



World Sailing

Emerging Nations Youth Worlds Team

Basic Speed and Goal Setting

Congratulations!



Your Support Team

World Sailing - Catherine Duncan, Larisa Zejen, Fiona Kidd

Coaches - Susannah Pyatt, Lisa Ross, Frederico Rato

Today's Session



Goal Setting - Basics of goal setting and how to use in your training and racing environments

Basic Speed Techniques - Foundational skills for starting in the ILCA and how to practice at home.

Communications



World Sailing Academy:

Emerging Nations Private Hub

Whatsapp Chat Group:

Updates, questions and uploads to Hub

Icebreaker



Name?

First Youth Worlds?

Favorite activity that's not sailing?



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Team Goals

- Create an open environment for learning and discovery of new skills at the Youth Worlds training camp while preparing athletes for performance during the event.
- Support athletes for performance and having positive outcomes and learning during Youth Worlds Event.
- Maximize learning and consolidation of skills after the event, looking toward next international event.

Goal Setting

Why is goal setting important?



Goal Setting



Why is goal setting important?

Increased
Enjoyment

Focus

Persistence

Self-Esteem

Motivation

Better
Performance

Satisfaction

Tracked
Progress

Accountability

Well-being

Less
Procrastination

SMART Goals

S	Specific	Make your goal specific and narrow for more effective planning	
M	Measurable	Make sure your goal and progress are measurable	
A	Achievable	Make sure you can reasonably accomplish your goal within a certain time frame	
R	Relevant	Your goal should align with your values and long-term objectives	
T	Time-based	Set a realistic but ambitious end date to clarify task prioritization and increase motivation	

Overarching Goal



What is your long-term goal for sailing?

What is your outcome goal for
World Sailing Youth Worlds?





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Outcome vs Process Goals

Being an Olympic Medalist is overwhelming, but training for 3+ hours every day is simple.

OUTCOME FOCUS

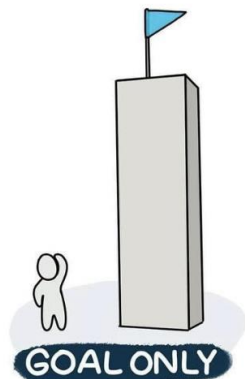
A ————— WIN! — B

PROCESS FOCUS

A — win! — win! — win! — win! — win! — win! — B

Skill Assessment

What are the 5 things I can improve on that would give me the best chance of reaching my outcome goal at the Youth Worlds?





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Process Goals

Each training session: set process goals (SMART goals related to skill development) that aim at improving one to three of your Five Skills to improve for Youth Worlds

1. Set your process goals for training.
2. Keep them in mind when out on the water and don't be afraid to try new things in training.
3. Review your process goals after training: take stock of what worked, what didn't work and what you may try next time.

"If you want something you've never had, you must be willing to do something you've never done." - Thomas Jefferson

Process Goals

Each regatta set an outcome goal (SMART goal that can be number based or not) for the event.

Set 2 to 5 process goals (SMART goals related to skill development) that align with your Five Skills and will help you reach your outcome goal for the event.

1. Set your process goals for racing
2. Keep them in mind when out on the water and use them as a mental reset if you lose focus or get frustrated.
3. Review your process goals after the race, what you did well on and what you may try to improve on.



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Review

Goal Setting

- Write down your Overarching Goals - then forget about them!
- Find your Five Skills to focus on in preparation for the World Sailing Youth Worlds
- Set Process Goals for each day of Training and Racing
- Review your sessions and Enjoy the Process!



Where does speed come from?



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Where does speed come from?

Speed comes from FLOW.

Maximize flow over foils and sail

Minimize drag on foils and sail

- Flow over foils creates lift upwind
- Minimizing drag increases top speed potential

Minimize slow moments instead of maximizing speed one-time top speed

Speed Technique Resources



[Marits Video](#)

[internationalsailingacademy](#)



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Upwind Speed Concepts

Light Air:

- Boat is constantly accelerating
- Sail set up for maximum power and acceleration
- Heel:
 - Keep boat at constant heel (close to flat or flat) and NEVER heel to windward
- Body:
 - Centre body position with shoulders tall and always above or outside of hips
 - Use shoulder press to maximize acceleration in pressure increase
 - Shoulders in as soon as pressure decreases (limits feeling to bear off!)
- Sheetting:
 - Sheetting to apparent wind changes
 - Squeeze sheet in after acceleration
 - Ease sheet after deceleration
- Steering:
 - Keep tiller locked down
 - Sheet for shifts and angle changes from bigger pressure changes, but not every little one

Upwind Speed Concepts



Medium Air:

- Boat gets close to hull speed - acceleration dependent on wave state and velocity changes in wind
- Sail set up for maximum power and start reducing drag if staying at full speed
- Heel:
 - Keep boat close to flat or flat and NEVER heel to windward
- Body:
 - Hike forward and shift leg position to ensure shoulders are always above or outside of hips
 - Use shoulder press to maximize acceleration in pressure increase
 - Shoulders in as soon as pressure decreases (limits feeling to bear off!)
- Sheeting:
 - Sheeting should be limited - almost always block to block
 - Quick sheet outs if shoulders aren't enough to keep boat flat in biggest puffs
- Steering:
 - Sail at VMG angle and steer for waves
 - Only steer when needed to maximize flow- use body for smaller sets of waves and steering for bigger sets

Upwind Speed Concepts



Heavy Air:

- Boat gets close to hull speed - acceleration dependent on wave state and velocity changes in wind
- Sail set up for balancing helm and reducing drag
 - Waves on bow: more cunningham to vang ratio to ensure you can get bow down at top of wave
 - Side swell: more vang than cunningham ratio to ensure boat balance and more constant pressure in sail
- Heel:
 - Keep boat locked into constant heel NEVER heel to windward
- Body:
 - Hike as far forward as waves will allow
 - Drive for maximum hike! This will set VMG and limit high and slow sailing
 - Use shoulder press to maximize acceleration at top of wave
 - Shoulder back torque to push bow down on backside of wave
- Sheeting:
 - Find sheeting window for balanced boat and vmg
 - Waves on bow: Sheet out at top of wave when maximum hike, sheet in after acceleration down backside of wave when shoulders come forward
 - Side waves: more limited sheeting
- Steering:
 - Waves on bow: Bear off just after maximum pressure point at top of wave, head up sailing up the face of the wave
 - Side swell: limited steering and never follow the backside of the wave down!



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Downwind Speed Concepts

Light Air:

- Mostly sail By-The-Lee
 - Vang setting must open top batten to allow for reverse flow
- Heel:
 - Windward heel almost always (only flat if wind picks up to 6 knots or more)
 - Use heel squeezes to drag speed towards the mark
- Body:
 - Body very far forward - forward leg beside centre board
 - Center of mass inboard as far as possible (hip flexibility)
 - Wrap back leg around hiking strap for balance and have hands free
- Sheeting:
 - Constant sheeting - don't hold onto centreboard with sheeting hand!
 - Feel pressure increases in the sheet and squeeze sheet slowly in to take pressure towards the mark
 - Sheet out with pressure decreases and angle increases
- Steering:
 - Limit steering (use heel and sheeting first)
 - Squeeze accelerations towards the mark
 - Sail bigger angles when sailing slower

Downwind Speed Concepts

Medium Air (Surging Waves to Surfing Waves)

- Switching by-the-lee to positive flow
 - Vang setting should be set for which flow you want most of the time (looser for reverse flow or tighter for positive flow)
- Heel:
 - Boat is flat or close to flat most of the time
 - Use heel to turn boat and create potential for accelerations, but come back to flat
 - Never turn against heel!
- Body:
 - Body far forward with centre of mass close to centreline
 - Feet under centre of mass for easy forward and back and slide to side presses
 - Shoulders square to bow
 - Body back to reduce drag when surfing
- Sheeting:
 - Quick sheeting hands - either from mainsheet block or directly from boom
 - Sheet leads the turn - out faster than a downturn (leads to boat wanting to heel to windward) - in faster than an upturn (leads to boat wanting to heel to leeward)
 - Quick sheet correction after turn - Squeeze after downturn and sheet out after up-turn to take acceleration straight, maximize flow and take speed towards the mark.
- Steering:
 - Limit steering (use heel and sheeting first)
 - Squeeze accelerations towards the mark and elongate S turns when going faster
 - Sail bigger angles when sailing slower



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Downwind Speed Concepts

Heavy Air (Surfing Waves or Planing)

- Switching by-the-lee to positive flow
 - Vang setting should be set for which fits the harder turn on the waves - tighter for hard up turns, looser for hard downturns
- Heel:
 - Boat is flat most of the time
 - Can use heel to accelerate turns when boat is going slow, but when planing and surfing, boat should be flat to limit drag
- Body:
 - Body is very active to keep boat flat and limit drag
 - Leeward presses when sailing by the lee, hiking when sailing positive flow
 - Body moves further back the faster the boat plane to limit drag and increase top speed - quickly forward if plane is lost or speed decreases
- Sheeting:
 - Quick sheeting hands from mainsheet block
 - Sheet leads the turn - out faster than a downturn (leads to boat wanting to heel to windward) - in faster than an upturn (leads to boat wanting to heel to leeward)
 - Quick sheet correction after turn - Squeeze after downturn and sheet out after up-turn to take acceleration straight, maximize flow and take speed towards the mark.
- Steering:
 - If Surfing - take long surf angles towards mark and steer to set up next surf BEFORE speed drops
 - If planing and skipping waves, keep sailing angles long and steer for pressure

Reaching Speed Concepts

Light and Medium Air:

- Not Planing
 - Vang setting must keep tension in leech for power, cunningham off and outhaul medium setting
- Heel:
 - Leeward heel locked in
 - Lighter air - bigger heel angle; Medium air - less heel angle
- Body:
 - Body far forward
 - Shoulders always outside of hips
 - Feet locked unto hiking strap (tighter strap) for maximum transfer of press into boat
- Sheeting:
 - Sheeting to keep flow over leech - sheet out after deceleration, sheet in after acceleration
 - As wind increases, should try and limit sheeting and steer more to apparent wind changes
- Steering:
 - Steer to drag increased apparent wind down (acceleration) and decreased apparent wind (deceleration) up



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Downwind Speed Concepts

Heavy Air:

- Planing
 - Vang off to loosen leech, keep cunningham on - more as wind velocity increases), outhaul at upwind setting
 - Board up high - just down enough to stop sideslipping
- Heel:
 - Boat flat or close to flat and heel locked in
- Body:
 - Body back - when on full plane as far back as possible
 - Hiking angled back and feet locked in
 - Move forward and back based on speed of plane
- Sheeting:
 - Limited sheeting - sheet to keep boat heel locked in
- Steering:
 - Steer to drag apparent wind down - steer down in puffs and up in lulls

Speed Concepts Review



Flow is paramount - flow over sail and flow over foils

Control of heel is essential - a locked in boat is fast and use heel for accelerations

Never steer against heel

Proper body positioning will allow you to best feel heel changes and react properly with shoulders, sheeting and steering

Sail set up should be focused on what you are trying to do with the conditions - how do you need to steer waves, how are you accelerating?

Think about needing power (drag) to accelerate vs limiting drag (flatter sails, body back) when you are at top speeds and planing

VMG angles upwind and downwind are key to find: sailing with a wider groove allows you focus on the big picture while making fewer technique mistakes

Next Session

Starting and Fitness

June 24th

