

56 Trofeo Ciudad de Palma

The event :

Real Nautico de Palma, racing in Palma bay about 60 min sail from club

380 competitors

13 nations (DEN, GER, ESP, ITA, POL, NOR, IRL, FRA, SUI, SWE, NED, POR, FIN)

5 races in light to medium wind (5-12 kts) + day training in 20-25 kts (waves)

Shore organisation was good apart from the first night where it seemed no-one knew anything about anything (hotel, RIB, charter...) putting the team under pressure the following morning and creating some stress on way to hotel. Arriving a day earlier would have helped to avoid that extra stress in the morning of the first races.

Hotel was about 10 miles from venue. It was excellent accommodation with good food (ask Cian for confirmation), however because of the distance we were totally dependant on the bus timetable which did not always suited our needs. It is great value for money but renting a car or a minibus for the few days would have been better.

On the water performance was excellent and the OOD did the best he could have done to provide fair racing in difficult conditions. He was "deadly" under black flag and flew the individual recall for 10 boats. No messing allowed!

Naaix charter were fine. However they were not fully ready at arrival adding to the thursday morning stress.

The team

The world team (Cian, Ross & Tim) were completing their prep program for the worlds in Palma. The team saw the addition of Diana Kissane and Scott Flanagan.

Results

1	DEN	Kristian Kirrketerp	78	2	1	1	1
2	DEN	Jes Lyhne Bonde	31	6	6	6	3
3	GER	Jens Marten	4	1	25	16	1
21	IRL	Diana Kissane	17	24	8	19	7
48	IRL	Cian O Regan	20	49	2	74	9
140	IRL	Timmy O Laoire	77	71	5	94	23
285	IRL	Ross Vaughan	90	ocs	ocs	25	67
308	IRL	Scott Flanagan	87	bfd	74	93	91

girls

1	GER	Lisa Shweigest	15	17	6	35	4
2	DEN	Anne Marie Rindom	11	10	17	11	38
3	IRL	Diana Kissane	17	24	8	19	7

Race winning strategy

Races 1 to 5 : oscillating wind westerly about 5-12 kts. It was shifty with up to 10-15 degrees shifts, but most importantly the wind was coming from the city by gusts creating wind holes and zones of pressure. Avoiding the lulls and using the pressures as a tactical tool to close on the opposition, come back towards the middle of the course or to close on the next mark was definitely the key for a successful race (assuming you had a decent start and clean air!). It seemed there was a current coming from the harbour (River?) and as the top reach was fairly tight, it was near enough suicide to go too low. On the run, again, playing in the pressure and using these pressure patches as tactical tools was a key for a good run down to the gate. On the last beat there was still room for mistakes and places could be made by tacking a side and playing the breeze on the sides. The finish line was short and RIBs created an artificial wind shadow and disturbed the water heavily. As a result, finishing on the port side (less RIBs) was paying nicely, unless there was more breeze on the starboard lay line (gust) or a massive lift! In any case the middle was a recipe for disaster past the top 10 boats. If well placed after the run, it was important to keep a tight control on the majority of the fleet even if it meant taking a header for a while. The leaders would follow as well as they have to keep the control on you! Basically the sailors trying to overtake you will do the tactics for you!

Training in waves!

FUN. Have a look at the video... Cian! Forward downwind will you?

Before Uruguay!

- Make sure you read all previous reports and analysis forms (have them with you in the flight to Uruguay)
- You all got a few OCS or BFDs along the way. So make sure you get your start routine well in place before the worlds. Transit, safe transit, timing, keep covered (don't show your number too early) and look at alternative ways of starting depending on wind strength, current or other factors.
- You all did excellent progress through the program and raced at the front of high profiled racing. So put it in your head! Race wins and a good result at the world is largely feasible providing that you get:
 1. your diet right in the next few weeks (vitamins, fruits, vegetables, pasta and avoid fatty stuff...)
 2. loads of sleep
 3. yourself in the right state of mind for a big event... no pressure, no need! You have done the work and you are ready.

Palma optimist trophy
Coach analysis

world team prep event

Quick reminder

Cian:

Mast rake : forward. 286 average!

Concentration : go against your nature and consistency will come naturally (then loose it on the way back to Ireland)

You got several races ahead of sailors with high targets, so you can do it!

Ross :

Nail down good start (great in Maubuisson, not so great in Spain) by controlling the fleet. Be careful not to show the number too early!

Tim:

Nail down good start and be on the lookout for clean air. Great improvement downwind, remember you have to work twice as hard in the medium air!

See you in Montevideo

Tom
11/12/06