



ISA national squad : Palma 2007 general report

The Event

322 entries from 14 countries (IRL, ESP, FRA, POL, DEN, NED, FIN, PUR, USA, GRE, NOR, SUI, GER, ITA). 85 of the entries were girls.

8 races were sailed in mainly light and choppy conditions (6-12 kts) apart from race 5 sailed in 20-22 kts.

As usual the sail out was very long and towing was required even with a good breeze. A large enough RIB, towing lines in order and kids discipline was essential to be efficient. It went overall OK.

As last year, the OOD and his team were good providing excellent races in difficult conditions. They played with the I flag and the black flag in a clever manner and even though they had to go for general recalls a couple of times, it was not too bad.

Having the hotel at walking distance from the club was a “must” resulting in very efficient and comfortable “life” ashore. We were never under pressure in the morning or evening. With Three adults involved we could split the walk back if necessary (protest dealing!)... Now there were other hotels on sea front that seemed less expensive for future reference. We did not need all the given comfort.

Having our boats was handy as we remained totally independent (I remembered the stress of last year getting the charters). However, our sailors need to spend time taking care of their boats before such an important event. Several boats were not “race ready” (gel coat chips, grip missing on side, ties getting tired, weak ties...).

Note on the drive : More power is required to tow that trailer! 90km/h average for such a trip is too slow. To be comfortable and not feel like wasting too much time, 110km/h on motorways would seem a better deal.

The Team/results

Unfortunately Patrick Daly was sick and did not make the trip at the end. To achieve an ISA set criteria (sport council card), sailors had to finish in the top 50% of the fleet (top 161). This was achieved by 6 sailors. As Ali had already secured a criteria at the European, 5 sailors were added to the list sent to the sport council of Ireland. Well done!

Spanish sailors dominated their own event with the largest entry but also the best results as a group: the overall win, silver in the girls and 5 sailors in the top 10.



Results : OVERALL (322 entries)

1	ESP	Adrian Barcelo	3	5	1	1	33	2	4	1
2	NED	Jolbert Van Dijk	2	1	3	2	7	8	20	2
3	ESP	Jordi Xammar	2	7	19	4	7	2	12	3
49	IRL	Killian O Keeffe	24	45	12	18	13	21	34	20
55	IRL	Richy Harrington	39	9	50	23	22	6	9	56
117	IRL	Ali Dix	38	66	35	49	2	61	79	20
122	IRL	Eoghan Cudmore	52	24	63	14	32	46	55	57
127	IRL	Katie Gambier Ross	72	34	63	46	49	29	64	1
139	IRL	Alan Kingston	47	42	30	53	39	36	54	59
170	IRL	Tara Flood	35	63	48	43	62	60	51	bfd
172	IRL	Aodh Kennedy	47	64	34	60	74	50	41	bfd
176	IRL	Colm O Regan	60	54	52	64	11	52	82	bfd
204	IRL	Fiona Daly	ocs	47	62	35	dnf	83	56	42
227	IRL	Holly Campbell	45	75	82	74	63	83	83	52

Results : GIRLS (85 entries)

1	USA	Morgan Kiss	5	4	17	42	15	1	7	13
2	ESP	Sonia Arana	51	6	5	4	5	5	14	26
3	POL	Sarah Piasecka	38	10	18	12	14	3	11	4
23	IRL	Ali Dix	38	66	35	49	2	61	79	20
25	IRL	Katie Gambier Ross	72	34	63	46	49	29	64	1
38	IRL	Tara Flood	35	63	48	43	62	60	51	bfd
49	IRL	Fiona Daly	ocs	47	62	35	dnf	83	56	42
57	IRL	Holly Campbell	45	75	82	74	63	83	83	52

A few general pointers

These are general pointers following observation of the racing in general. I am following your suggestion and each sailors received an individual few lines regarding their own performance (obviously this is not for public knowledge).

If we except the fifth race which was very windy, the event was as expected light and choppy (plus a few big rollers coming from the south on the last day).

1. Having a powerful sail and a leech responding to acceleration and deceleration (when bumping into waves) was essential. Pointing did not seem to be the most important. Speed was! Overall, Olympic (radial ray) and Quantum (TR3) seemed to be the most efficient sails out there. The J sails managed a few good scores with some German and Greek kids but seemed to struggle a little upwind.



2. with 110 boats on the start line and probably just enough room for 70-80 of them (pushing it), it was important to be placed early as gaps rarely appeared. In such light air, clean air was too important to miss a start. Unfortunately, it was not that much a surprise for me that we failed to be consistent on the line. We failed to accelerate with the fleet several time and got too many bfd or Ocs (4).
3. the few minutes following the start are crucial as this is when you are making your first tactical decision. To be able to choose, you need to be clear on the front row, know where the majority of the fleet is heading, know where the windward mark is and observe the fleet ahead if you are on second or third start. I felt you were still very much in your immediate surrounding missing these important information and failing to have a successful tactical move (stress, indecision...).
4. I noticed a huge improvement overall on mark rounding at the bottom gate. I could see more anticipation and a clear motivation to get out of the mark with options. This is not perfect yet and all of you need to be more consistent at it.
5. On the finish line, there were an awful lot of RIBs and oppies sails flapping very often drifting on the starboard side of the line creating very disturbed water and wind on the starboard layline. Coming back from the port side may have been a good option on several occasions. Be careful and anticipate your gaps within the starboard boats when close to the finish.

Focus going forward

- You should not sail until mid-late January (get a rest) but make sure you sort out your boats and gear. Make sure you buy new fittings when necessary : ties, bailers, ropes... Make sure you sort out chips on your hull.
- We will have a fitness session at the next training (first weekend of February), so keep working on your fitness. Remember that the Europeans and the worlds are in a windy venue next year. Feeling fit and good will also help in light air to keep a better concentration.
- I would also suggest you read books on tactics. I am trying to get the “north sail” book myself as I read a couple of extracts I thought were very good.
- From early February till B’meer (March), we will have 9 days training as a squad and I would assume you will double this amount with some personal training. Starting and the immediate after start decision will be our main focus. We will work around typical situations. We will keep working on mark approaches and rounding as well to gain consistency.
- Of course we will still work on our speed, our sail understanding and boat handling.

Thomas Chaix

12/12/2007