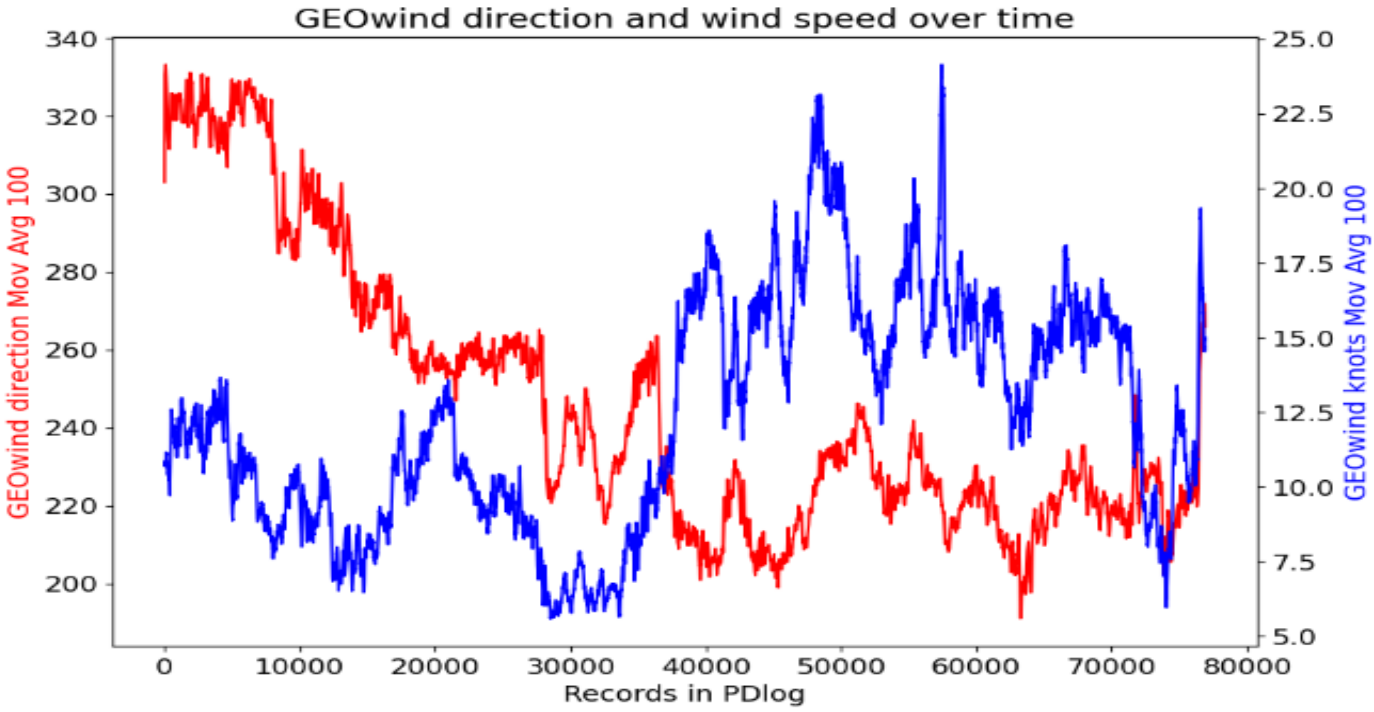
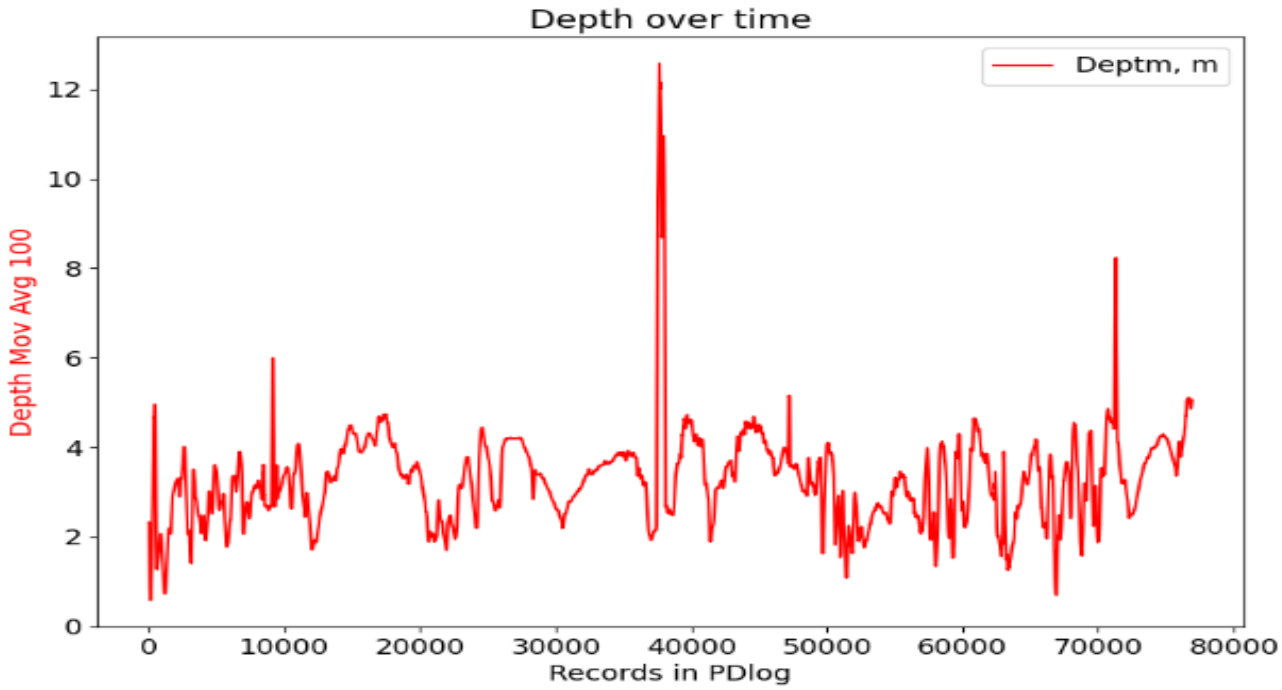
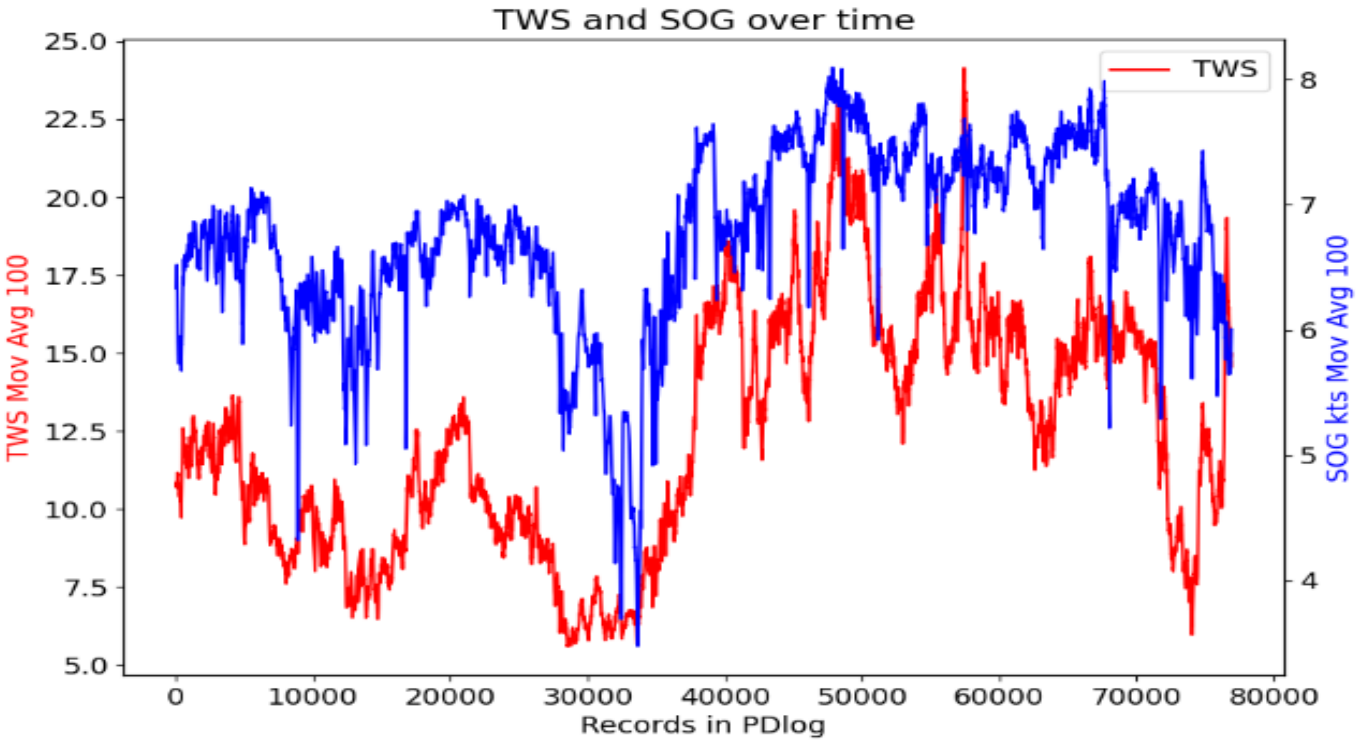
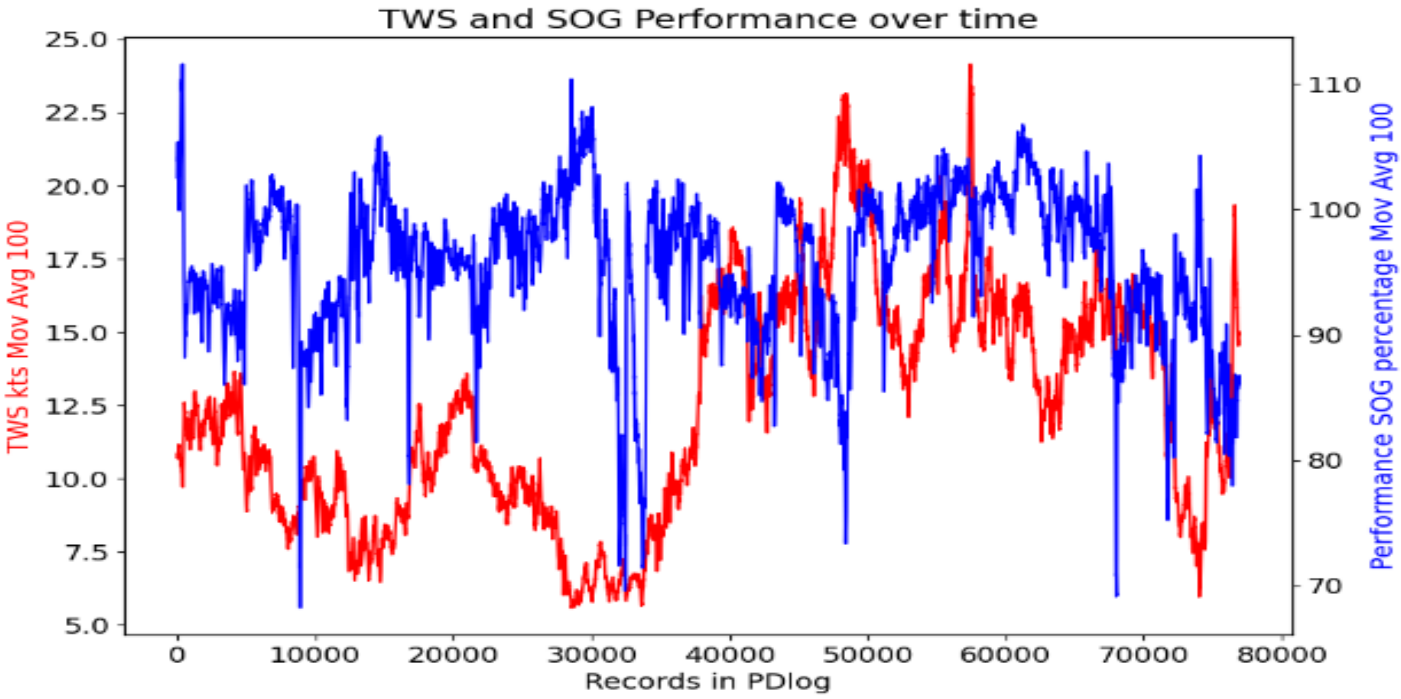



Above: Wind direction (red) and wind speed (blue) during 24 hours. When the change from 320 to 220 is complete, the wind increases from 5 to 20 kts.

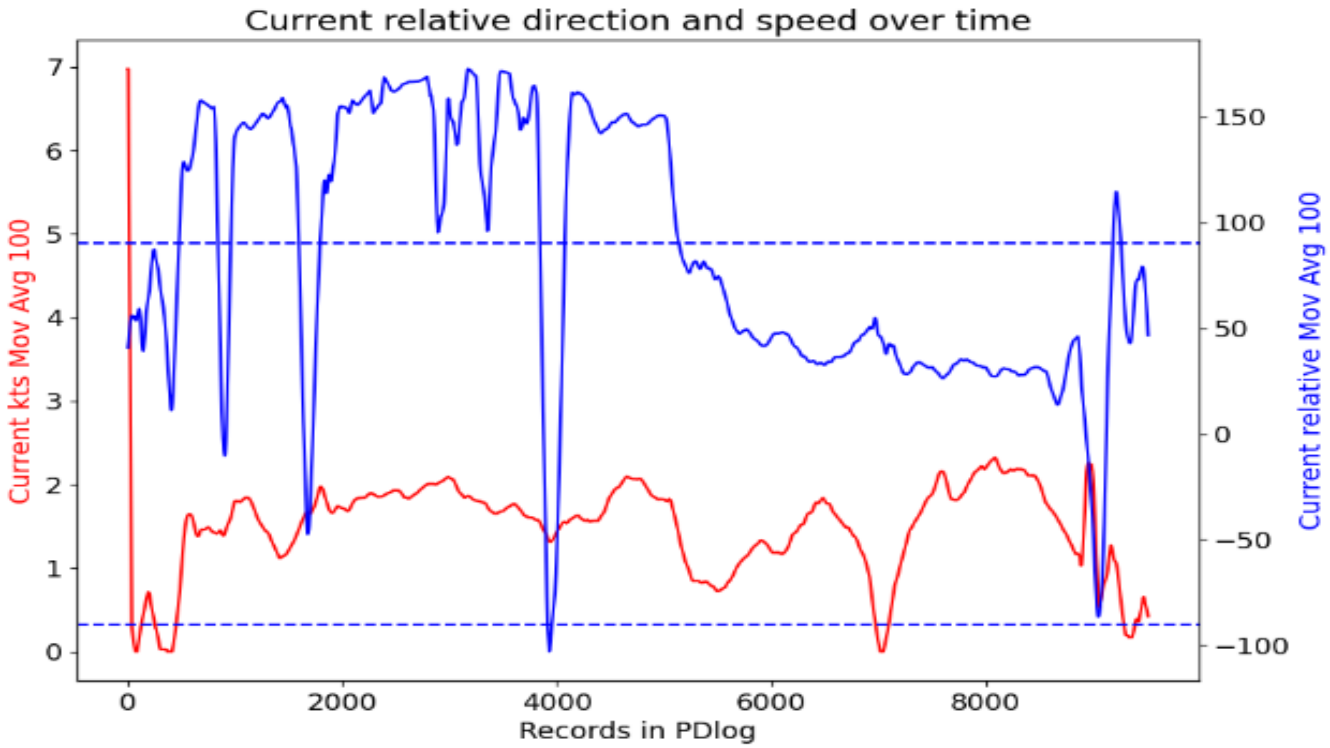
Below: depth during 24 hours

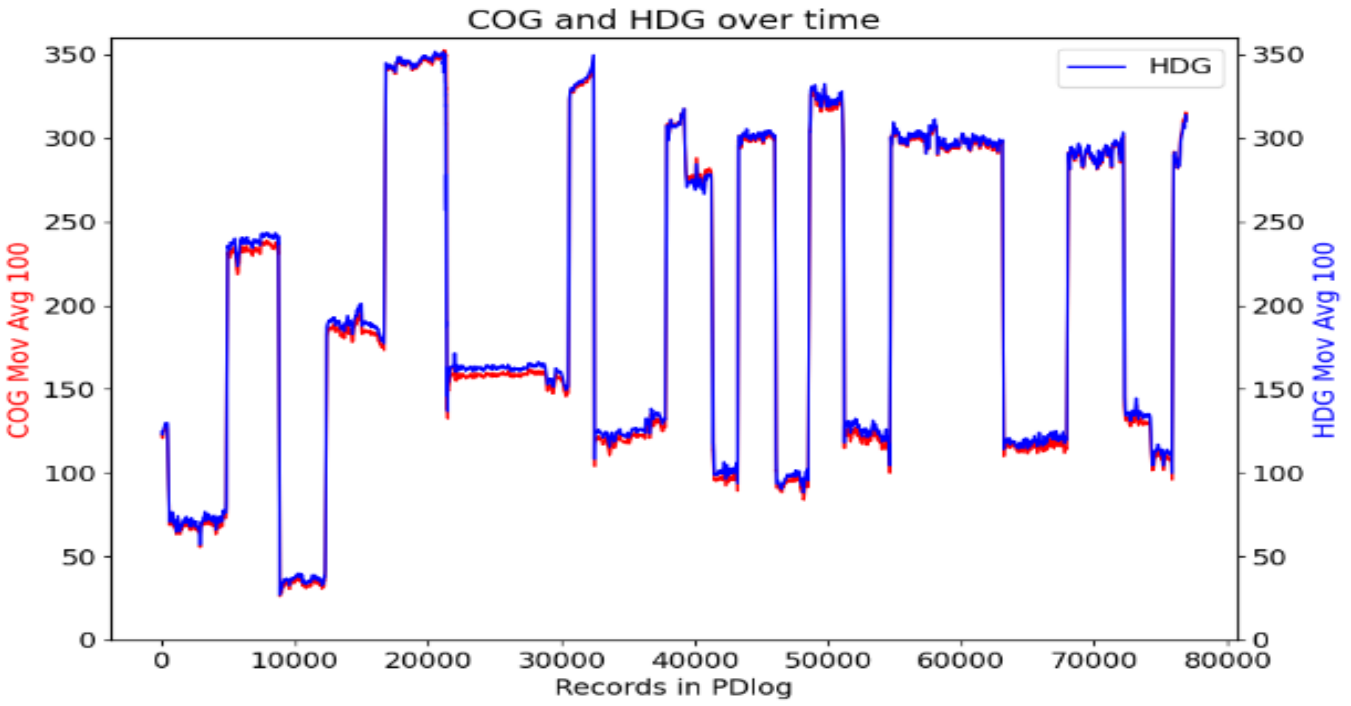



Above: TWS and SOG over 24 hours. Obviously SOG goes up as TWS goes up

Below: TWS and Performance over 24 hours. Same TWS as above, but Performance hovers around 100%

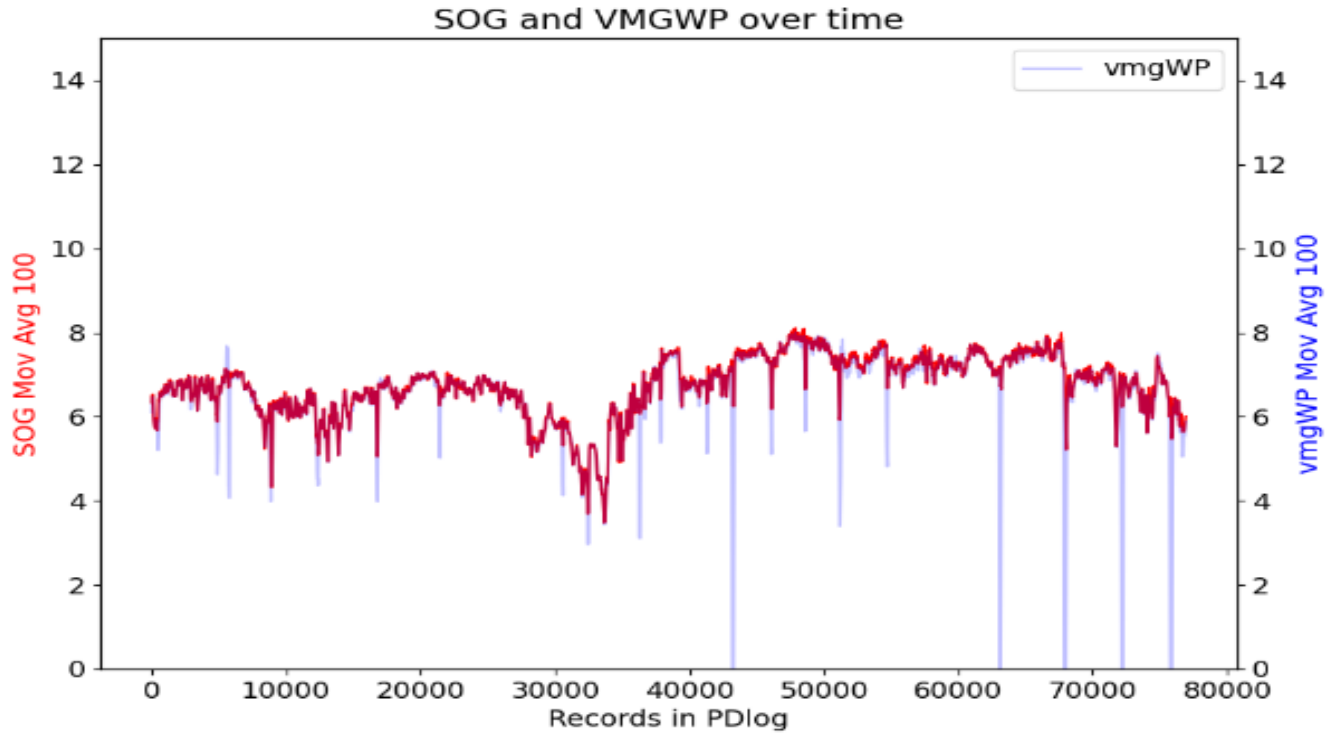


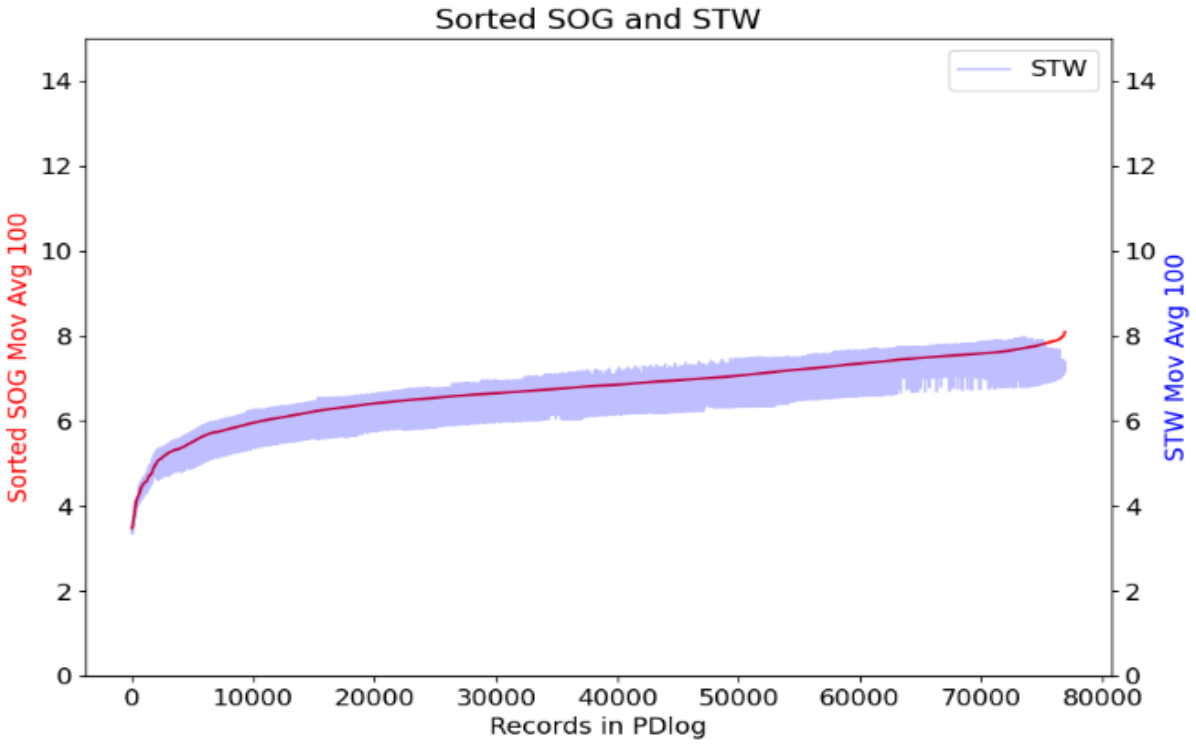




Above: Current direction relative to boat (blue) and current speed in red kts.

Between the 2 dotted lines at 90 and – 90 current is slowing boat down.

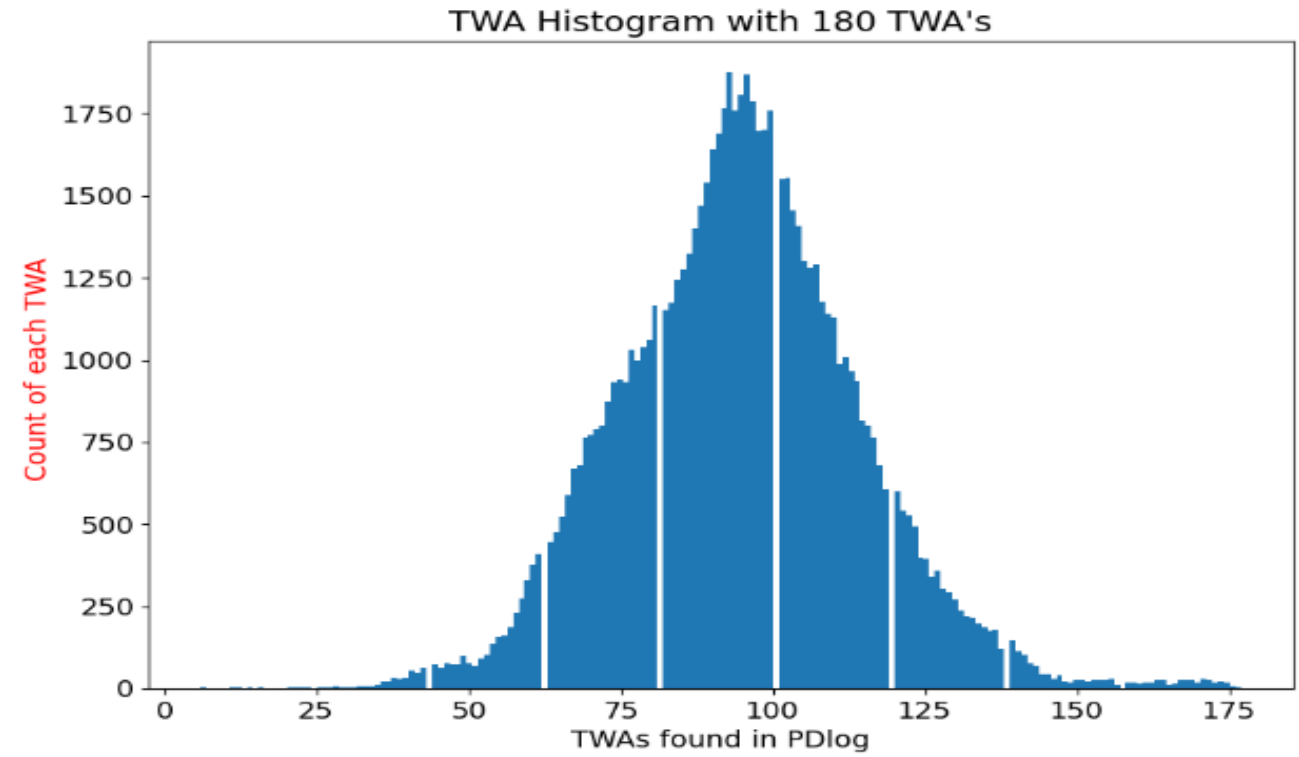
Below: COG and heading over 24 hours. Difference due to Deviation and Variation.

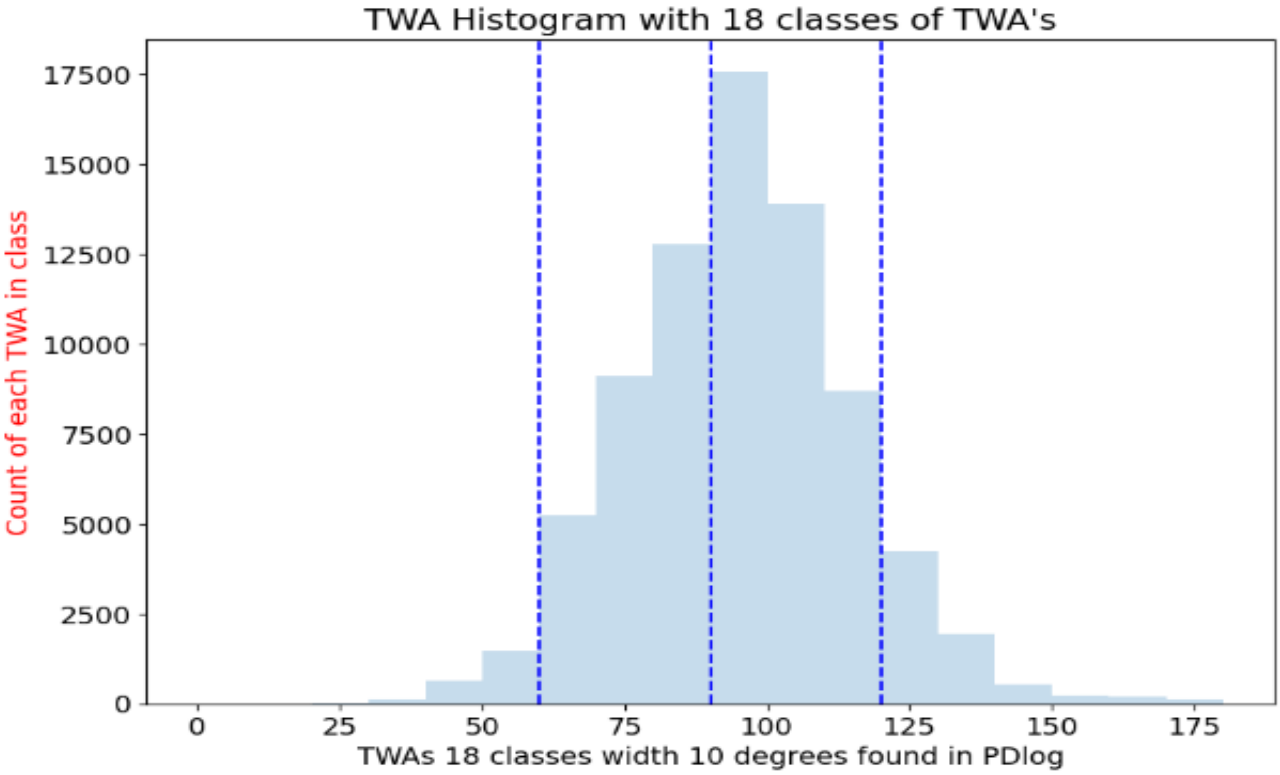



Above: SOG and Closing Speed to WP. Closing Speed most of the time a fraction lower than SOG: not all speed goes into the direction to the WP: up/down and left/right movements.

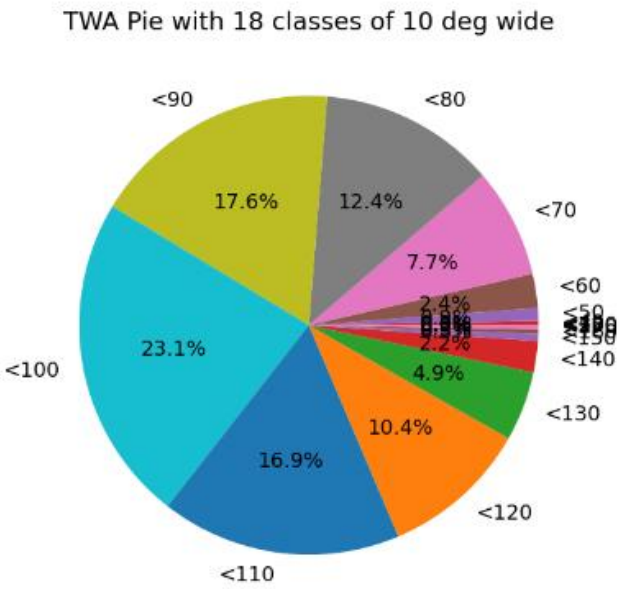
Below: Sorted SOG (red) and STW. The error of the STW is mostly downwards (lower) but also very noisy.

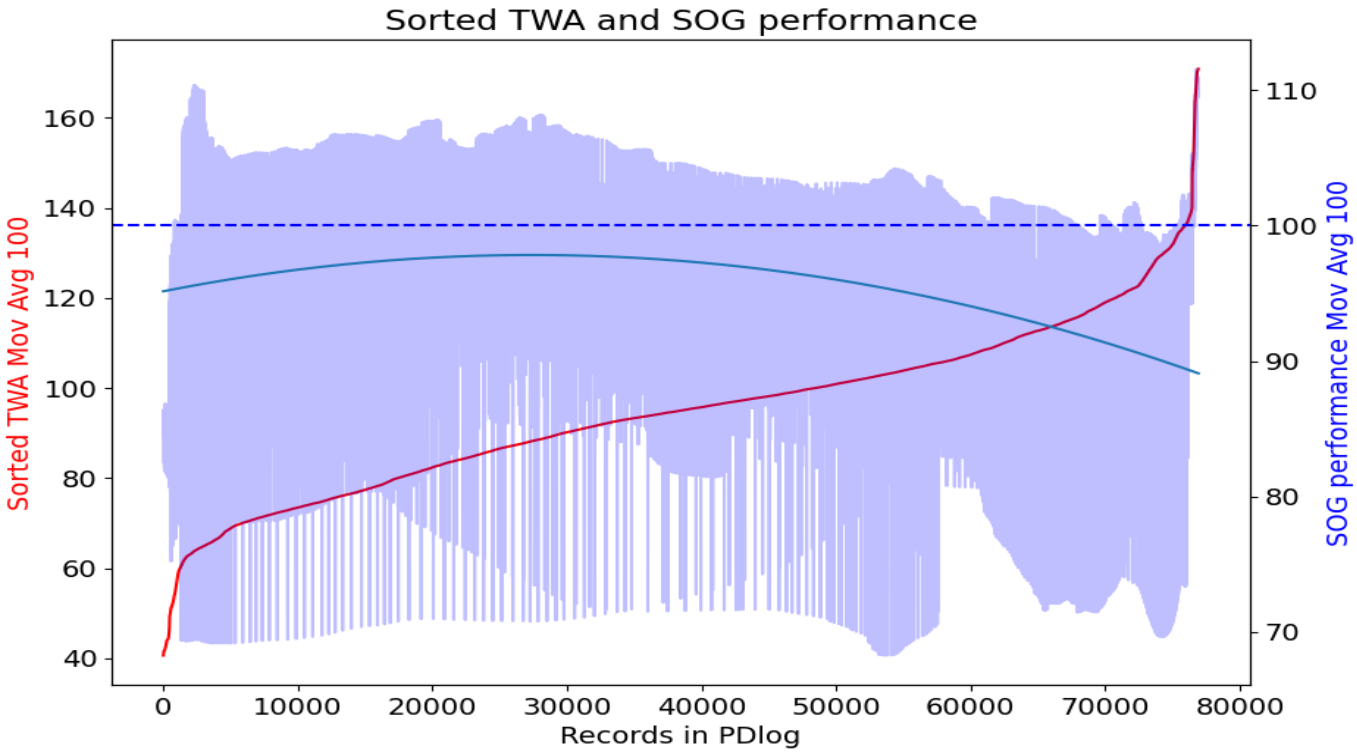



Above: distribution of TWAs sailed during 24hour race.

Below: same but now in classes of 10 degrees wide TWA

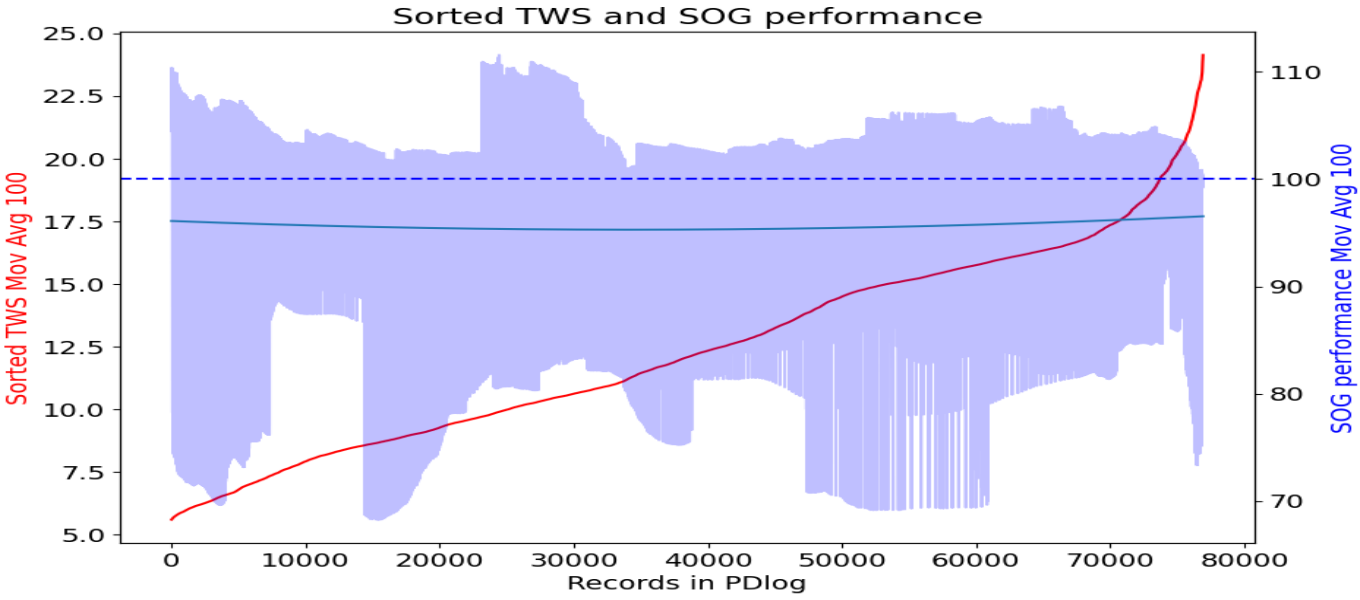


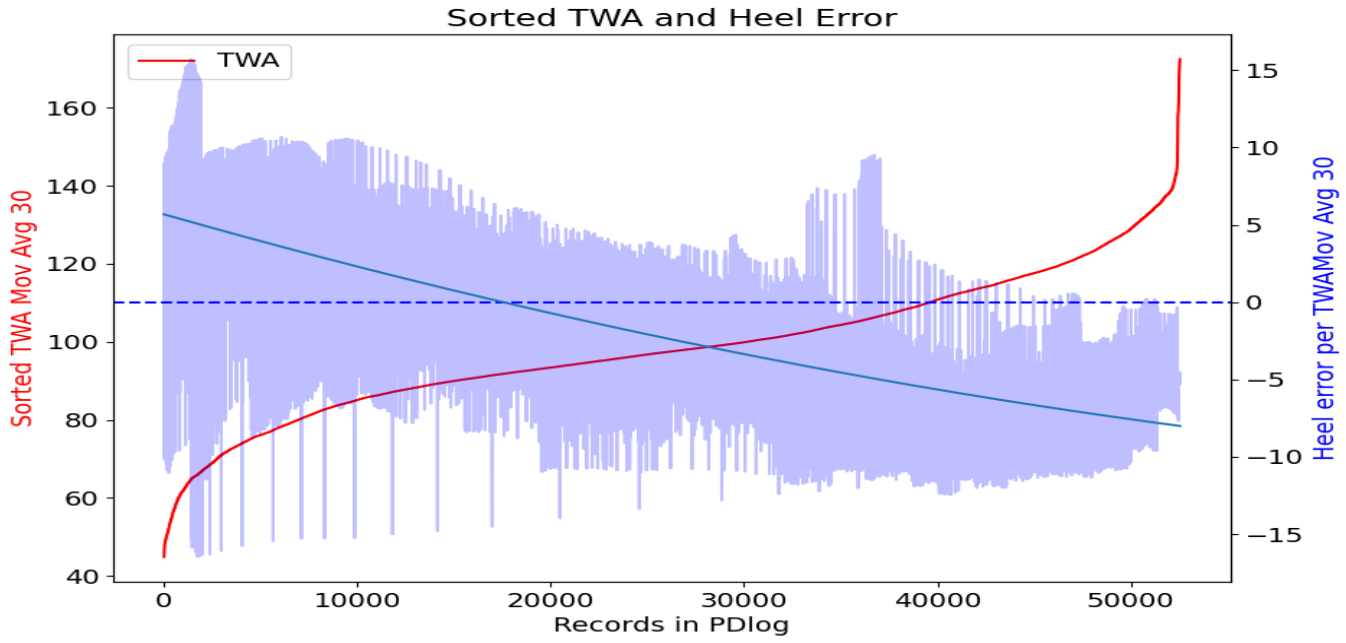




Above: TWA distribution in 18 classes of 10 degrees as pie chart with percentages

Below: TWA sorted (red line, left axis) over 24 hours. Purple all SOG performance per TWA; varies from 70 to 105 %. Trendline highest point is at ca 90 TWA (as expected).

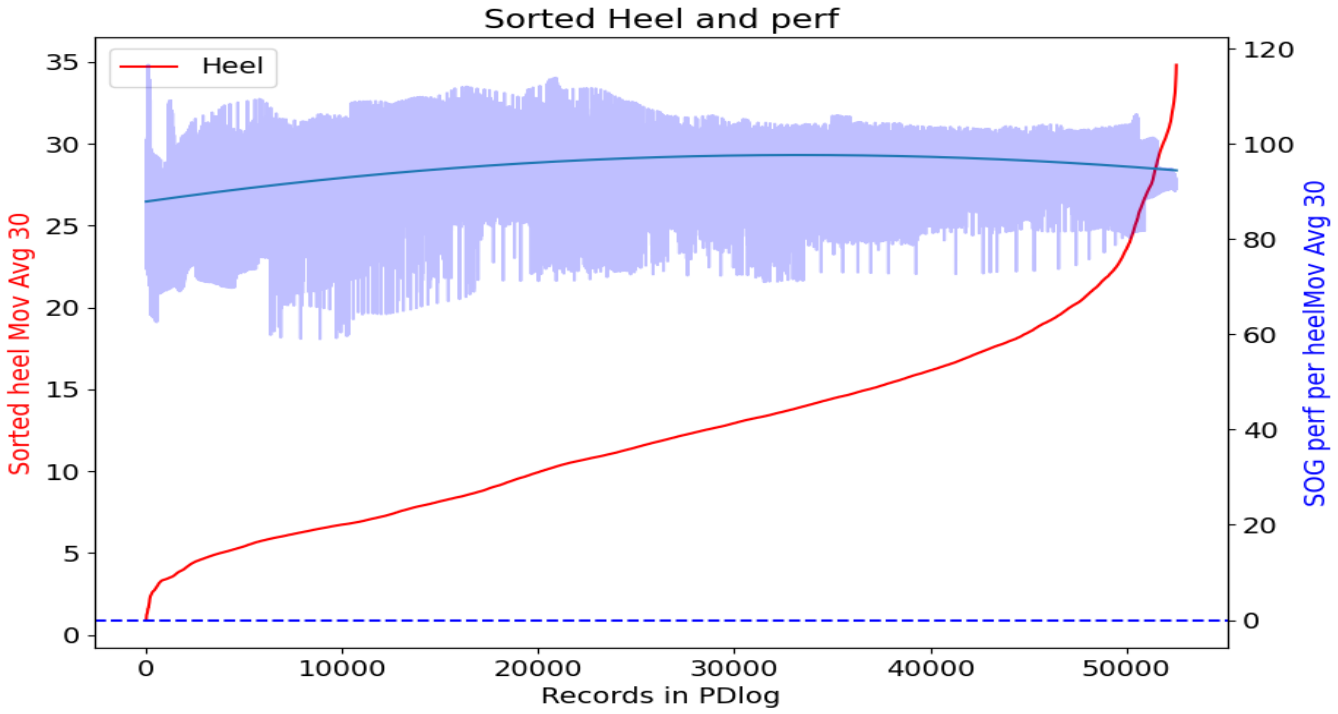
TWA above 140  is slow! TWA 60 also a bit slow.

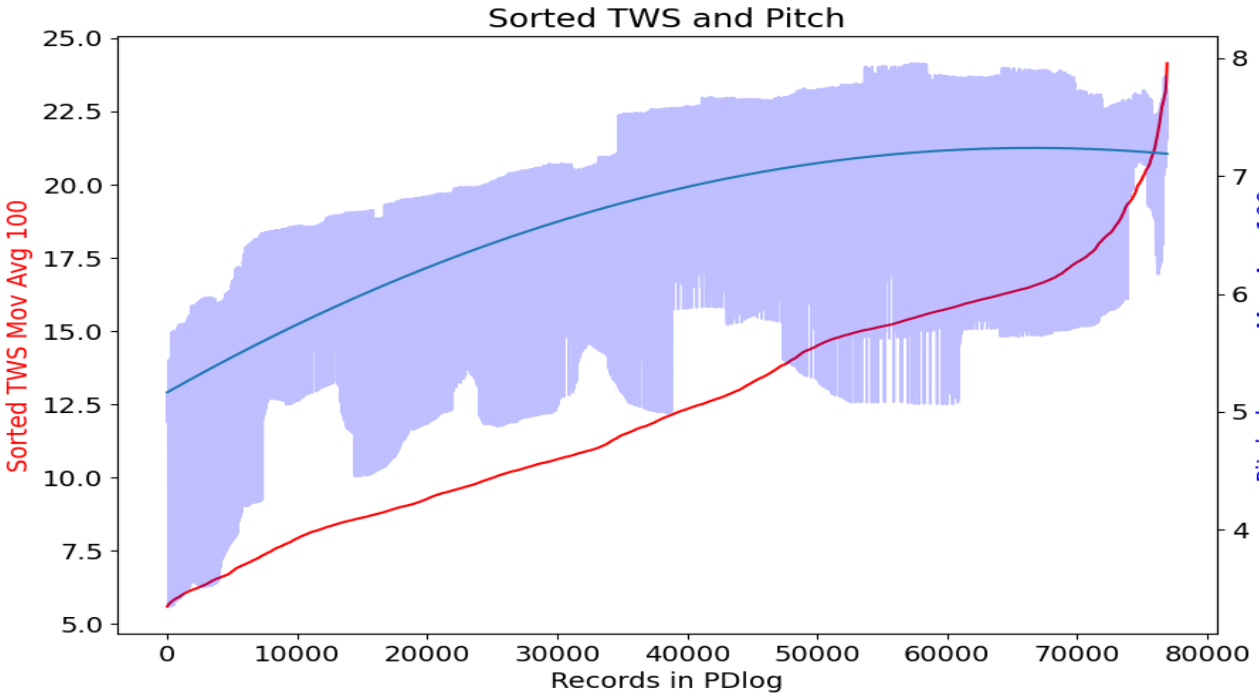



Above: TWS (red) sorted over 24 hours; 6 to 25 kts. Purple all Performance for each TWS measurement, varies form 70 to 100+ %. No effect of TWS on Performance (as it should be).

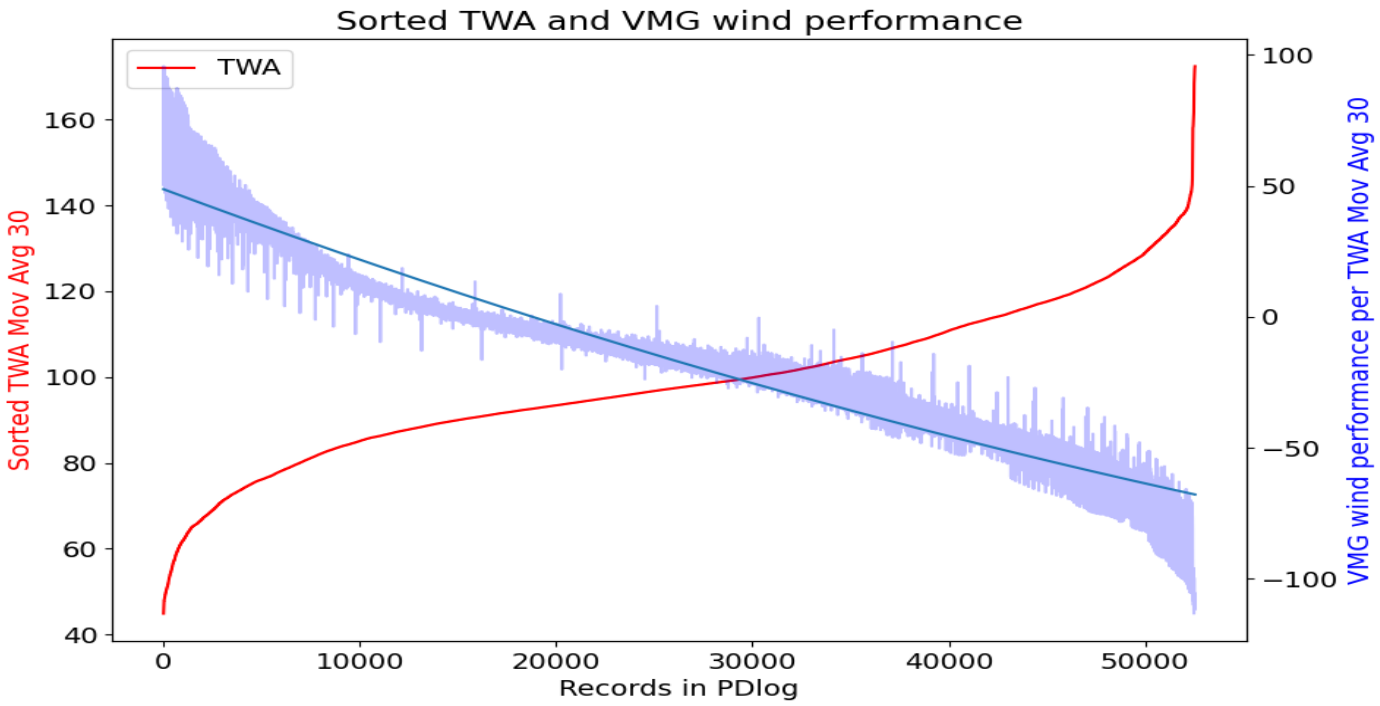
Below: TWA sorted (red). Heel error is measured heel minus target heel (from polar). Purple all heel per TWA. Too much heel at low TWA (lefthand, heel error > 0). Too few heel at wide TWA, re=ight hand side. Error negative.




Above: Sorted Heel (red) and Performance. Left and right side (low resp high heel) have slightly less performance.

Below: Sorted TWS (red) 5 to 25 kts, and Pitch (bow up-down). Pitch increase with wind: more waves. Pitch is never below 4 degrees: too many people in the cockpit.

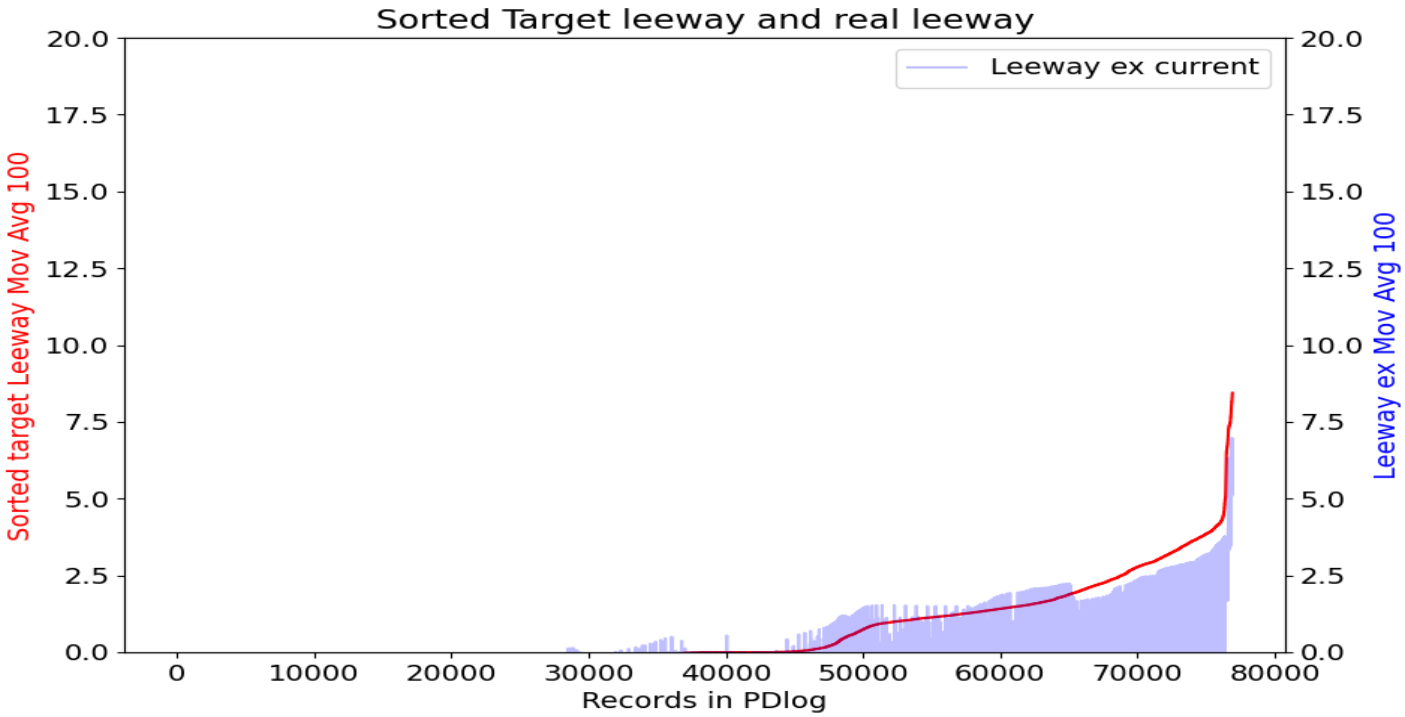


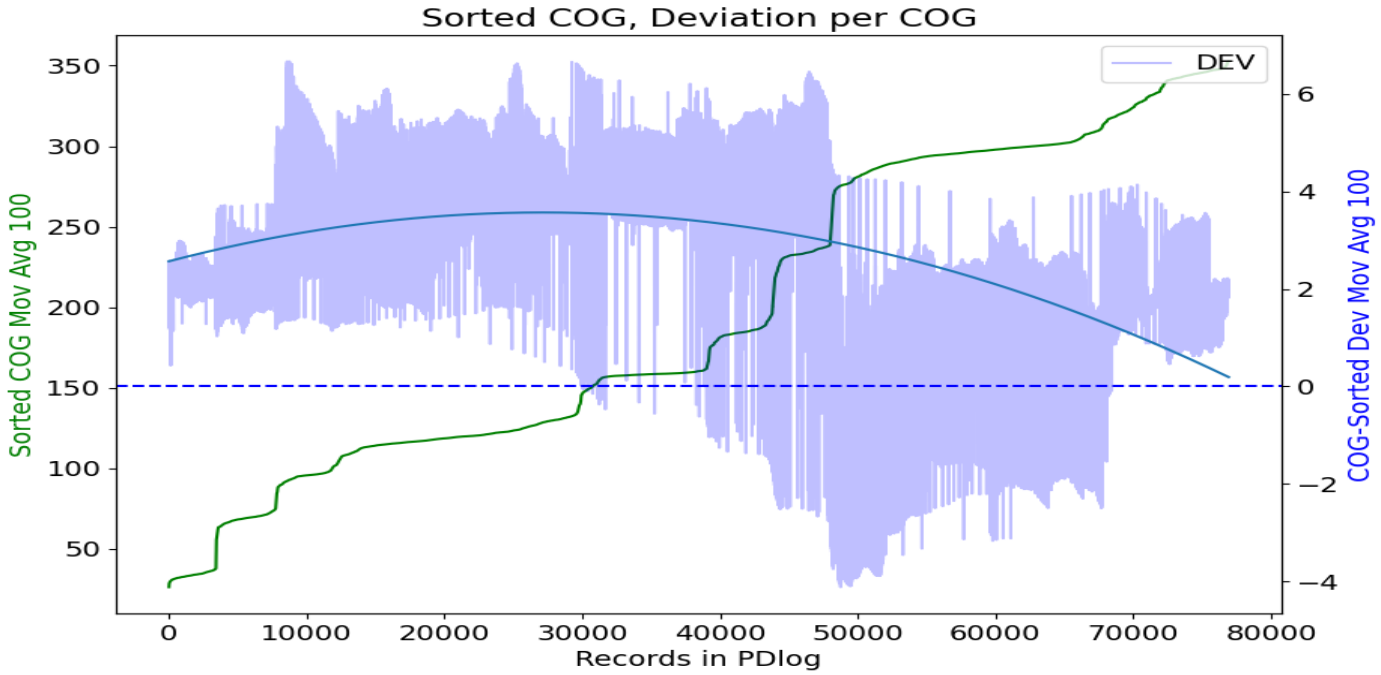


Above:Sorted TWA (red) and VMG to Wind Performance. Of course at 90 TWA VMGperf is 0.

Most lefthand side: beating to windward, VMGperf about 100%. Other side: Downwind, -100%

Below: Sorted Raw AWA (as measured by windset, red), with corrected AWA (for heel), purple. Wider TWA given less correction. Can be used to improve correction calculation in SPD.




Above: Sorted target Leeway according to K formula (red) with measured real leeway. Real never higher than target.

Below: Sorted COG (green) and deviation (diff between COG and HDG). Purple part has a bit the look of a sinus (as it should). Can be used to create a Deviation Table for the electronic compass.