap Racing Fleet ratings to correct and compare the sailing times and speeds of both fleets. Interesting to see several Passports correcting average speeds better than the Santa Cruise!

For future Rallies it would be ideal to avoid the 48hr towback that is built into timed races, which requires remembering to leave a chain of TWA=0 DCs when anchored. This should be possible now using the single start mode since Kipper 's new scoring should be able use his TW=0 filter to determine the actual starting time of each boat. Eliminating the unrealistic towback annoyance will permit much more meaningful comparison of departure choices

Another more challenging improvement might be to separate out accidental BBQ anchoring from the sailing clock stoppage of intentional layovers or use of the Jordan Series Drogue to "anchor" offshore in full storms. This would place a premium on careful navigation to avoid going aground.

Looking forward to sailing back uphill from Newfoundland in the Fall.

CCA\_BuzzardsBill