



Kingston Training Camp

July 2018

Conditions: 12-20 knots of building seabreeze and moderate chop in freshwater.

Format: Racing with traditional starts and rabbit starts. Two laps with a gate.

On water but pre-race:

- Something to add to your pre-race routine is to **cycle through your modes (point, VMG, and speed)**. Be familiar with the feeling of these modes on both tacks for the conditions of each day. Remember in order to truly be in a mode it requires hyper focus so set an approximate time or distance to be in a mode and sprint to it!
- When in sequence and getting ready to set up for the duck, get a quick glance out of the boat to reassess and confirm the direction you want to go for the first upwind.
- When ducking the rabbit, you must be going much faster than you ever will upwind. It should be even faster than your upwind speed mode (because you are at a bigger angle to the wind). There is still a trigger in a duck because when you actually go/accelerate it requires full effort by both driver and crew.

First upwind:

- If you have a thin lane on the boat to leeward and in front a little, you must beat them at their game in order to survive. If they go for speed, you instantly go for speed, if they go for point, you instantly point. If they go to point mode and you are in VMG or worse speed mode, they won the line up and you have to tack. In tight line ups it is amazing what hyper focus can do for you!
- If you are in a pack of boats going left, you must recognize if your pack is going fast or slow so you can quickly make the decision to tack out or not. Think big picture!
- Know when you enter the last 20% to the layline.
- If someone wants to look around, they have to request it and the boat has to be at top speed before anyone gets to look around.

- If you are not in first then try to predict where your place to tack on to port is. Remember that the best lane will be taken by someone in front of you. Consider tacking a little earlier than you desire.
- Remember there is more than one way to duck a boat. If you need the lane then you can also point super high (high than point mode) so that you go really slow and don't actually "duck" them.
- If you are one of the last boats to tack on to port (and most of the fleet is to the right of you), make sure you have a fat lane because you know you will be in speed mode near the port layline.
- If you are the left most boat on the first upwind on port tack near the layline, you absolutely must be going faster than all the boats to the right of you. Speed mode!
- If you tacked early and are not near the port layline, ask yourselves one big question..."**Are we doing 1 or 3 more tacks to round the mark?**". In big fleets and traffic, the answer is often 3 because laylines are terribly slow in traffic, but you can't be picky with your lanes near the top of the course. You must be satisfied and able to identify tough lanes that you can make work. They are still way faster than going really slow on a long layline.
- Talk about the downwind plan!

Downwind:

- In borderline trapeze conditions, knowing your modes makes it easy to identify when to go on the wire or soak. Those who identify it earlier get to enjoy a few seconds of going 1.5 times faster and stretching their legs!
- Crews shouldn't know where in the world they are. All they know is kite trim and weight and therefore speed. Communicate with each other!
- Remember the goal of rounding a mark is to have a clean exit. Your entry only serves the exit!
- Talk about the upwind plan before rounding the mark and re-evaluate the plan after the rounding once settled and going fast, but confirm or change the plan before it is too late to cross the course (because you don't want to cross the playground and sail a lot of extra distance).

Setup:

- You can adjust everything on these boats, but in a tight line up after a start your focus is needed, so whether it is in the perfect setting or just outside, at some point you must be confident in it and make some adjustments about how to optimize the setting you are in.
- The fastest boat out there in the breeze (Irish boys) had the flattest lower section of the mainsail, had the tightest jib halyard, had the tightest outhaul, had the tightest cunningham. Their boat also seemed the easiest to sail!
- Please make sure your settings and controls are very intentional.

General:

- Go out on faith!! Crews cannot wait for the forces of the wind to develop before going on the trapeze after a tack or gybe. The first major force on the boat after a tack or gybe should be you on the trapeze and 0.5 seconds later the skipper turns accordingly and now the initial force of the wind is acceleration!
- Sail flat! Again the fastest boat was the flattest boat! When the boat is truly flat, it almost feels heeled to windward. The crew feels it in their core rather than their feet. Get used to this feeling because it is fast!
- Do less earlier. Whether you are ducking, responding to a gust or a lull, the earlier you anticipate, the more ready you and the boat are for the change, the less you have to do, and the faster you go!
- Going slow checklist: Suddenly going slow? Dial back in mentally, make sure boat is flat, sails are trimmed, hiking and trapezing hard, anticipate and be pro-active on velocity changes, then move in to larger adjustments. Have a 6 item checklist that you cycle through in your head to get back in 6th gear and in phase with the elements and each other. Once you get that sorted, speed up the whole re-engagement process.

What I absolutely love about one-design dinghy racing is that no matter if you are a billionaire or plumber or teacher or salesperson, it is the most fair playing field that such a wide variety of people will ever be on. Everyone can get screwed, get lucky, break stuff, and make or break decisions. The biggest gains or loses come down to your own teams' performance on any given day. Leave land stuff on land, and get lost in the fun, effort and fulfillment that a solid day of racing can bring.

