

SSANZ Northern Triangle Leg 2

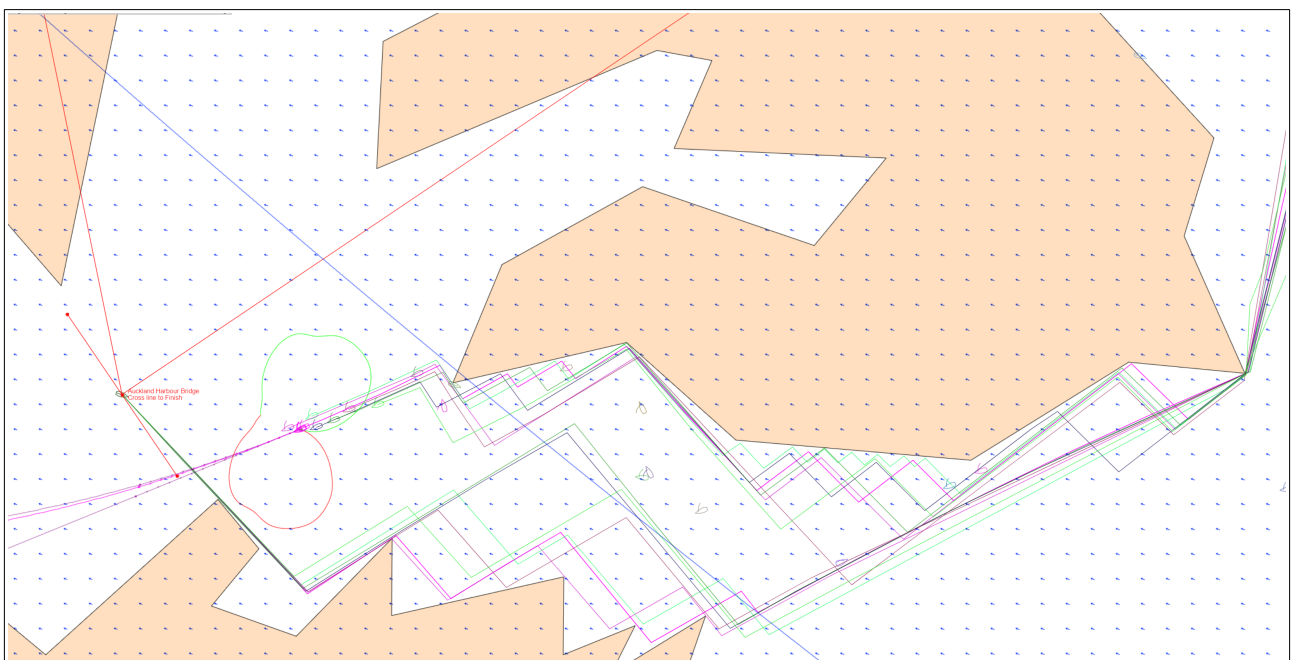
SOL race 1562

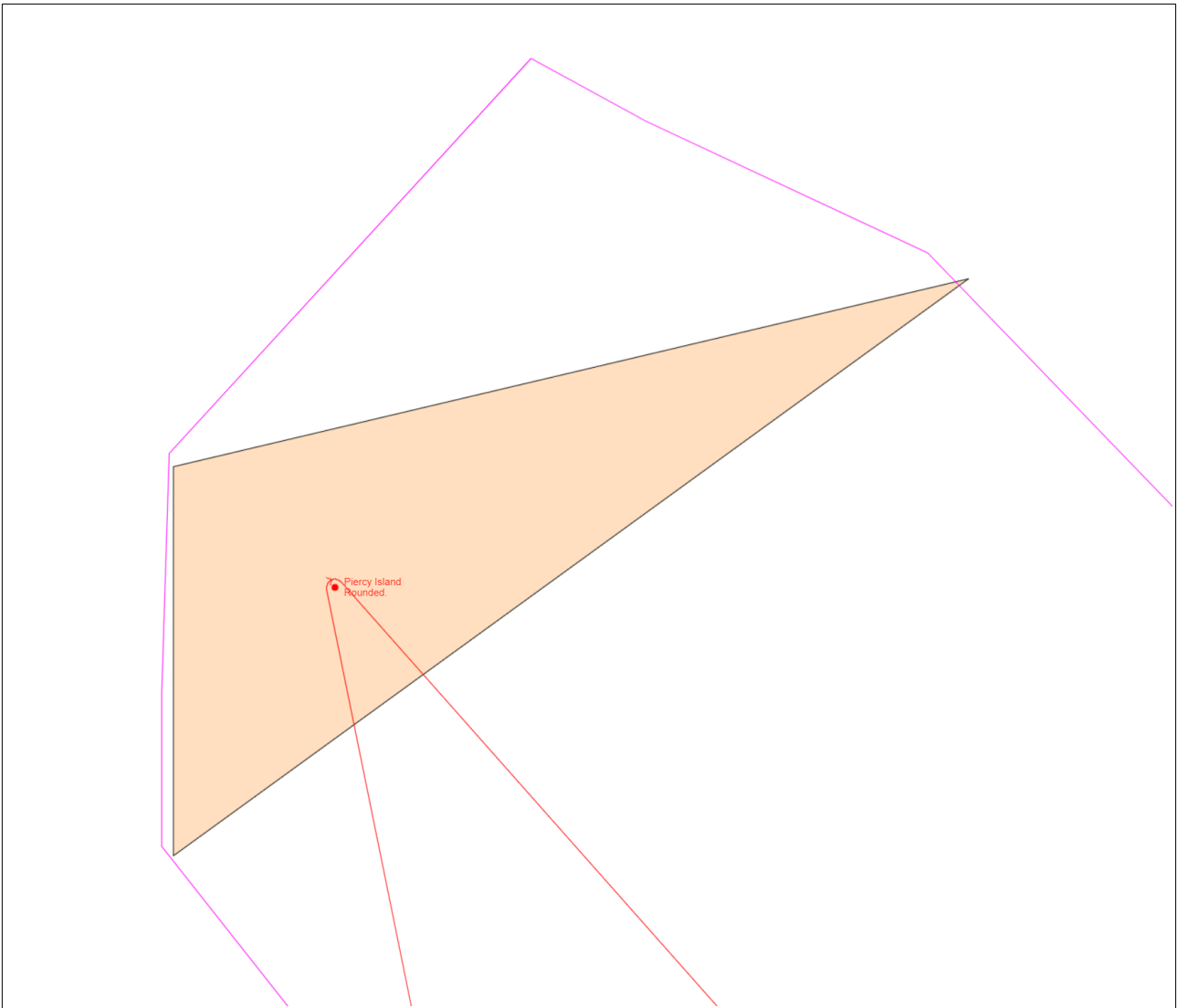
Leg 2 of the SSANZ Northern Triangle series started on Sunday 2022-02-20 at 01:00 UT in about 3.5 knots of breeze from 280° turning to 300°. Therefore most of the fleet of about 84 Young 88s left Auckland Harbour along the south shore in a series of gybes. More than 60 hours later the leaders finished the 304 mile long race on Tuesday 2022-02-22 after 1pm in even weaker conditions, less than 2 knots of wind speed in the end. Their tracks are shown in the figure at the bottom of this page. In between the [course](#) led the fleet North around Piercy Island off Cape Brett, then South around Red Mercury Island, Castle Island, and the Coromandel Peninsula back to Auckland.

After leaving Auckland Harbour I went to sleep with the boat on a DC course that should leave Little Barrier island to port. In part due to lack of sleep in the night before, I was 2½ hours late for the 04:30 WX. At the time the wind was around 7 knots from the North-Northeast and dying and I felt I had lost some ground. The plan to leave Little Barrier Island to port was revised. Instead I tacked North along the 175°E grid line in the hope to find the strongest wind there.

Beginning at 16:00 UT my NMEA log shows a 20 minutes period of less than 0,5 knots of wind speed. The wind direction changed from 300° to 055° an hour later. Eventually it settled around 060° and picked up to 6 knots after 20:00 UT, increasing further. After a polar hop around 18:50 UT I was finally on my way to Piercy Island on starboard tack at about 120°, later 115° TWA.

Rounding Piercy Island was scheduled at around 03:45 UT on Monday morning. I had prepared 4 DCs for rounding the island: head up at the Southwest corner, head up to close hauled on starboard at the Northwest corner, tack to port and finally bear off to the new course, all within a period of less than four minutes. Because I did not trust the DCs I got out of bed to supervise the rounding. Worse, instead of just watching I tried to improve the timing which was a bad idea. The tack was too early, I had to head up to avoid the island, which slowed down the boat and after the last DC fired, I jumped across the island despite the manual correction.



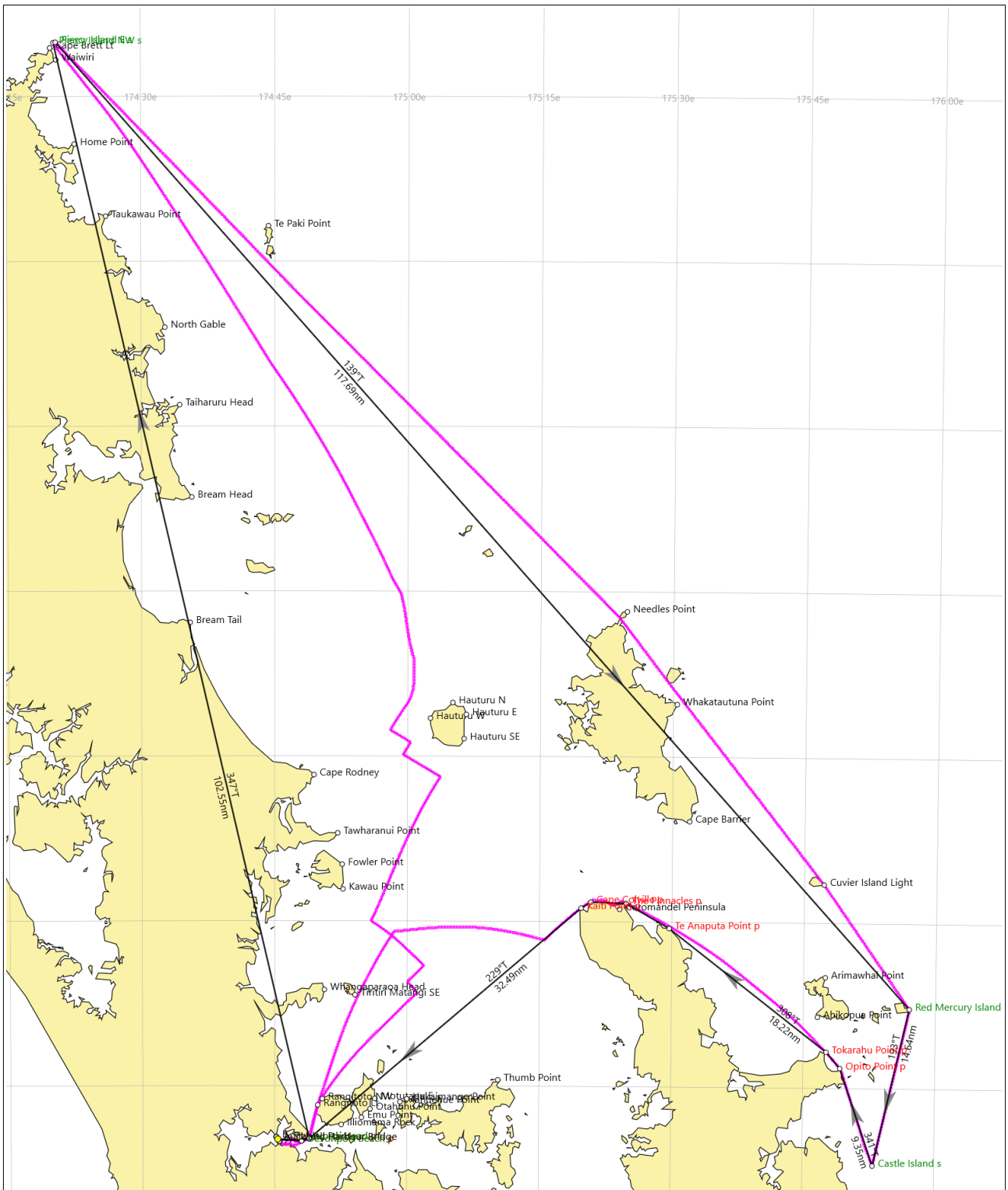


I started the southbound leg at 03:45 UT in 7th or 8th place, if I remember correctly. The boat was put on a straight course (with two decimal places) to pass South of the Poor Knights Islands to a sound between the Northwest tip of Great Barrier Island and Aiguilles Island. The leg was uneventful with a TWA between 55° and 65° at 10 knots of wind, as I did not change the course at all. I only adjusted the timing for the next course change after the 04:30 WX and the 10:30 WX had arrived.

At 14:02 UT I turned to another straight course to the next mark, Red Mercury Island, where I arrived at 20:07 UT. This required one small course correction in order to pass North of Cuiver Island two thirds on the way.

The leg from Red Mercury Island to the southernmost mark Castle Island was a two hour cruise at 110° TWA in 10 knots decreasing to 8 knots of wind, that also did not require any attention. When I rounded Castle Island at 22:06 it appeared I had gained some places, which surprised me, since I had only been cruising along.

The leg Northwest to The Pinnacles at the tip of the Coromandel Peninsula began in just under 8 knots from 065°. The wind was first turning right to 080° at midnight and later back to 070°. It increased slowly to just under 10 knots. In order to stay in a little stronger breeze I had prepared some DCs that put the boat on a course slightly offshore of the rhumb line and went to sleep after the 22:30 WX.



At 03:20 on Tuesday I was back on watch, as I had planned a some 5 of gybes around the north coast of the Coromandel Peninsula in order to account for the change in wind direction from 068° to 063° at 04:00. It appeared that I had actually improved to place 2. WRmirekd had decent lead and Vida_Maldita, Dingo, GREATSKUA, SlideRule, rafa, and others were just a few seconds behind.

After the 04:30 WX came in I prepared all the DCs that should take me to the finish. I had left the Coromandel Peninsula running downwind on port tack on a Southwesterly course. In order to not separate too much from the strongest wind along the grid point line at 36°30'S, I gybed to starboard

at 04:52 UT, staying north of the competitors. At 07:05, when I could fetch Rangitoto Island, I gybed back to port.

I had reached Rangitoto Light and headed up towards North Head by the time when the last WX had arrived. Therefore I adjusted the times of the DCs I had set earlier to take account of the new wind and the progress made so far. The boat turned downwind at North Head and in a sequence of 14 gybes, that kept the boat in the stronger wind near the north shore (if you are willing to call 2 knots strong wind), finished at the port end at 13:22 UT, almost two minutes behind WRmirekd and just 21 seconds ahead of Vida_Maldita, resulting in the same [podium](#) as for leg 1.

rumskib / February 2022