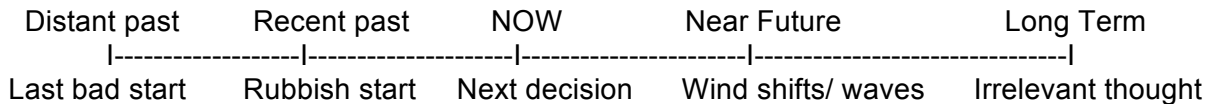


Focusing attention


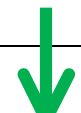
1) Thinking in the present and near future

- Stay in 'the now' – you can control 'the now'
- Avoid negative hindsight thinking – 'that was a terrible start; last time I had a terrible start, I had a terrible race'
- Avoid distracting forward thinking - Cathy's example:- 'team uniforms, when on last beat of qualifying race for Olympics (when she had to concentrate on finishing)



2) Race recovery from bad frame of mind (Internal–Tight)

- Get yourself out of negative past or distracting future thinking into sailing 'in the now' and short term future

<u>Internal – Tight</u> (my bashed finger hurts – could be –ve feeling triggered by e.g. bad start)		<u>Internal – Wide</u> (very negative - why am I bothering to be here? – 'whole body/ pit of stomach feeling')
	<u>External – Tight</u> (locking in on e.g. crossing boat/ mark for rounding)	<u>External – Wide</u> (full awareness all around – e.g. areas in shadow, areas in light) Ideal State

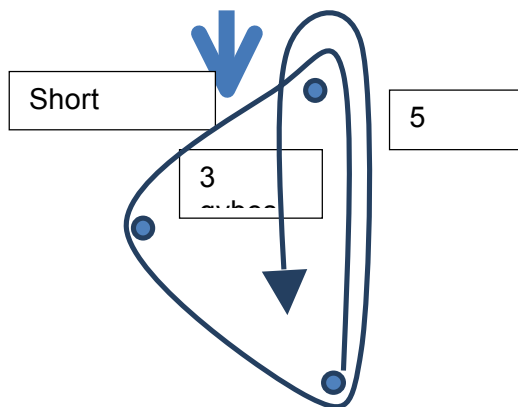
- Avoid –ve spiral; create positive spiral from Internal–Tight to External-Tight, then External-Wide
- Move from Internal-Tight to External-Tight – Take Control
 - o Focus on hitting next gust/ lull perfectly (flat water) – anticipate/ achieve perfect response (sail trim, hiking, heading)
 - o Focus on getting over next 3 waves perfectly (sea/ choppy water)

Forces awareness outward (to External-Wide) - On flat water, look for wind; on choppy water, look for waves

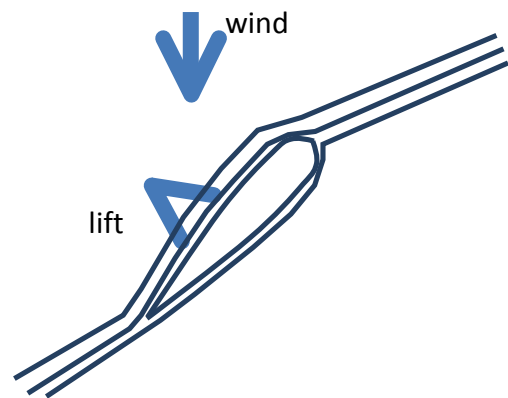
Brings 'boat in balance' feel which boosts mood

Steering

Manoeuvring Exercise



Lift from foils



- Sharp turns causes cavitation in the foils (listen for the bubbles)
- Loss of laminar flow loses lift
- It can take a long time for laminar flow to re-establish in light airs (3 mins for Yngling)

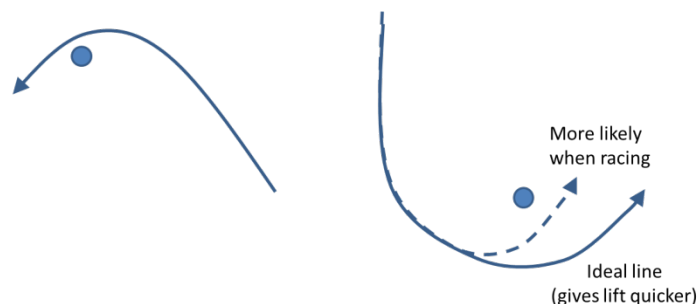
Tacking

- Slow the start of the tack and then speed up at the end (luff slowly and the tack quickly; slow count going in, quick count coming out)
- Narrow tiller angle (LH picture) – long curve
- Use body weight
- On tacks the crew needs to get out on the toe straps ASAP
- When role tacking the crew should watch the helm to ensure you cross together



Mark rounding

- Go in wide, come out tight to give smooth turn, leave the mark at speed and generate lift quickly without cavitation (all marks)



- At leeward mark, pull the main in quicker by using two hands

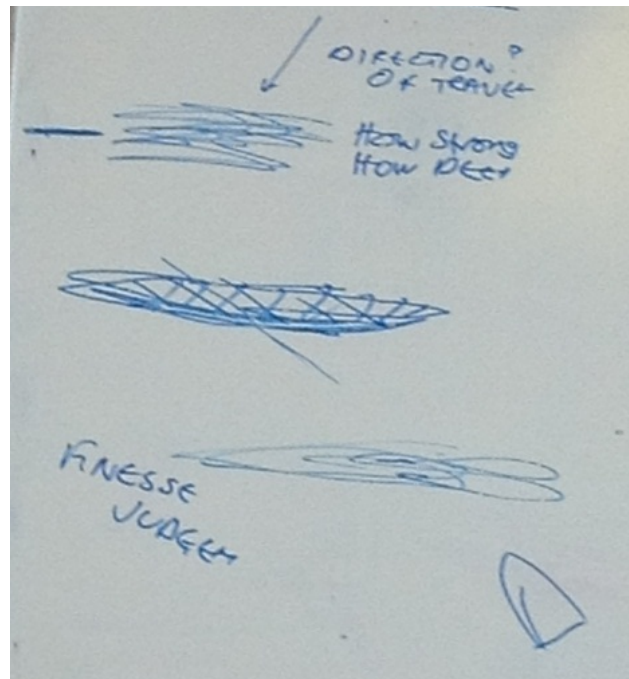
Sailing upwind

Spotting wind

Look at the wind coming and spot the direction it's coming in and talk about direction and timing of gusts and lulls – both crew and helm

Spotting strength

- Far distance 'is there wind or lull?'
 - When looking for the wind, look or as far as you can and watch the speed and direction of the gust/ how deep is the dark patch
- Mid distance - how strong, how deep is darker patch (big enough to tack for?) direction of travel
- Near distance - dark leading edge is gust (feather to depower first). Does it look normal or random (swirly gusts that will knock you in to windward)
- Up close - finesse timing of gust
- When sailing into sun more wind gives brighter water rather than darker (reflection vs shadow)

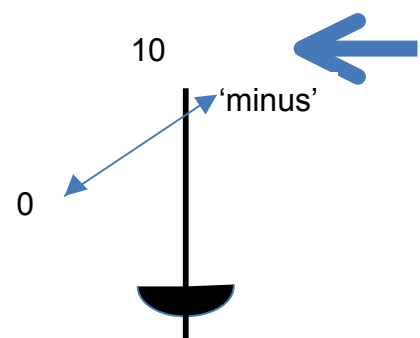


Spotting Direction

- Watch direction of leading edge
- If you feel wind on nose it's a header, on ear it's a lift
- On sea, greater focus on looking out for wind/ waves (less focus on jib luff)
- On lake scan frequently with jib luff in peripheral vision
- At sea you can get pressure without wind twist.
- Inland pressure always comes with twist (gust)

Sailing upwind

- Sail flat - not sailing flat allows the boat to sag to leeward
- Feather going into the gust and come down after a few boat lengths
- Just before the gust hits think 'When do I luff and do I need to ease the main a little?' - keep scanning to get this right at the finesse
- Don't bear off in the lulls
- Crew's job to keep boat flat upwind - crew call wind/ lull timing
- Crew needs to judge the lulls as much/ more than the gusts to keep the boat flat



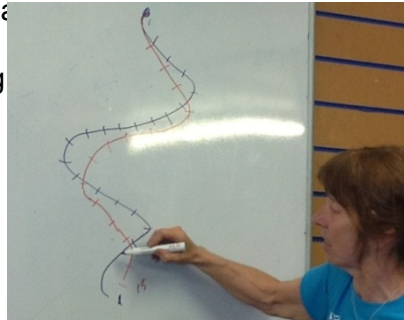
Mainsail settings

- Use the kicker to avoid losing speed when the gusts hit
- Clew outhaul controls bottom third of sail - clew eased slightly (1-2cm) to point and give power in the chop

- Cunningham controls top third - flatten the top of the main off - better to do this in big winds and big seas than to ease kicker/ tighten clew outhaul

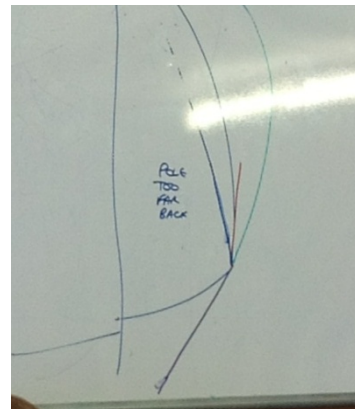
Sailing Downwind

- You sail with the wind at similar speed so travel with gusts. - look for gusts to follow down wind
- Use the downwind gust to position for next bit of wind - luff up or gybe to get into wind
- Helm feel for wind on cheeks/ back of neck. If on wrong side, gybe immediately – if you don't. you will sail with the wind and not realise the heading is wrong
- When going down wind, sail lower when you have pressure - it allows you to sail a shorter course (red is the better way)
- Crew calls the pressure and the heading changes – i.e.
 - Crew: "I have good pressure so you can come down"
 - Helm: "I have come down"



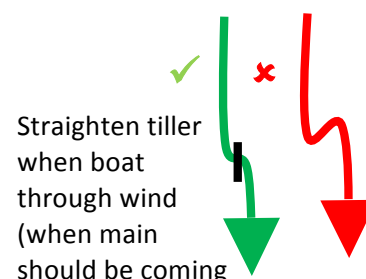
Spinnaker pole/ trimming

- The ideal trim area (the curl) is fairly short – on the shoulder of the luff
- Pole height
 - The clews should be level
 - If pole too high, the shoulders of the kite have risen up and the head is fluttering like a flag – no force (the exhaust of a spinnaker is downwards) - hard to trim
 - If the pole is too low, the luff is tight and the trim area lengthens – the whole spinnaker collapses at same time
- Pole angle
 - Try to get spinnaker in line with the red vertical line from the tack.
 - If the pole is too far back the spinnaker looks like the blue line. If too far forward it looks like the green line
 - If the pole is too far forward on the run, the leach of the kite above the shoulder flaps – because the kite is shielded by the main – pull the pole back
- When trimming the kite, crew hold a soft focus on trim area to avoid strain and take in what is going on around in peripheral vision



Gybing

- When going down wind the person trimming the kite needs to be 100% on trim.
- Helm takes up trimming on a run-to-run gybe - the crew needs to keep the boat flat and pull the boom over as the helm keeps the kite flying at speed.



- Helm take tiller extension in hand with spin sheet when gybing rather than between knees so he can get under boom when looking up at kite. Keep looking up!