

How to win Match Races in VSK

- *not that I'm the God the almighty, but this might help you* - by AndersDK

Foreword:

Quite nerdy, I have spend at least 150 hours on Match Race since the launch of VSK3. This unfortunately still doesn't make me the best, but I still think I have some knowledge to share.

I don't know you sailing skills, but I have tried to put together a course in how to get better in Match Racing in VSK. Some of these things may seem very basic, but I'm sure, that others will be very interesting.

Lesson 1

Prepare your setup:

Download and save this modified user interface (save in the UI-folder): <http://www.itbyc.org/download/UI.zip>

Find and use a skin with transparency in the sails.

Download all the courses from VSK-match.com

Exchange your old coffee and Cola keyboard with a new.

Ask any questions to anders_gunnersen@yahoo.com

Lesson 2

Understanding Match Race - Standard situations (3 hours)

Go to www.bmworacleracing.com, click on "Highlights", then Match Race.

Go through their MR-course. Its available in all languages.

Spend 2-4 minutes on each situation.

Don't go to next lesson before you understand:

- the rules applied in the situation
- the tactical implications of the situation
- the critical point of the situation

Some of the standard situations are quite complicated. It might be helpful to go through the situation, and after that try it on water.

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Lesson 3

How to predict wind shifts (1/2 hour)

Read and understand: http://live.vsk-match.com/vsk_match/newsreader.asp?id=9 :

The VSK Match courses utilize the random wind option with VSK3. How random wind shifts operate isn't officially documented anywhere. It also seems that this algorithm isn't very well known, so it better be posted it here.

Algorithm for one random cycle:

- 1a.** The wind is static for a random time between 0% and 100% of the "Wind Shift Duration" parameter.
- 1b.** Then the wind shifts between +/- 25% and 100% of the "Wind Shift Direction" parameter. But never less than 5 degrees. The wind changes 2 degrees per second. Note the "+/-", so it may change in any direction.
- 2a.** The wind is static at the new direction for a random time between 0% and 100% of the "Wind Shift Duration" parameter.
- 2b.** Then the wind changes back to the original (hard coded in map) direction. Again 2 degrees per second. Then a new random cycle, and again and again...

As you see only every second shift is random. The other shifts are only return shifts back to neutral position. The first 5 courses available at VSK Match have base parameters:

Angle: 10 degrees
Duration: 1:30

So every shift will be between 5 and 10 degrees and last for a period between 0 and 90 seconds. Neutral wind is 0 degrees TWA, so if the analogue wind indicator is pointing at 0, then you know that the next shift will be random in any direction. If it points at 10 degrees, then you know the next shift will go left back to 0, but you don't know exactly when it will happen.

Go on water. Start a race alone. Go to TWA 0,00 and watch for several minutes, until you get the idea.

Remember, this is only a part of the wind-picture. The rest is "hard-coded" in the maps, so other changes may appear. Understanding this will though help a lot.

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Lesson 4

How to obtain maximum speed (2 hours)

Find/know the optimal TWA of each wind force - ask if you don't know.

For example in F6 with wind(TWS) = 23, the optimal TWA to go is 35,7 exactly!. Upwind-tolerances are at 0,1 degree TWA!

You need to "micro adjust" all the time. Again tolerances are at 0,1 degree TWA!!

Anticipate wind shifts to correct TWA immediately (use knowledge from lesson 3)

Anticipate puffs/lulls to correct TWA and sail trim immediately (watch out for puffs & lulls)

Three golden rules: **predict, anticipate, adjust fast**

To practice, find a partner, start a race, Try one long drag race tack, with distance 3-4 boat lengths, so you don't disturb each other.

Try F4 for 1/4hour, F5 - 1/4 hour, F6 - 1/4hour

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Lesson 5

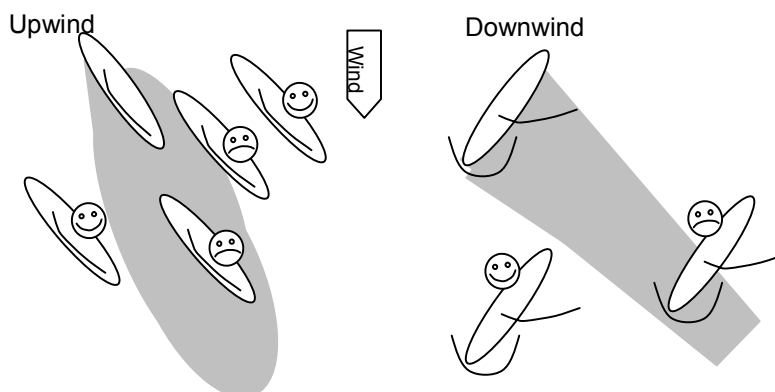
Learning to know the wind shadow and the mirror winds

The ACC-boat throws quite a large wind shadow behind it, and also reflects a large mirror wind disturbance. It might be a little exaggerated in VSK, but its close to the real thing.

Wind disturbance can not be tolerated. – but sometimes near marks, it cant be avoided.

Keep an eye on the "TWS" panel. It will go more or less bezerk if you are hit by shadow or mirror winds.

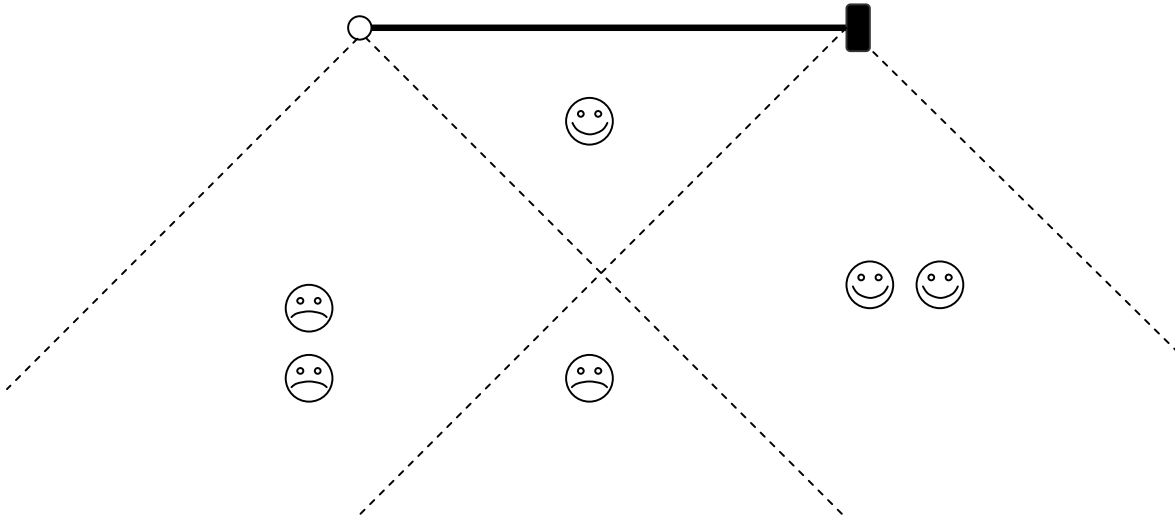
You must tack or gybe away immediately, sometimes even before the wind shadow "hits" you.
Here is the bad zones:



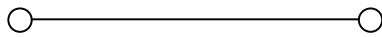
Lesson 6

Prestart

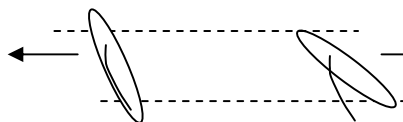
Starboard side is considered to have the advantage. From stb you should have control over the race after the start, if the prestart went well. From port side, you should try to “break” the advantage, and take the stb side you self. From port, you can also choose a defensive strategy, and rely on better start timing and/or boatspeed up the first beat.



From Starboard: Defend right side, keep horizontal level identical, keep vertical level on min 2 boat lengths
 From Port: Offensive - opposite of above, Defensive - dial up and park (BS 0.00).



Port boat: break the horizontal levelling with opponent. The best is to go under him. Or dial up and stop as close as possible to him

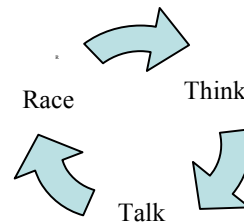


Stb boat: keep same horizontal level as opponent. Keep 2 boat lengths distance

Lesson 6, 7, 8, 9, ...

Train, train, train! - Find a partner, race, think, talk, race, think, talk...

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I hope this might help you. May the forces be with you.
 Best regards

AndersDK