

## 2017 International One Metre World Championship Regatta May 14-20<sup>th</sup>

[Søren Andresen](#) reporting

### Time for first update, here on day one.

Not the start I had hoped for, have been struggling with the setup. No height or speed, getting the big shifts wrong, so down to E- and D-heat, most of the day.

New setup by the end of the day, seems to work better. So, in the last race of the day, I got to D-heat, and will start in the first race tomorrow, hopefully get promoted further up.

Wind has been very shifty, both in strength and direction, from 1 to 5 m/s, and 50 degrees shift, not easy to get right.

Tomorrow there should be more wind, hopefully the Maxim will do better.

One thing though has been okay, and that is my starts. Normally that's where I have my problems, this time they have been decent or very good, so now just height and speed I need more of.

More will come over the next days.

### Update day 2.

Started in D-heat, first race of the day. A little more wind, than yesterday, so middle to top of #1 rig. Just missed the cut, on the last leg, and stayed in D-heat.

By the time for my next race, wind had picked up, so on with the #2 rig. Boat seems to go better with the #2 rig, and won the D-heat by some margin.

Over the next races, I managed to get up To B-heat. But in my first B-heat, bad luck struck me. All seemed fine when I launched the boat, but then when tried to sheet in, the winch didn't work, just sound funny.

So missed that heat, bad luck. Turned out, that a screw had undone it self, on the RMG winch, so the gears didn't engaged. Fixed the winch, and got the winch in the boat again, a bit of a hassle not much room in a IOM.

Boat ready to go, for the last race of the day. With everything working, I managed to stay in the top 6, so up to B-heat again, this race will be the first race tomorrow.

Other mishaps of the day, has been the vang loosens it self when racing, slide for jib sheet getting loose and eye for jib sheet loosing its screw and sliding forward. First thing makes you loose height, very bad thing, the other two things makes the boat pointy, bad but manageable.

But all in all it has been a good day, and happy with boat with #2 rig on. Sadly tomorrow the forecast is for lighter wind, which means #1 rig. Not really comfortable with that, but I'm optimistic and hope I will find a good setup tomorrow.

Good night all, very tired now and time for bed.

### Update on day 3

Didn't get time yesterday, to write a report, as I came back to the hotel later, being Pierre's birthday party.

Not many races on day 3, but more on that later.

Was in the first race of the day, had a good race, sailing my own way, and got up to A-heat. Setup seemed fine, so that was great.

Sadly I got a bad start, in the A-heat, and could not recover enough, to stay I A and back to B-heat.

B-heat start was not good, got fault by a port tack boat, and started in the second row. Was

close before the start, that didn't have time to find a new spot on the line.

Managed to get some back in the race, so stayed in B-heat.

Now the trouble and delay started. The wind started shifting, from north to south, and we had long periods, where two systems were fighting. That meant, periods with no wind, small puffs coming from all over the place. So racing was postponed for some hours.

By 2:30 pm racing started again, with a race that never should have been a race. Wind was still unstable, **not** just unstable but very unstable. By the time it settled in just a bit, the race became a drag race, as you could lay the top mark from the gate, in one tack.

This of course led to protests, from a lot of the skippers, trying to get the race rerun, as it was not a fair race.

The protest took hours, as everyone in the race, was to be heard.

Well eventually we got going again, with the previous race standing as it was.

Wind was still not stable, but sadly for me, this was not my biggest problem in that race.

Again got fault at the start, this time a windward boat, that wouldn't keep clear. He got a penalty, but I got a very bad start. Since it still, was more or less a one track race, I never had any chance, to get back in the race.

So again, I will be in the first day, when we start racing again, after the lay-day.

Last night we at [Pierre Gonnet](#) birthday party, we had all chipped in, so he could get a present, he was very thankful and moved.

I got a little self respect back, as the party was in a place, where they racing simulators. It was proper simulators, 3 big screens in front of you, real seats and everything moved around. Had the second fastest lap time in the first race, and the fastest lap time, in the second race, by a second.

Not bad from the lonely Dane 😊☐

Tomorrow racing starts again, but first a have a trip to PG's shop, to pick up the order I have. Best to all

### **Time for an update on day 4, of IOM WC 2017.**

A very good day for me 😎☐

As usual one could say, I was in the first heat of the day, a C-heat. Wind was low to middle #1 rig, from the south, and with some big shift. Got the start I wanted, lead at the first mark and never looked back, so up to B.

The B-heat was a bit of a nerve racking race, was in the top 6 the hold race, only to get faulted by a port downwind boat, as I was going upwind on starboard. So I lost my 6th place, by a meter, but luckily for me, 2 meters before the line, I got a puff and a lift. Thereby I got my 6th place back, by just 10cm, and thereby promoted to A-heat, sorry Josh GRB 26.

So, back in A-heat again, but couldn't hold on, lost places on the last leg, to a bad shift, and down to B again.

The B-heat was bit nerve racking to start with, then a bit funny, and ended fine.

Didn't get the start I wanted, and was down to about 10th, at the first gate rounding, so not so good. Now comes the funny and good part, heading out on starboard tack, I actually lost connection with the boat. Boat was so good balanced, that i didn't realise it, until I wanted to tack. What had happened was, that I was holding the transmitter, behind and below of the fence, blocking the signal to the boat. As sure as the transmitter came back up, I regained control and could tack.

Then got even more lucky, as I got a big left shift, and could cross a lot of starboard boats. At

the top mark, I was up 3th, and the rest of the race, was just about covering the boats behind, and securing that I stay in the top 6.

Up to A-heat again 🤔👉👈👉👈👉👈

By now the wind had picked up a bit, but more importantly there was some big puffs. So not only your trim should be good, just as important was boat handling. Got a good start, trim was good, boat handling was good, and picked most of the shifts right. So I had my best race so far, and finished 6th, not bad at all.

At the start all was fine, but by the time we rounded the first mark, the wind had picked up, and there was a lot of big puffs. The puffs were big and long, sometimes one could even say violent, so it was bit of a survival race. Everybody had at least 2, 3 or more nose dives per downwind leg, some also flattening the boat, so the mast top was in the water.

Even though I made some stupid mistakes, and do turns, the Maxim handled it well. So I ended 13th, and stayed in A-heat.

True to this championship, I will start in the first heat tomorrow, as time ran out, before the A-heat could be started. My score for the day of 16, 6 and 13, I'm very pleased with, so a very good day for me. Also I think I have found the right setup, good speed and height, specially in the top end of #1 rig. That's all for today.

### **Day 5 update.**

Just back from a fantastic dinner, so only a short update.

Has been a great day for me today, staying in A-heat all day. The score says 12-6-5-6 for the day, not bad not bad at all. First heat was with #2 rig, not fully trimmed, as we had to change just before the start. Rest of the day, we got less and less wind, but bigger shifts, which I luckily picked right most of the time. Setup same as yesterday, and running with same setup, both in high and low winds. Can keep up with the best all the time, so working really good. Tomorrow is the last day, and hope I can keep up with the good results.

All the best to all.

### **Final update from the 2017 IOM WC in Pierrelatte, and thoughts.**

I have landed in Copenhagen again, and have had time to get some rest, after a long drive home. Drive went okay, no mayor problems or delays, only some mayor roadworks north of Hamburg (over 30 km), and some morning traffic when going into Copenhagen. Last 20 km should have taken 15 minutes, but took over one hour.

I also had an annoying thing happening, when driving through France. Gas stations wouldn't accept my Visa card, I had luckily still some cash, trouble was to find a gas station, where I could pay with cash. As soon as I entered Germany, card worked fine again.

Not all was bad, my parents are on tour in Germany, in their Mobil home. So I meet them south of Hannover, for some breakfast on Monday morning, that was nice.

With regards to the last day of racing, it didn't go as well, as the two previous days. Even though I on Friday, had measured and written down, how the setup was, something changed over night. Was back to trouble with height and speed, going upwind. Checked the measurements again and again, but all seemed the same. There was just one thing, that hadn't measured on Friday, and that was the mast rack. I thought that the bowsie had slipped a little, and I adjusted it back a little. Boat now felt better, and got back to B-heat, only to a stupid thing in the start, and doing 3 turns, I didn't manager to go up to A, for the last race.

My end result was, that I placed 26th, not inside my goal of top 20, but with start I had, being in E and D heat, not that bad an end result.

Winner was Zvonko CRO 35, who sailed well all week, and well earned. He sails fast, hard but very fair, and on land he is always a pleasure to talk to.

So, well done Zvonko.

On my drive home, I had plenty of time, to think on the whole event, my own performance, and what I had learned. What had worked, and what didn't?

Generally the arrangement was excellent, Pierre Gonnet had really worked hard, to get us to feel welcome. Good food, good wine, lunches every day (freshly prepared everyday), and had assembled an excellent team of volunteers. Specially Pierre in the mark/rescue boat, was mesmerising to watch, the best I have ever watched.

Not all was good though, we had an PRO, that not really was willing to listen to the sailors, which lead to some unfortunately conflicts and misunderstandings.

The other thing that comes to my mind, and I think most skippers will think the same, at this kind event, a fixed control area, isn't really viable. Skippers have a hard time judging lay lines, crossings port/starboard and not least reading sail numbers, specially at the first mark. I would say, that at least half the incidents, was down to that, and could have been avoided if we could have walk with the boat.

That said, I genuinely believe that the umpiring was really good, and I really enjoyed my turns as observer. I hope, that we for the next big event, can have the same umpires.

With regards to my own sailing, what did I learn?

One thing that really comes to my mind, is that I need more practice in big and competitive fleets. I don't get the competition here in DEN, so a setup of 95%, is good enough for me to win in DEN. But only being on 95%, and having to find the last 5% at the event, gives me big trouble at the start of an event.

One thing I will start practising, to help with setup, is to start writing down, all the measurements, so I easily can find the a good setup.

Also me being ill, most of the 3 first months of the year, and not being able to sail, didn't help. Lay lines and judging crossings, is the first thing, that one loses the edge on. Luckily I can say, that the infection is nearly gone, and I should fully recover, even though it can take up to a further 5 months.

My final words will go to my fellow skippers, new and old friends. You are the main reason I attend, always a pleasure to meet up with you again. The spirit of model boat sailing, never lets me down.

So a big thanks to you all.

There are some people, that I have to mention, cos they stand out.

First Pierre Gonnet, a man with a passion.

Team Norway and team Sweden, thanks for the time we spend together, and always backing me up.

Hanneke and Huub, for being such good friends and company.

Finally but not least, Gary Boell. Always a good friend, always making me laugh, and always being the generous person you are. Hope some day, I can pay back, just a little.

Also thanks for all the likes and comments, nice to know you like my updates.

Best regards and fair wind all.

P.S. WE WANT HANNEKE BACK, TO TAKE PHOTOS OF US.