

Feb. 10, 2019 DeBrief  
Biscayne Bay Training – East Winds 15-18 knots

### **Confidence Is Cultivated**

Confidence is a critical component to performing at your potential. You will hear me say “confidence is cultivated” a lot this season. “Cultivation” is the perfect word to describe the process of building confidence because it describes consistent effort working for something. A farmer cultivates a crop by prepping the land, planting, watering, fertilizing, so the crop will grow. Confidence is something you grow within yourself through routine.

Sunday’s training session was all about building confidence: Finding the right control settings, dagger board height, target for heel, and trimming range. We locked in quickly because we took time to note these crucial steps on-shore prior to training. Our preparation was excellent.

“When you have confidence you can have a lot of fun, when you have fun, you can do amazing things.”

Confidence will clear your mind and help you think clearly. This is how you win championships. The high percentage moves and simple sailboat racing.

We spoke about positivity this weekend and shaping your perspective to look forward to the breeze. Don’t say to yourself, “this will be exhausting” with a negative focus. Say to yourself, “I will sleep well tonight.”

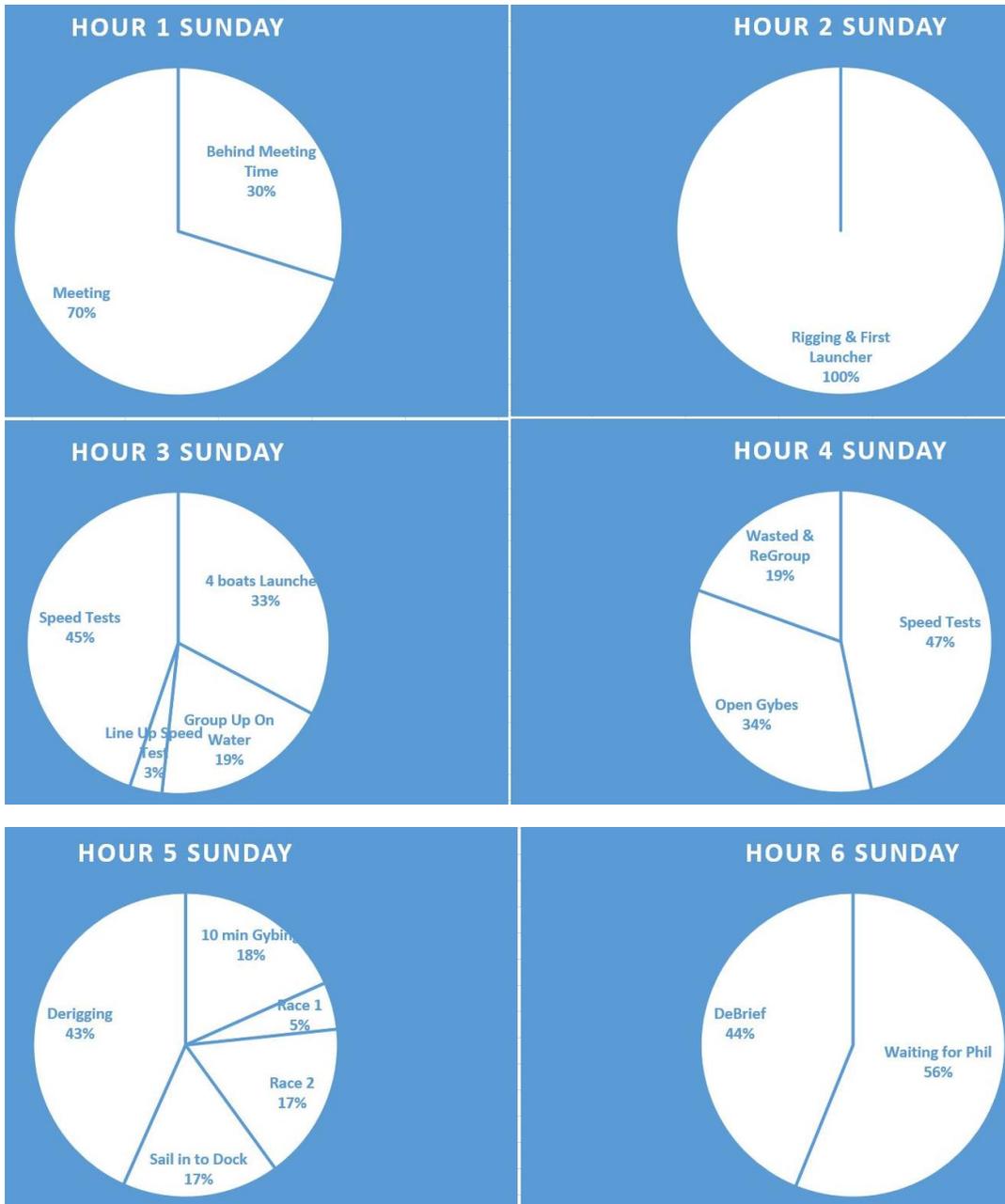
### **Time Management- To Be ON TIME Requires No Talent**

Here’s our hour-by-hour pie chart of our activity on Sunday. You can see how much time we spent talking, training, and that all the time wasted.

I’m showing you this because getting to the ocean for racing during YWQ#1 presents a challenge outside our typical routine. The commute to the ocean is a problem that needs to be solved, and the solution is efficiency, respect for the schedule, and punctuality.

This group has a lot of skill and a lot of talent in sailing. Being on time requires no talent whatsoever. At this point, you are more likely to rip 10 perfect gybes than you are to be ready on time follow a schedule. We need to fix this.

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### Technical Notes – The Speed Test Scavenger Hunt

Once on the water, it didn't take long to get 4 boats in tune to find the right dagger board height and define your modes upwind. Our speed testing was extremely productive and efficient. All four boats were competitive against each other at different moments in the lineups.

Feb. 10, 2019 DeBrief

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I want you to think about your sailing like it's a scavenger hunt. You know there's a prize at the end and to get there you must solve a series of puzzles. Each answer leads to the next clue and puzzle, and so on.

A lot of times we rig up in launch and have to discover the clues along the way. We must identify which problems there are to be solved and then figure out how to solve them. This is why keeping a notebook is so important- so you can immediately reference back to when you sailed in these conditions and situations before and set yourself up for speed.

“Speed is the replication of known fast settings”, says James Lyne -America Magic coach.

Question: So, what were our targets upwind Sunday?

Answer: To let the boat sail itself.

Notes: Upwind Straightline – The hull must be flat or heeled slightly to windward, this required significant controls and board up. Once crew could get the boat flat and tighten up the main sheet range between 6”-1 foot, the helm pressure was reduced and the skipper could trim the jib to engage or unlock the bow's drive through the water. This is how you steer in these conditions: with the jib first and then let the rudder follow. The boat sails itself.



Feb. 10, 2019 DeBrief

Biscayne Bay Training – East Winds 15-18 knots

Question: How to trim the kite downwind?

Answer: Set trim on starboard gybe, overtrim and ease over chop on port gybe.

Notes: We were perpendicular to the waves on port and once it got steep and deep, jamming the slot by overtrimming the kite helped prevent you from stuffing the bow downwind. It also sets you up to ease and unload the kite once you get over the next wave. When angled more parallel to the chop on starboard, eased and taught trim kept the kite powered and you could fly the boat to get it ripping.

Important take away: always take note of how each angle require different trim, body position, toggle height, and heel downwind.

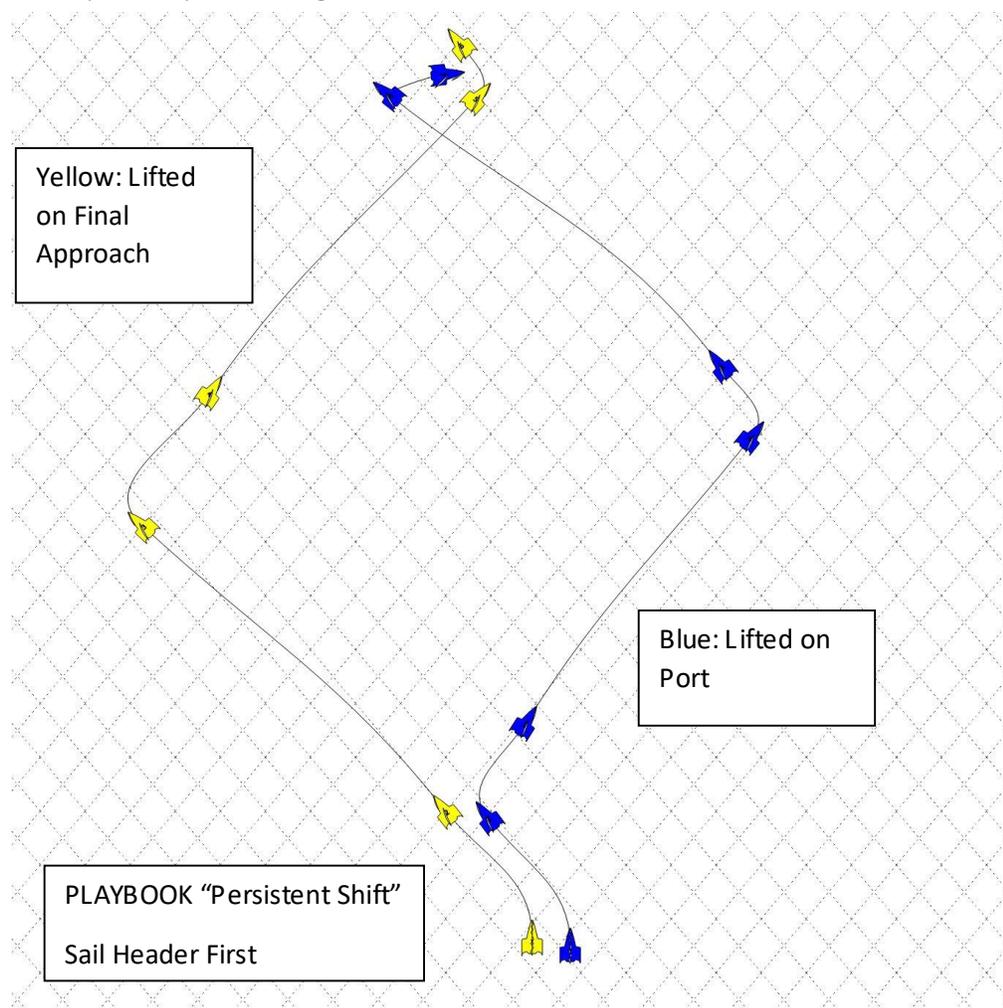
### **Big Picture – Don't Forget about "Leverage"**

One final thing we didn't even think about was angles and leverage. The wind was shifting Sunday. As it was a gradient breeze and characteristically unstable, we should be aware of playing the shifts and leveraging our competition during racing.

During the final start of Race 2, you started in a lefty the three boats went off the line headed in sailing straight towards the left corner of the racetrack, one tacked out and assumed the lift. And the lefty held.

Stephan & Oliver and Ripley & Nick converged at the top mark at the same time even while Ripley & Nick sailed in better pressure I believe. They sailed the top sixth of the race track headed on starboard while Stefan and Oliver maintained their lifted tack on port layline.

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### Skill Work- On Your Own

Skill work can be done in a group practice setting, if you bring it up in the meeting and we add it to our practice schedule as a team. Skill work can also be done on your own, during the weekdays on your sail out before training, or on your way in after practice.

You should spend 10 to 30 minutes of your own time getting better in these areas. The New Zealand All Blacks rugby team designates the last hour of practice every day to athlete lead and driven skill practice.

My recommendation is the next time we see conditions like that Berta & Bella practice more gybes downwind was special focus of timing of kite handling and when to blow the kite to the new side.

Stephan & Oliver need to sit down and write out your task list and countdown for maneuvers. We need to get on the same page when it comes to 1) count downs and 2) task lists. Collaborate

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as a team on-shore how to execute the best maneuvers with regards to timing and movement.

Ripley & Nick need to work on how to get stoked and hungry for conditions every single day the same way you were so eager to go sailing today. My recommendation is you push yourself next time the conditions suck or next time you're ready to go in to add 30 minutes of your own skill work to focus on the learning and pushing yourselves

Connor & Garrett had such a successful day because you got your boat balance with the right tuning for those conditions. Fitness and endurance was an issue which is something you can work on at home. Diet, nutrition and physical fitness training will go a long way but one thing you can work on is making sure you have the best tuning guide, so you set up for speed and balance every day. Work on a tuning guide.